



OSCAR E. MONNIG

29 Chelsea Drive

FORT WORTH, TEXAS ~~XXXXX~~ 76115

76134

AMATEUR ASTRONOMY
Specializing in METEORITES

1970 Jan 9

Dear Tom:

Thanks for letting me con you into working on a fireball! The one observation you got is very interesting to me. It proves what I had suspected, that the end point was north of Tahlequah, and it also corrects me to some extent, because it is apparently farther north of Tahlequah than I had really thought.

I had it figured for 5 or 10 miles north of Tahlequah. Now it looks like it might be nearer 15 or 20 miles, say somewhere along Oklahoma state highway 33 east of Locust Grove. I have a hearsay report that it was seen to the south of Pryor; probably it ended to the SE of there, but my informant was not specific.

The newspaper report of the motorist who stopped at the Tulsa gate to the Will Rogers Turnpike and reported something fell into a field about five miles north of the gate perhaps refers to a lady from whom I got a letter. She is a Mrs. Grayce Eichlung who writes she was between Joplin and the south exit and saw it in the east; she thought it was too far north for Tahlequah. She said she asked the attendant at the Claremore gate about it.

Now in my ignorance I don't know ^{whether} this Claremore gate is the same as the one referred to as the Tulsa gate. My map shows a "Terminus" almost due east of Tulsa almost at Highway 33. If this is the spot referred to and the lady was 5 miles up the turnpike then her line to the "east" would intersect your report from Springdale and the trooper's from Tahlequah at about the little town of Rose.

This whole procedure is a method of constant refinement and correction on the basis of better and closer reports. But assuming we hve located the "sub-final" point, while it is generally assumed that the meteorite carries forward as a dark object for a few miles (3, 5, 7?) there is also a possibility that some fragments broke off somewhat farther back along the path. -- e.g. at Tahlequah?

Your report does show me definitely that the object was coming from somewhat south of west; I didn't know this for sure but had suspected it from the reports of vigorous detonations at McAlester and Tulsa. I really don't understand why it was heard so loudly at McAlester. -- Perhaps this was another fragment -- that hit at Newton?

This seems extremely doubtful inasmuch as it does not jibe with other observations. I would think noise or "shock wave" would be greatest at Tahlequah and Muskogee!

to suspect that they give direction - rather than distance - as they would be to locate through or as was shown, Mrs. Eichlung was southward direction. Both she brought her friend was rather instead of astronomer.

No, the Claremore gate is 12 miles Northeast of the Tulsa gate. - See map attached.

I would think several fragments fell -- probably along the green colored line on map -- between the towns of Maze or Chouteau on a line with Collinsville, Okla.

or was it from South of East?

This ~~the~~ one I think is one and the same -- following a path approximately as shown in green ink on map!

But 15 mi or 20 North of Tulsa will Rogers ~~implications~~ in vicinity of Collinsville seems a distinct possibility!

Reports of a fall at Lawton or 5 miles north of Tulsa are undoubtedly curious. From Lawton the meteor was probably very low in the sky and some excited observer possibly thought it had landed there. The one north of Tulsa may be confusion with the observation of the toll road lady. She said it disintegrated in the air, which is doubtless true, but no bar to the possible fall of meteorites.

I appreciate your kind invitation but it is dubious whether I'll come up that way. I'm not as "eager beaver" as I once was, and this is mostly an exercise in futility. Harvard has a network of stations that photograph these things and I imagine they'll be on like a duck on a June bug, especially if anything favorable develops. However, in about a two year program they have not recovered anything yet, so I figure if I can ^{get} some publicity and happen to hear first of a piece that is found I might have a fighting chance to get it. The competition is keen for them nowadays.

Sincerely,

GEM

6/12/70

Dear Oscar,

After studying information in your letter and in the interesting pamphlet you sent, I plotted on map what seems to me to be the meteor's path -- at least the fragment that was observed ~~in~~ north of ~~Lawton~~, south of Puyser and probably in northwesterly direction toward Okmulgee and Pawnee.

If you will clue me as to area of impact according to your best calculations, I'll endeavor to make inquiry in that local area since such area is probably within 150 miles of Springdale.

The great Harvard effort may beat us to it but I would like to give it a try! On the basis of your calculations, etc., does the rectangular area on attached map appear worthy of further inquiry?

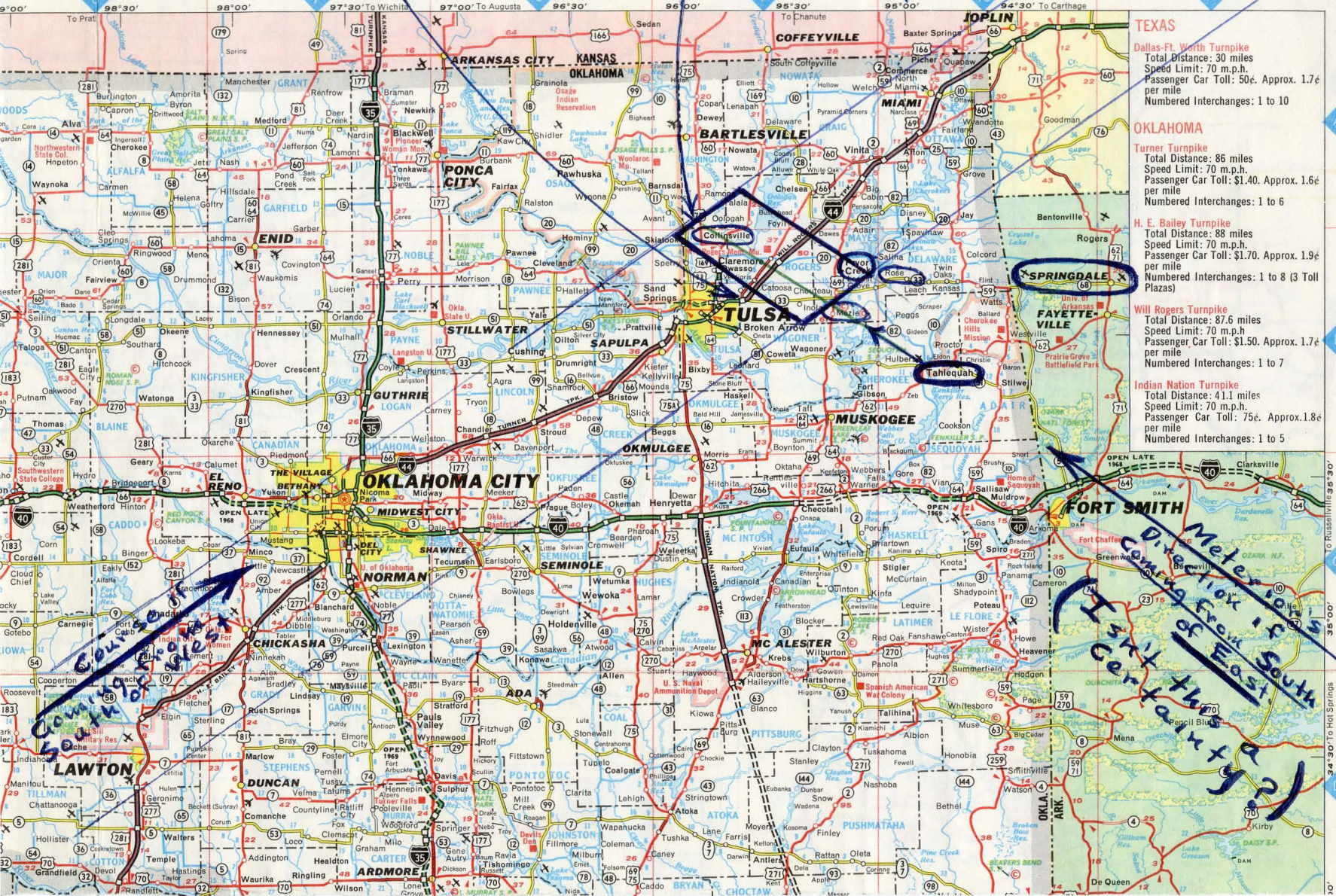
P.S. - Pardon the "mess" ~~in~~ enclosed remarks, etc.

Sincerely,
GEM

Tulsa gate to the Will Rogers Turnpike

Fragment's earth impact area -- especially the area N. of Turnpike?

Probable fall out Zone of fragment observed at Springdale and at Tahlequah?



- TEXAS**
Dallas-Ft. Worth Turnpike
Total Distance: 30 miles
Speed Limit: 70 m.p.h.
Passenger Car Toll: 50¢. Approx. 1.7¢ per mile
Numbered Interchanges: 1 to 10
- OKLAHOMA**
Turner Turnpike
Total Distance: 86 miles
Speed Limit: 70 m.p.h.
Passenger Car Toll: \$1.40. Approx. 1.6¢ per mile
Numbered Interchanges: 1 to 6
- H. E. Bailey Turnpike
Total Distance: 88 miles
Speed Limit: 70 m.p.h.
Passenger Car Toll: \$1.70. Approx. 1.9¢ per mile
Numbered Interchanges: 1 to 8 (3 Toll Plazas)
- Will Rogers Turnpike
Total Distance: 87.6 miles
Speed Limit: 70 m.p.h.
Passenger Car Toll: \$1.50. Approx. 1.7¢ per mile
Numbered Interchanges: 1 to 7
- Indian Nation Turnpike
Total Distance: 41.1 miles
Speed Limit: 70 m.p.h.
Passenger Car Toll: 75¢. Approx. 1.8¢ per mile
Numbered Interchanges: 1 to 5

Comanche
Cottonwood
Cottonwood
Cottonwood

Open Late
I bet this is East South
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