

PROJECT 10073 RECORD CARD

1. DATE OF OBSERVATION 15 Dec 58	2. LOCATION ✓ GUSSE AFB, LARADOR	10. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Max. Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Possibly Balloon <input checked="" type="checkbox"/> Was Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other Data for Evaluation
3. DATE OF GROUP 15/0319	4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input type="checkbox"/> Intercept Radar	
5. DURATION 25 minutes	6. NUMBER OF OBSERVERS One	
7. BRIEF SUMMARY OF SIGHTING Bright red and white object observed by T-33 and F-94B aircrews at an estimated altitude of 14,000-21,000'. Ground radar unit reports momentary contact with object. Two other a/c were in the area at the time of the sighting.		11. COMMENTS VISUAL: <u>VENUS</u> RADAR: <u>INSUFF DATA</u>

[REDACTED]
UNCLASSIFIED

Goose AFB, Labrador

15 December 1952

I. Description of Incident

Visual contact was made by two aircraft, a T-33 and an F-94, of an unidentified aerial object after being vectored to the target by GCA. The object had no definite shape, was bright red and white and was seen from 2315Z to 2340Z. Airborne visual contact was established as soon as the F-94 entered the intercept area. No engine or jet exhaust was visible. The F-94 chased the object at an indicated airspeed of 375 knots but could not overtake it.

Weather was clear with visibility of 30 miles, winds at 14,000 ft. (altitude of the observing aircraft) was from 270° at 25 knots. The F-94 was on a heading of 270° while on its intercept run.

II. Discussion of Incident

Two C-54's from Goose AFB were in the area at the approximate time of sighting. One of these aircraft was observed by the F-94, the other was not. However, the unidentified object could not be the unobserved C-54 due to the speed factor. The F-94, at 375 knots, could have overtaken a C-54. There may have been a balloon launch at 2100Z from Goose Air Weather Service but here again there is a conflict because the object was sighted at 2315Z, two hours after launch. An astronomical explanation does not ring true since it is improbable that stars and meteors can be recorded by ground radar or airborne radar. Therefore, a plausible explanation for this sighting seems to be impossible.

III. Conclusion

Unknown.

DOWNGRADED AT 3 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

[REDACTED]
UNCLASSIFIED

AIR 009
AFM DF AIR
3PX3F007 ZOYZ

PP JEPHQ JFDWP 222
DF JFXCR 7C

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER
BEFORE DECLASSIFYING

*1. Atia
2. Atia
3. Atia
4. Atia*

FM CG NFAC PEPPERRELL AFB NFDL
TO JEPHQ/ HQ USAF WASHINGTON DC
JFDWP/ AIR TECHNICAL INTELLIGENCE CENTER WPAFB OHIO
// ~~XXXXXXXXXX~~ // NEOIN 2976 // HQ USAF ATTN
DIRECTOR OF INTELLIGENCE CH AIR TECH INTEL CENTER ATTN
ATIAA-2C RPT ATIAA-2C // FLYOBRPT PD UNIDENTIFIED AERIAL
OBJECT SIGHTED ONE FIVE MILES WEST OF GOOSE AIR BASE COMMA
LABRADOR BY FOXTROT DASH NINE FOUR BRAVO AIRCREW AND TANGO
DASH THREE THREE AIRCREW COMMA HEADING TWO SEVEN ZERO TWO TWO
EIGHT ZERO DEGREES COMMA ALTITUDE ONE FOUR ZERO ZERO ZERO
TO TWO FOUR ZERO ZERO ZERO FEET PD OBJECT OF NO DEFINITE
SHAPE COMMA COLOR BRIGHT RED AND WHITE PD NO JET OR ROCKET EXHAUST
NOTED PD TIME OF SIGHTING FROM ONE FIVE TWO THREE ONE FIVE

*1-33
270
14000*

*15/2 315 Z
1340 Z*

UNCLASSIFIED

PSHR TWO JFXCR 7C:
ZULU TO ONE FIVE TWO THREE FOUR ZERO ZULU PD CONTACT VISUAL COMMA
ALTHOUGH RADARMAN REPORTS MOMENTARY CONTACT WITH UNKNOWN TARGET
WHICH FADED FROM SCOPE AFTER APPROXIMATELY ONE MINUTE
GROUND CONTROL INTERCEPT CONTACT PD OBSERVING AIRCRAFT INDICATED
THREE SEVEN FIVE KNOTS BUT UNABLE TO CLOSE ON UNKNOWN PD NO
ATTACK PASSES MADE BY UNKNOWN PD WEATHER CLEAR COMMA VISIBILITY
THREE ZERO MILES PD WINDS AT ONE FOUR ZERO ZERO ZERO FEET
TWO SEVEN ZERO DEGREES AT TWO FIVE KNOTS SEMICOLON AT TWO FOUR
ZERO ZERO ZERO FEET TWO FIVE ZERO DEGREES AT THREE FIVE KNOTS
PD TWO COCA DASH FIVE FOURS IN ARFA AT TIME OF SIGHTING
CMA BUT ONLY ONE OBSERVED BY FIGHTER AIRCRAFT PD THIS RPT DUPE
ON INFO RPTD BY FIVE NINE FTR INTCP SQ GOOSE AIR BASE CIRVIS MSG
NAGOP THREE ZERO ONE CMA ONE ONE SIX ZERO NINE THREE FIVE ZULU
16/1740Z DEC JFXCR

*14,000 270
C-543*

UNCLASSIFIED

miss setting 2000 low

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

T5R-20160-

RPTING LINES 3 AND 4 PG TWO
WHICH FADED FROM SCOPE AFTER APPROXIMATELY ONE MINUTE PD NO
GROUND CONTROL INTERCEPT CONTACT PD OBSERVING AIRCRAFT INDICATED

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ATC
UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

Report No. [REDACTED] (DTY 1047)
 Date Recd. [REDACTED]
 19 December 1957 13 December 1957
 RICHARD J. MULLIGAN, Captain, USAF 310 Fitz-Roy Dr, Great Neck, L.I., N.Y.
 R. WAG, IN-66437 217 1 Dec 1957

1. An unidentified flying object was sighted near Goose Air Base, Labrador on 15 December by pilots of two jet aircraft of the 59th Fighter-Interceptor Squadron. Possible radar contact was noted.
2. Information in this report will be of interest to the Air Force Technical Intelligence Center, AFTR: A-116470, Wright-Patterson AFB, Dayton, Ohio.

APPROVED

Julius W. DeLoach
 JULIUS W. DELOACH
 Lt. Colonel, USAF
 Director of Intelligence

UPGRADED AT 3 YEAR INTERVAL
 DECLASSIFIED AFTER 12 YEARS
 DOD DIR 5800.10

CO, ALL SAC Bases ATC G, T&F
 CG-4105 F CG, G&A AD G4, AIC
 CANSASIN G, AIC ARA, O&A

UNCLASSIFIED

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

Report No. [REDACTED] (DTY 1047)
 Date Recd. [REDACTED]

1. On 15 December 1957 at approximately 0715Z an unidentified flying object was sighted by aircraft of an F-3D, pilot Captain R. T. Johnson, and a T-33 aircraft, pilot Lt. R. S. Morris, in flight about 10 to 20 miles west of Goose Air Base, Labrador. The object was observed for 15 minutes or until 0830Z when it faded at a distance of about 30 to 20 miles from the base.

2. The direction of flight was generally east on a heading of 70 to 80 degrees from Goose AB, while the altitude varied from 14,000 to 24,000 feet. The fighter aircraft were traveling at about 375 knots attempting an intercept but could not close; thus no estimate of the speed of the object could be made.

3. The object itself was reported to have an indefinite size or shape, but first appeared a bright red, and alternated between red and white until fading away. No jet or rocket exhausts were noted, no sound was heard, and the nature of propulsion is not determined. The observer reported that the object indicated at least maneuverability in making gentle turns and shallow descents and ascents.

4. Although the object was observed visually, the radar operator in the F-3D recorded a secondary "read-out" to an unknown target during the period of observation. It is considered possible that the set "read-out" to the altitude line, although the radar observer's position report was in agreement with the pilot's visual sighting.

5. No aerial photographs or GCI scope photographs are available. No GCI contact was made with the object.

6. During the time of the sighting the following aircraft were in the vicinity: C-52 #212 and C-47 #134. One of these aircraft was sighted by the interceptors. The C-52 did not report any unusual sightings to the Control Tower.

COMMENTS of Preparing Officer:

1. Weather was CAT with winds of 00/3 on the surface 270/25 at 14,000 feet 250/25 at 24,000 feet; visibility 30 miles.

2. This incident is Captain Johnson's second encounter with an unidentified flying object in the Goose Bay area in less than 30 days. He had previously reported sighting a similar object on 20 November. The main differences in the two reports are altitude, speed, and degree of maneuverability. Captain Johnson is an experienced combat pilot with 1300 hours total time including 650 hours in jets.

3. Lt. Morris is also an experienced pilot with 2779 hours total time, including 264 hours in jets. A crew chief flying with Lt. Morris was present in the amount of the incident.

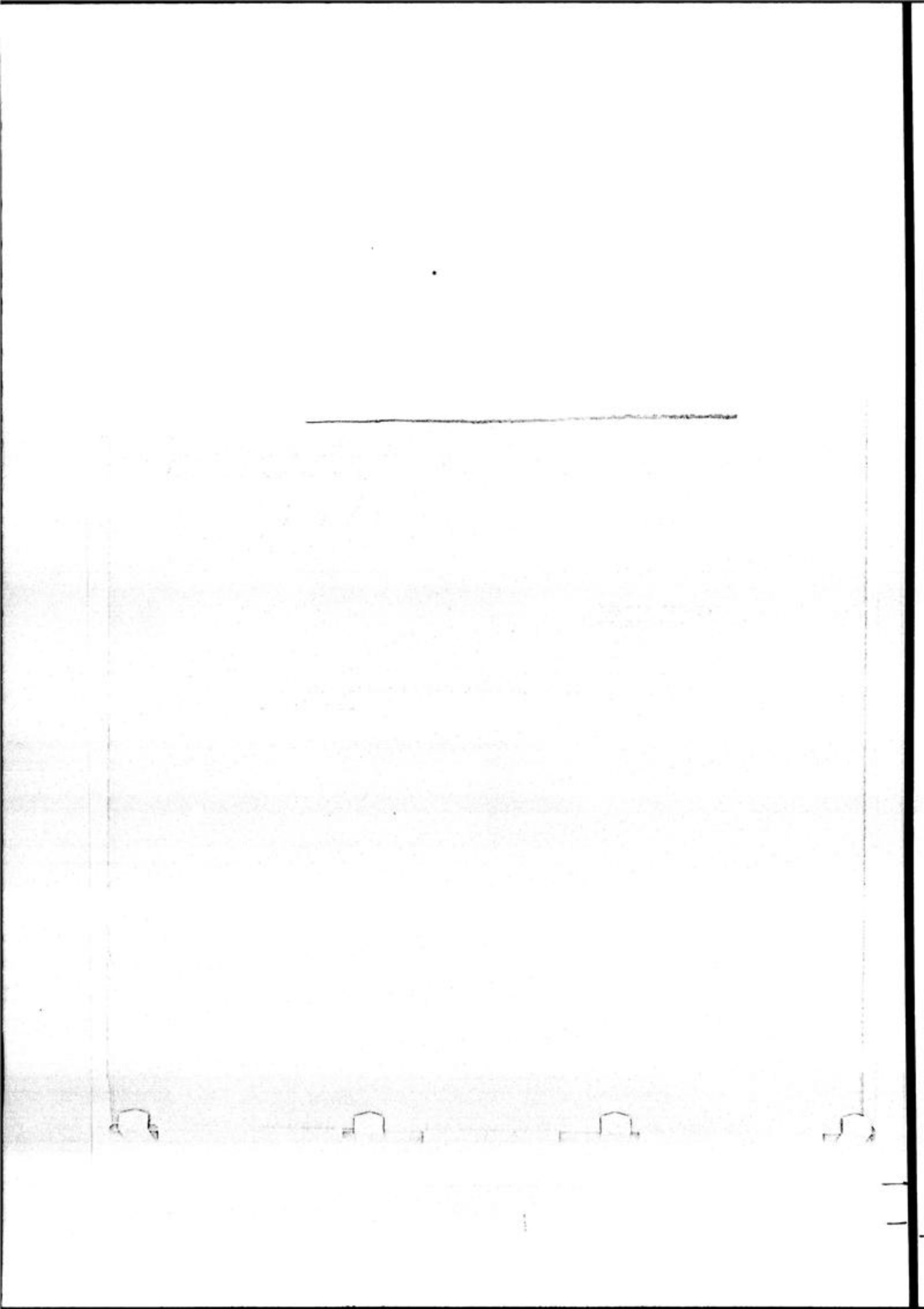
4. Both aircraft, although definitely maneuverable, reported substantially the same visual observations.

Richard J. Mulligan

DOWNGRADED AT 3 YEAR INTERVAL
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 DOD DIR 5800.10

RICHARD J. MULLIGAN
 Captain, USAF
 CG, Combat Intelligence Division

UNCLASSIFIED



a later period since all of objects were visual. No vapor trails, odors, or sound was noted. This case is entered in the TFD files as being dry to balloons, but also contains a much more likely solution in view of the reported speed and direction.

7. At Detroit AFB, Michigan, on 18 July 1952, six separate observations of five different series of objects, described as lights, were reported. The initial object which set off the series of observations was a parachute balloon released from a point two miles south of the observer. Following this report were others describing various lights which were observed for short periods of time, usually about 10 seconds, traveling at tremendous speeds in horizontal flights without apparent wings. These lights appeared in varying numbers. These lights are unidentified, but it is probable that they were stragglers.

8. There is no case in the TFD files from any AC & W site in Michigan during the month of July 1952.

9. At Coos Bay, Oregon, on 15 December 1952, pilots of a B-33 and a P-51-B attempted, without success, to close on a bright object. The object was identified as an astronomical body.

10. There is no case in the TFD files from northern Michigan on 24 November 1951.

11. There were three cases from Japan on 29 December 1952:

a. At Chitose at 1830-2000 hours a pilot attempted to close on Jupiter.

b. At Misawa a pilot reported a UFO which was determined to have been due to the misidentification of an astronomical body.

c. At 1940-2005 there was an aerial observation of an unidentified flying object which was determined to be Venus.

12. There is no case in the TFD files from Japan on 19 April 1952.

13. On 26 September 1952 in the Aurora readers of an aircrew observed two lights for over an hour. These lights fluctuated in color and brightness. They were about 20° apart in azimuth and maintained their relative line to each other throughout the observation. This case is carried as unidentified, but in all probability the report was due to the misidentification of distant lights on surface vessels.

14. UFO reported from Fort Meade - Identified as a C-47.

15. There is no case in the TFD files from Korea on 7 February 1953.

A
F ITEM NBR 5 [REDACTED]

*11 355
2 DEC 52 7*

TO ATIAA-5 RUPPELT FR AFOIN-2A2 FOURNET
FOLG MSG CM 1185 DTD 26 NOV 52 FR CO 59TH
FTR INTCP SQ GOOSE BAY AB LABRADOR

ACTION

FOR YOUR INFO:

"CIRVIS CONFIRM, UNIDENTIFIED OBJECT
SIGHTED GOOSE BAY AREA AT 252156Z BY F-94B
AIRCREW. OBJECT SIGHTED OVER GOOSE AIRBASE
AND TRACED 40 MILES ON 180 DEGREE COURSE.
ALTITUDE 1500 TO 12000 FT, SPEED 250 TO 425
KNOTS INDICATED. NO DEFINITE SHAPE, COLOR
BRIGHT ORANGE AND RED. NO GCI CONTACT,
AIRBORNE RADAR INOPERATIVE. OBJECT MAINTAINED
SAME DISTANCE FROM F-94B DESPITE FRIENDLY
VIOLENT AERIAL MANEUVERING. NO ATTACK PASSES
MADE BY UNKNOWN OBJECT. NO JET OR ROCKET
EXHAUST NOTED. WEATHER CAVU, WIND 315
DEGREES/15 TO 20 KNOTS. OTHER AIRCRAFT IN
AREA WERE AS FOLLOWS: C-125, C-47, DC-3,
CANADIAN NORTHSTAR. PILOT REPORTS SIGHTING
THESE AIRCRAFT. PILOT NAME JOHNSON, EDWIN T.,
AIRCRAFT NO. 438. DETAILED REPORT FOLLOWS."
END OF CSAF ITEM NBR 5 [REDACTED]

A

F ITEM NBR 5 [REDACTED]

*TT 155
2 Dec 52 7*

[REDACTED]
TO ATIAA-5 RUPPELT FR AFOIN-2A2 FOURNET
FOLG MSG CM 1185 DTD 26 NOV 52 FR CO 59TH
FTR INTCP SQ GOOSE BAY AB LABRADOR
FOR YOUR INFO:

ACTION

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AIRCRAFT NO. 438. DETAILED REPORT FOLLOWS."
END OF CSAF ITEM NBR 5 [REDACTED]

RE176

WPD220

TYE256

TMA260

JEZ A319

JEXHC130

PP JEDWP JKDC JCPDC 333

DE JEXC 90

P 262005Z

FM CG NEAC PEPPERRELL AFB NF —

TO JEDWP/AIR TECHNICAL INTELLIGENCE CENTER WRIGHT PATTERSON AFB OHIO —

INFO JKDC/CG ALASKAN AIR COMMAND

JCPDC/CCANAIRDEF

AF GRNC

NEOIN 17856 FOR ATIAA-2C UNIDENTIFIED OBJECT VISUALLY SIGHTED

GOOSE BAY AREA 5325N/6010W 260230Z BY F94B PILOT IN FLIGHT OBJECT

SIGHTED HAD NO DEFINITE SHAPE COLOR BRIGHT ORANGE AND RED

ESTIMATED SPEED 250 TO 425 KNOTS ALTITUDE 1500 TO 2000 FEET

WEATHER CAVU WIND 315 DEGREES 15 TO 20 KNOTS INTERCEPTION BY F94B

ATTEMPTED BUT OBJECT AMINTAIED SAME DISTANCE FROM F94B OTHER

AIRCRAFT IN AREA C-124 C-47 DC-3 AND CANADIAN NORTHSTAR

26/2045Z NOV JEXC

1. Atia
2. Atia
3. C. files
4. ATI Reading
File

ATIA

26-2330Z

INFOR

□

26 NOV 9:19

RE177

RESTRICTED INFORMATION

18-65-52		
AIR INTELLIGENCE INFORMATION REPORT		
Unidentified Flying Object (FLIGHTS)		
On: Goose Bay, Labrador	By: Dir/Int, NSAC	
8 December 1952	26 November 1952 C-3	
BY: STEPHEN J. MURPHY, Captain, USAF	TO: CG, Goose AB, Labrador	
<p>1. An unidentified flying object was sighted on 26 November 1952 at 2156Z by an F-94B pilot of the 59th Fighter-Interceptor Squadron, Goose Air Base, Labrador.</p> <p>2. Information of interest to the Air Technical Intelligence Center, ATISA: ATISA-40c, Wright-Patterson AFB, Dayton, Ohio.</p>		
<p>APPROVED:</p> <p><i>Frank W. Hight</i></p> <p>FRANK W. HIGHT Lt. Colonel, USAF Director of Intelligence</p> <p><i>For evaluation by primary of interest light plane.</i></p>		
<p>ALL NSAC Bases CANADIAN ATIC</p>	<p>CG, 6th AD CG, ADC OL, SACF</p>	<p>CG, AIC Airt, Ontario</p>

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AIR INTELLIGENCE INFORMATION REPORT

Dir/Int, NSAC	18-65-52	1	2
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- The following information was furnished by the Commanding Officer, Goose Air Base, Labrador on the sighting of an unidentified flying object.
- On 26 November 1952 at 2156Z, an unidentified flying object was sighted by an F-94B pilot assigned to the 59th Fighter-Interceptor Squadron stationed at Goose Air Base while in aerial flight in the immediate Goose Air Base area.
- The object was first observed by both the pilot and radar observer of the F-94B over Goose Air Base, then it followed a course of 100° for approximately 40 miles. The altitude of the object varied from 1500 to 17,000 feet; estimated speed 250 to 425 knots, with a general direction of flight between South and Southwest. No definite shape or size was noted by observing aircrew. Color reported as bright orange-red with light blue-green. No jet or rocket exhausts were noted; no sound was heard, and the manner of propulsion was unknown. Object displayed excellent maneuvering as it followed friendly aircraft in steep banks and turns, always maintaining the same relative distance from aircraft; speeds were synchronized until object disappeared at 2211Z.

COMMENTS of Preparing Officer:

- Intercept was attempted by F-94B aircraft but object maintained same relative distance. At this time of the year, "Northern Lights" and other phenomena peculiar to the Arctic and Sub-Arctic are prevalent which seems to substantiate the reason why the friendly aircraft could not close any distance with the object despite violent maneuvering.
- Weather conditions encompassing the sighting period was CAVU; wind from NW 315° at 15 to 20 knots.
- There was no activity, meteorological or otherwise, which might account for the sighting.
- Other aircraft in the area during the sighting period were C-124, DC-3, and Canadian Northstar. Pilot of the F-94B stated he observed and identified the above aircraft at one time or another.
- Pilot is an experienced combat pilot with 1800 hours total time, of which 650 hours is jet time.

Stephen J. Murphy
STEPHEN J. MURPHY
Captain, USAF
Chief, Services Section

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