

## **MUFON CMS 53948 REPORT**

### **INVESTIGATION LOG:**

2/12/2014 Some preliminary work before contacting witnesses and email to Brenda.

Emails to arrange meeting and interview location for 6 people: 2/17, 2/18, 2/20, 2/24, 3/5, 3/11/2014.

3/15/2014: Interview at Collins Hill Library, about 1 hour followed by a "re-enactment drive" up I-85N with photos. Follow up emails getting additional information: 3/15, 3/24, 4/2, 4/8, 4/9/2014.

FINAL REPORT DATE: 5/3/2014

Field Investigator ID#: 12682

CASE#: 53948

BGE Results: Total Certainty Index is 16%

LONGITUDE/LATITUDE: Lat 33.927698 N, Long -84.1804620000 W, Exact

### **SYNOPSIS:**

The witnesses, Witness\_1 and Witness\_2, observed a large black triangular object and actually drove beneath it as it hovered mostly over the southbound lane of I-85. Traveling from work at about 2:45 am on I-85 North, the object was first seen just North of the Jimmy Carter Blvd overpass and initially appeared to be a low flying aircraft with landing lights. As they approached they saw a rectangular array of lights making it obvious that the object was not an ordinary aircraft. Witness\_1 and Witness\_2 drove under the object which was approximately 400 to 600 feet above. Witness\_1 looked up through the closed window and could not see the entire object. Witness\_2 could not see the underside at all from his passenger side position. Beneath the object, Witness\_1 observed several white recessed lights along the edges of the triangle and one recessed red light at the "rear" of the object. The object, estimated to be 280 to 300 feet along one edge and some 30 to 35 feet high, did not move or rotate during the entire sighting. After passing under the object, they tried to keep it in sight; Witness\_1 looking in the rear view mirrors and Witness\_2 looking out the back window. Somewhere before reaching Beaver Ruin Rd they lost sight of the object after going far enough for the lights of the object to become confused with the background city and tower lights. They did a u-turn (indicated in Figure 1) at Beaver Ruin Rd but failed to see the object again. The whole sighting lasted an estimated 5 minutes and there was no sound that could be associated with the object. They were no apparent effects on the witnesses, other than dismay, resulting from the sighting although Witness\_2 complained of a headache afterward but could not readily attribute this to the sighting.

**OBJECT DESCRIPTION:** Object was a black (estimated equilateral) triangle with white lights along the vertical sides, recessed white lights equally spaced underneath with 1 red recessed light at the "rear" (Figure 2 graphic done by Witness\_1). The estimated length along one side is 280 to 300 feet and height was estimated to be about 30 to 35 feet. When first seen, the object appeared as landing lights on a plane (Figure 4 illustrates the object as it appeared from about 1/3 mile, Witness\_1 superimposed the object on the photo).

Last seen was while still driving and watching through the rear view mirrors and rear window but, at some point, described as "too far away" (at most 1 mile), its lights became confused with other city and tower lights.

The object remained still and never moved or rotated.

### **WITNESS INTERVIEWS/STATEMENTS:**

A 1 hour interview was conducted in person with both witnesses. There was plenty of follow up emails specifically to pin down some details of the sighting that were not possible during the 1 hour interview.

It was interesting that the duration of the event was reported to be about 10 minutes but calculations for the distance traveled from Jimmy Carter to Beaver Ruin Rd, 3.24 miles with an estimated speed of 45 to 55 mph, would have taken at most 5 minutes. It has been experimentally demonstrated that subjective time slows down for people under duress.

Among some of the graphics passed back forth between Witness\_1 and myself, I had marked the size and location of the object on a Google Earth satellite view as well an estimated location of his car when he looked up at the object (Figure 3; estimated size of object and location of automobile). He wrote back that the size of the object looked good but that the car was 10 to 15 yards further North than where I had marked (Figure 3 has his corrected position with a green X). When asked how he knew the car was at that particular location he replied he saw the microwave tower (marked with a yellow tack at the top of Figure 3) when he looked up at the object and also found he could not exit off to Indian Trail Lilburn Rd to get a closer look so knew where he was in relation to the exit. In his initial CMS narrative weeks earlier, Witness\_1 had already specifically mentioned that he wanted to pull off I-85 at Indian Trail Lilburn Rd exit but there was no opportunity. This later forced the u-turn at Beaver Ruin to return for another possible look at the object. (U-turn location noted in Figure 1).

As an aside ... when passing beneath the object, Witness\_1 recalled that he did not roll his window down and, while I did not ask him why he did not, we should note the outside air temperature was 28 degrees. The wind chill at 45 to 55 mph would have been significant.

Witness\_1 noted that they were not in the HOV lane but one lane to the right while heading North on I-85. Witness\_1 superimposed a graphic (see Figure 4) of the object as seen (approximately) from the location in the photo which was about 1/3 of a mile from the object. I used this graphic and witness narrative to calculate the size, altitude and location of the object (Calculations are described in detail at the end of the document after the Figures). It should be noted that these are estimates, not even near precise measures. They are precise enough, however, to get some notion of the size of the craft and altitude.

Although the object's description and motions preclude ordinary aircraft, I did discuss the possibility with the Gwinnett County Police Aviation Division, Corporal Conolly, 3/12/2014 12:28PM, and asked if he could check the flight logs for Feb 6. He said he would have his supervisor check about pulling those records. They were already put away for that month. I asked the lowest altitude for air traffic over such an (sighting) area and he said no lower than 1000ft. I left my number for the supervisor to call me back. 3/12/2014 1:41PM Greg called back and said that the I-85 is used as a corridor for Medevac, Ga State Patrol, DeKalb Police. Gwinnett had no traffic at that time.

#### NATURAL PHENOMENON OR MAN MADE:

No natural phenomenon or known manmade objects match the description or behavior of this object.

#### WEATHER INFORMATION:

1:58 am Temp: 28F, Humidity: 72%, Barometric: 30.26 in, Visibility: 10mi, Winds: NW at 11.5 mph  
Scattered Clouds

METAR KPDK 060653Z AUTO 32010G20KT 10SM SCT020 M02/M07 A3021 RMK AO2 SLP245 T10221067

#### LOCATION:

Highway; traveling North on I-85N very near the Indian Trail exit. This is just outside Atlanta's beltline (circular) highway I-285, and is a heavily-populated area.

#### EVIDENCE/INVESTIGATION

There is no evidence beyond what is included in this report.

#### WITNESS CREDIBILITY:

Witness\_1's estimates of various aspects of this sighting were very accurate as nearly as I could measure. Witness\_1 has had some college, and is a very observant witness. On various occasions, before, during and after the interview, Witness\_1 demonstrated an excellent memory. Witness\_2 appeared truthful and his descriptions correlated very well to the overall event. During the two interviews, I saw no indication at all of any "rehearsal" or collusion in their reported facts.

#### CORRELATING CASES:

Nothing in NUFORC or MUFON records for 2/6/2014 for the area.

#### CONCLUSIONS:

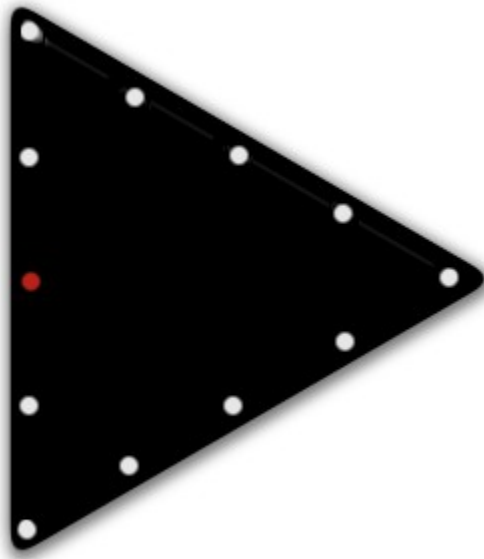
Unknown-UAV. This conclusion is based on the veracity of the two witnesses and their given description.

### FIGURES



Figure 1





## Underside light pattern of craft

Figure 2

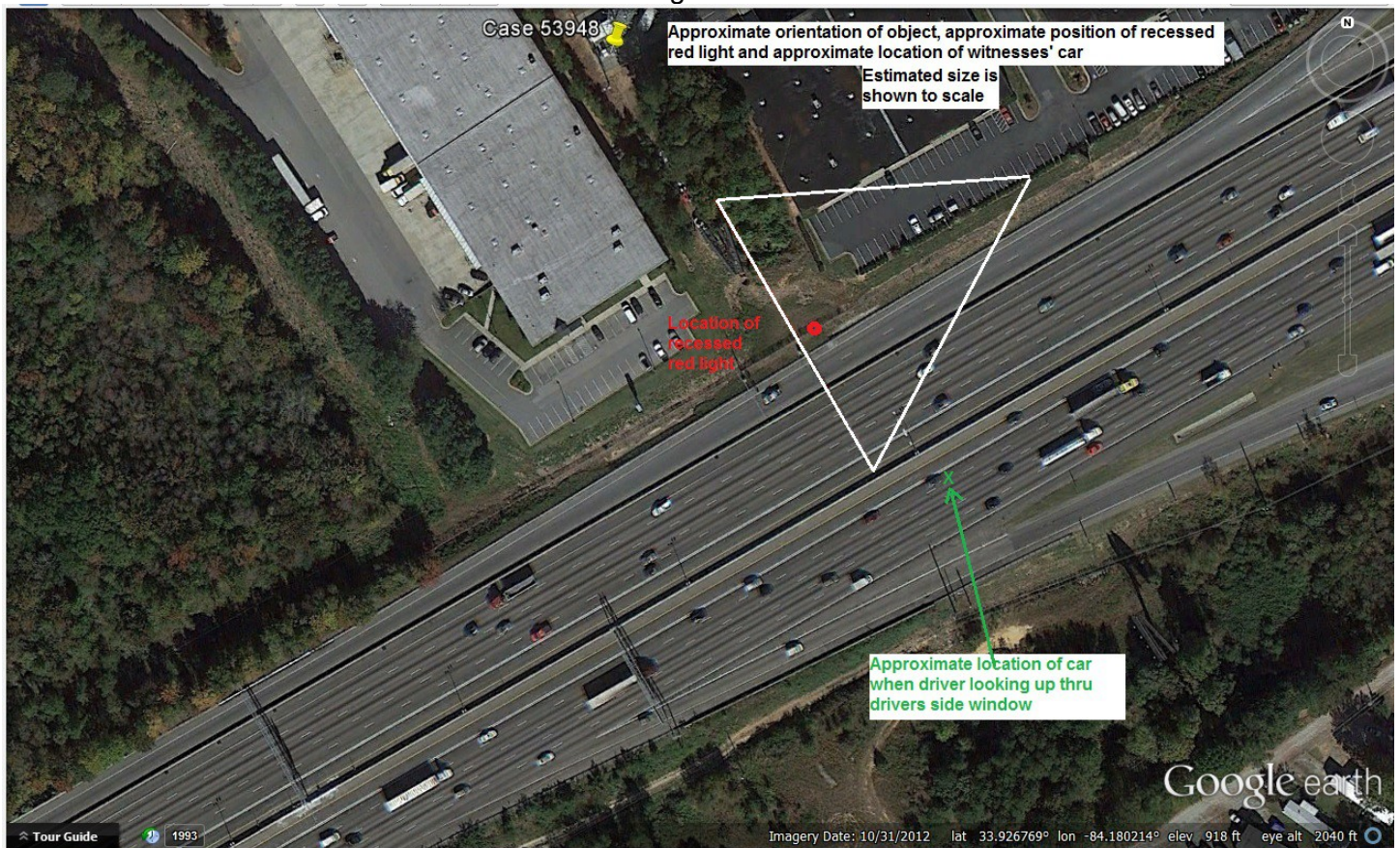


Figure 3





Figure 4

### **CALCULATIONS**

#### Degrees per pixel derivation:

Field of View (FOV) of the camera is used to determine the angular size in degrees per pixel:

FOV: 62.6 degrees

Degrees per pixel: 3072 horizontal pixels;  $62.6/3072 = 0.02038$  deg per pixel

#### Angular size of object estimate:

Using the degrees per pixel derived above, the angular size of the object is derived.

Figure 4 graphic of object by Witness\_1 has an object size of 476 pixels.

Angular size of object is  $476 * 0.02038 = 9.7$  degrees

#### Horizontal size (of 1 edge) of triangular object estimate:

The distance from the location on I-85 seen in the Figure 4 photo to the estimated location of the object edge center is 1670 feet. Side adjacent to the 9.7 degrees is the 1670 feet. Because it is the object center we have Object Size =  $2 * \tan(9.7/2) * 1670 = 283$  feet. For slop factor I estimate 280 to 300 feet.

Vertical size of object estimate:

There are 52 vertical pixels in the object depicted Figure 4. The pixels ratio of height to width is  $52/476 = 0.10924$ ; the height is only about 11% of the width. So

$$280 * 0.10924 = 30.5 \text{ feet}$$

$$300 * 0.10924 = 32.8 \text{ feet}$$

So the estimate of object height is 30 to 35 feet.

Object altitude estimate:

Witnesses were only approximate in the relation of object altitude to the microwave tower. Calculation of the tower height based on the shadow cast is about 195 feet. The shadow of some trucks, estimated to be 15 to 18 feet high, gave the tangent angle of the sun to be about 1 (between 0.92194 and 1.10633) making the length of any shadow cast to be very close to the actual height of the object. In slop terms, the altitude of the object was 2 to 3 times the height of the microwave tower or  $2 * 195$  to  $3 * 195$ ; 390 to 585 feet. I rounded this to an estimate 400 to 600 feet.