



Part 4: An Alleged 1953 UFO Crash and Burial Near Garrison, Utah

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Return to **Part 1**

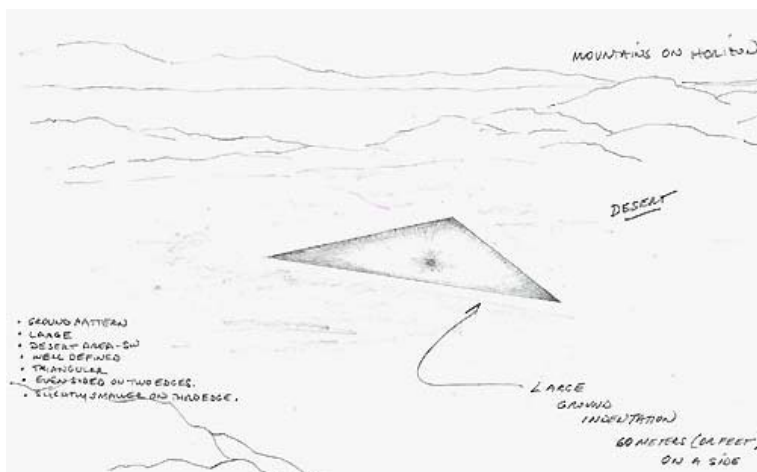
November 11, 2005 -

Remote Viewing by Joe McMoneagle

October 13 to 15, 1005

LINDA: I talked about the DRES case with MJ-12 and UFO crash/retrieval researcher, Ryan Wood, who suggested I hire the talented remote viewer, Joe McMoneagle, of Intuitive Intelligence Applications in Virginia. I prepared a sealed envelope that had only a xerox of a June 11, 1953, aerial photograph of the triangle in the DRES lakebed and the latitude and longitude coordinates of the triangle. (113W 40'29.83" by 38N 37'). Later after the work was completed, the sealed envelope was returned to me unopened, taped and marked with lines that would have torn if the envelope had been opened.

Joe's first remote viewing sketch on October 13, 2005, stunned me. He drew a triangle and indicated the pattern is in a desert location with the point headed toward mountains on the horizon. That's true.



With his sketch, he provided a typed list of impressions:

TARGET: LH92805

1. Please describe target.

2. What created target?

1. The following description applies:

- ☐ Low mountains on the horizon.
- ☐ Desert floor – feeling like I'm in the desert southwest.
- ☐ Ground pattern – possibly medium to large.
- ☐ Well defined – but slightly worn.
- ☐ Triangular in shape.
- ☐ Even sided on two edges.
- ☐ Slightly smaller or shorter along the third edge.
- ☐ Pattern is a ground indentation.
- ☐ Size is approximately sixty meters (possibly feet) on a side – longer sides.
- ☐ Downward sloping from indentation at edges.

But the dimensions Joe referenced from his remote viewing were "60 meters (or feet) on a side," which is much smaller than the actual measured dimensions of 4,400 feet on a side and 2,700 feet wide. Why that size discrepancy? No one knows. This is pure speculation,

but perhaps Joe was picking up on a *previous* crash in the lakebed of a smaller object that might have happened in the 1940s?

In answer to the question about what created the lakebed triangle, Joe wrote:

2. Indentation was created:

- ❑ Created by two large machines which cut approximately 1.5 feet of top soil from the surface – removing it.
- ❑ Soil was removed to clean up what appears to be some kind of an impact site, or what might be a vehicle crash site.
- ❑ Removal of toxic waste or material possibly being carried by a vehicle that impacted in center of the area of pattern.
- ❑ There was more soil removed from the center than from the edges.
- ❑ Original vehicle probably impacted at an angle.
- ❑ All traces of impacting vehicle were removed.
- ❑ Date of impact was approximately 1938-1940.
- ❑ Date of removal was approximately 1950.

JWM/October 13, 2005

Another discrepancy is the timeline. Is the remote viewer picking up on something else that happened in the 1940s at the DRES lakebed site?

Other remote viewing comments and drawings:

TARGET: LH92805

1) *What were these machines that created the indentation? Who made them?*

2) *Why did the US govt. make high altitude photos of this pattern on June 11, 1953?*

3) *Was there or is there now anything buried underneath this indentation?*

4) *You say all traces of the vehicle were removed - who removed them? Where were they taken?*

1. United States Army Bulldozers, manufactured by Ford Motor Company, circa 1930.
2. Camera testing. They were taking photos of sites with specifically known or understood characteristics in order to judge the camera capabilities against possible future or unknown sites.
3. Initially there were hundreds of bits of debris buried on this site from the original vehicle impact trauma. However, these were removed when the site was carved down and scoured clean during the original site cleanup (see drawing of original impact view.) The original airborne vehicle would have buried a considerable amount of its material due to its high rate of speed at the point of impact – especially due to its unique design. I do not believe there is anything currently left buried at this site.
4. I believe all material was removed from this site by the United States Military prior to 1940. The debris was originally removed to an airbase in the southwest, probably a desert base in eastern California or western Nevada. This material has since been moved and further disseminated to a multitude of sites over the course of years.

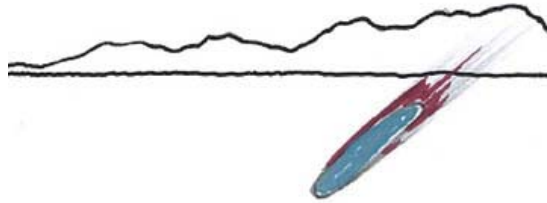
October 14, 2005

TARGET: LH92805 (Continued)

Additional information:

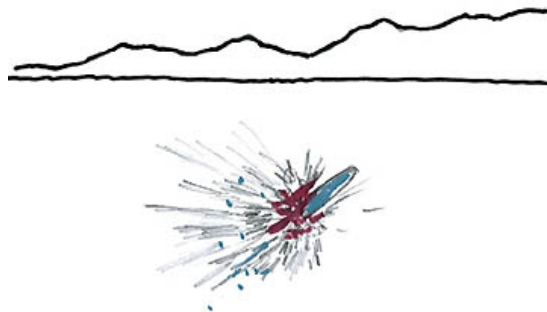
Attached is a drawing of what the vehicle probably looked like just prior to impact. It was (see square 1):

- ❑ Tubular.
- ❑ Approximately 30 feet in diameter and approximately 70 feet in length.
- ❑ It was traveling in excess of 3,000 mph.
- ❑ It was constructed of a material made from a metallic alloy consisting of:
 1. Aluminum oxide – near 100% pure.
 2. Titanium.
 3. And an element something like nickel and copper mixed but with a couple extra molecules.
- ❑ There were no on-board life forms.
- ❑ The drive system was a form of electronic pulsed-heat wave form(s) through some kind of tunnel system.
- ❑ It was rapidly spinning but not out of control.
- ❑ It was designed to self-destruct after entering atmosphere and following the completion of its mission.
- ❑ Its mission was and is unknown.



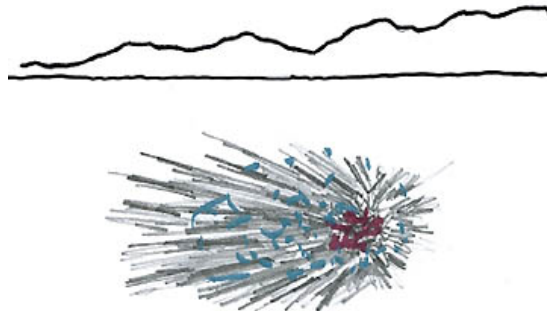
1

Drawing 2 shows point of impact, which was angular, approximately 40 to 50 degrees to the desert floor. I believe the desert was selected at the targeted impact area to prevent or lessen the probability of additional collateral damage to possible local life forms (human or animal.)



2

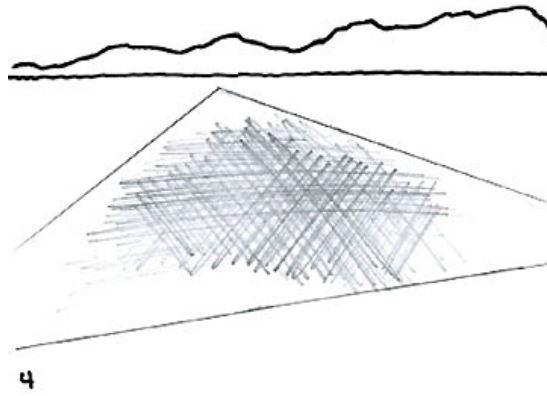
Drawing 3 depicts the resulting debris field which resulted from impact. Basically there was little if anything left of the vehicle larger than a grapefruit. Material that was left, was pretty much fused with the desert sands or obliterated beyond recognition.



3

Drawing 4 shows the area after reclamation and clean up by discovery crews. Debris was removed by the United States Military and this debris is now pretty much scattered to a multitude of locations across the United States. Aside from its metallurgical uniqueness there is very little value to the debris recovered from this crash site.

Because of the unique nature of RV, I'm not sure future viewing will prove valuable on this target.



More information:

Also, see other Earthfiles UFO crash retrieval reports:

- 07/29/2005 -- **Bentwaters and Rendlesham Forest Mystery Beyond December 1980**
- 04/14/2005 -- **"Battle of Los Angeles" On February 25, 1942**
- 02/13/2005 -- **Part 1: UFO Crash/Retrievals: Status Report IV - Fatal Encounter At Ft. Dix-McGuire**
- 12/30/2004 -- **September 12, 1952: America's "Secret War"? Part 1: UFO Retrieval in Flatwoods, WV**
- 12/30/2004 -- **September 12, 1952: America's "Secret War"? Part 2: USAF Starfire Disappeared**
- 12/30/2004 -- **September 12, 1952: America's "Secret War"? Part 3: Nuclear Physicist Stanton Friedman**
- 12/22/2004 -- **Part 2: "Reasons Why U.S. Government CAN'T Release Truth About UFOs!"**
- 12/22/2004 -- **Part 1: "Reasons Why U.S. Government CAN'T Release Truth About UFOs!"**
- 12/10/2004 -- **Part 4: "Peculiar Phenomena," V-2 Rockets - and UFOB Retaliation?**
- 12/10/2004 -- **Part 3: "Peculiar Phenomena," V-2 Rockets - and UFOB Retaliation?**
- 12/07/2004 -- **Part 2: "Peculiar Phenomena," V-2 Rockets - and UFOB Retaliation?**
- 12/04/2004 -- **Part 1: "Peculiar Phenomena," V-2 Rockets - and UFOB Retaliation?**
- 11/12/2004 -- **Strange Metal Pieces from Plains of San Agustin Alleged UFO Crash Site Analyzed.**
- 08/18/2004 -- **New Mexico Gov. Bill Richardson Wants More Investigation of 1947 Roswell UFO Crash**
- 06/14/2004 -- **Part 3 - The Danger of Time Loops and A Wormhole on Frenchman Mountain, Nevada**
- 06/14/2004 -- **Part 2 - The Danger of Time Loops and A Wormhole on Frenchman Mountain, Nevada**
- 06/12/2004 -- **Part 1 - Field Trip with Microbiologist Dan Burisch to Frenchman Mountain, Nevada**
- 06/08/2004 -- **Part 3: Whistleblower Microbiologist Dan Burisch Interview on June 7, 2003**
- 05/19/2004 -- **Part 1: Whistleblower Microbiologist Dan Burisch Interview on June 7, 2003**
- 04/26/2004 -- **Update About Microbiologist Dan Burisch, Ph.D.**
- 03/26/2004 -- **Back Engineering ET Craft**
- 03/17/2004 -- **Part 2 - "Horrible Secret" in UFO Crash Retrievals Near Roswell, New Mexico, in July 1947?**
- 03/17/2004 -- **Part 1 - "Horrible Secret" in UFO Crash Retrievals Near Roswell, New Mexico, in July 1947?**
- 11/07/2003 -- **British UFO Crash Retrievals**

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