1. DATE - TIME GROUP 1 May 53 02/0320Z	**2. LOCATION** Goose AFB, Labrador
3. SOURCE Military	**10. CONCLUSION** UNIDENTIFIED Checks for a/c were made and no known a/c were in the area. Preparing Officer states his belief of the objects being caused by meteorological phenomena. After considerable study of all surrounding data a definite conclusion cannot be reached.
4. NUMBER OF OBJECTS One	
5. LENGTH OF OBSERVATION 30 Minutes	**11. BRIEF SUMMARY AND ANALYSIS** Pilot and radar observer of F-94 a/c were traveling in a S direction at 24,000 ft, when they observed a round-white light approximately 10,000 ft below traveling at a high rate of speed (est. 600 mph) in a N direction. Attempts to intercept and contact on radar were made with negative results. Object was making an orbiting maneuver at a high rate of speed.
6. TYPE OF OBSERVATION Ground and Air-Visual	
7. COURSE Orbiting	
8. PHOTOS ☐ Yes ☒ No	COMMENTS: Checks for a/c were made and no known a/c were in the area. Preparing Officer states his belief of the objects being caused by meteorological phenomena. After considerable study of all surrounding data a definite conclusion cannot be reached.
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	SMC

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

[redacted] UNCLASSIFIED

SACINTSUM No. 726 - Goose Bay, Laorador

At 0305Z and at 0825Z on 2 May 1953 two unidentified objects were observed from Goose Bay area. The first consisted of a sighting of an unidentified light by an F-94 under CAVU conditions. As the F-94 gave chase, the light out ran it. A similar object, believed to be the same one as the F-94 sighted, was reported from the Goose Bay tower and described as going at a "terrific rate of speed". According to this source, the light was probably an unidentified a/c.

The second observation was also from the air, when the pilot and copilot of a commercial airlines reported sighting two luminous objects approximately 500' off the right wing of their a/c. The plane was located 130 miles SE of Goose Bay at the time of sighting.

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1-ATIA
2-ATIA
3-ATIG
4-Files

UNCLASSIFIED [redacted]

AIR 25
AFM DE AIR
AFK OPQI
OPOP JEDWP JEDMH 222

PURCHASE NOT RECOMMENDED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

OK. DM

OPOP JEDKF JEDWP JEDMH JEPNB JWPML 555
DE JEDEN 02F

ACTION

FM COC ADC ENT AFB COLO SPGS COLO
TO JEDKF/COC CADF KSC MO
JEDWP/AIR TECH INTELL CENTER WRIGHT PATTERSON AFB OHIO ATTN ATIAA-2C
JEDHM/FLICON SAC OFFUTT AFB NEB
JEPNB/COC EADF STEWART AFB NY
JWPML/COC WADF HAMILTON AFB CALIF

FM COC PEPPERRELL AFB NFLD
TO JCPDC/CANAIRDEF ST HUBERT QUEBEC CANADA
ZEN/SEC OF DEF WASH DC
JCPDCEEE JEDEN/ADC ENT AFB COLORADO SPRGS COLO
ZEN/CG AAC ELMENDORF AFB ALASKA
ZEN/CO ISNS ARGENTIA NF
ZEN/COMICEDEFOR KEFLAVIK ICELAND
ZEN/CO ERNEST HARMON AFB NF
ZEN/CO GOOSE AB LAB
ZEN/CO NARSARSSUAK AB GRNLD
ZEN/CO THULE AB GRNLD
ZEN/CO SONRESTROM AFB GRNLD
ZEN/DIR OF INTELL HQ USAF ATTN COMMAND POST
//[redacted]//NEOCOC-I-0013. REFERENCE OUR MESSAGE
NEOCOC-I-0028, MAY, 107 ACW GOOSE TO 64 AIR DI
REPORTED AS FOLLOWS: THE STATEMENTS LISTED BELOW ARE FROM THE FOLLOWING AIR FORCE PERSONNEL: 2ND LT K R MEATH SENIOR DIRECTOR; 2ND LT H L BROWN, SENIOR DIRECTOR 107 ACW SQ; AND CAPT R.L. EMBERY, 59 FIS. ALG OFFICERS NTERROGATED BY INTELLIGENCE OF 107 ACW SQ AND 59 FIS. STATEMENT OF 1ND LT K R METAH, " I WAS ON DUTY THE NIGHT OF 1 MAY 53, PINTAIN-40 CALLED OUR STATION AND WANTED TO KNOW IF THERE HAD BEEN OTHER F-94 AIRCRAFT AIRBORNE AT THAT TIME (02/0320Z). I GAVE A NEGATIVE ANSWER AND THE PILOT OF PINTAIL 40 CONTACTED TYE TOWER AND THEY GAVE A

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Director
Aerospace
ATTN: AF
Maxwell AFB, Alabama

RETURN TO

K243.6012-1
1-31 May
1953

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DOD DIR 5200.10

PAGE TWO JEXCR 7C

NEGATIVE ANSWER. THE CONTROLLER IN THE GOOSE TOWER ALSO TOLD ME THAT HE SAW THE O JECT AND ASKED IF I SAW IT. I GAVE NEGATIVE TO HIS QUSTION. WHEN PINTAIL 40 CALLED THIS STATION HE WAS 10 MILES DUE SOUTH GOOSE AB. AIRCRAFT WAS IN A PORT ORBIT WHICH WAS ABOUT 6 MULES IN DIAMETER. THE PINTAIL 40 WAS NOT RECORDED BY THIS STATION BECUASE IT WAS IN OUR GROUND CLUTTER AND ONLY COULD BE SEEN WITH THE SIGNAL OFF. AT 020400Z I WAS RELIEVED BY 2ND LT H L BROWN, WHOM I BRIEFED ON THE CURRENT SITUATION." STATEMENT OF CAPT EMBERY: " ON THE NIGHT OF 1 MAY 1953 I WAS THE PILOT OF PINTAIL 40, AN F-94 AIRCRAFT. I HAVE 2300 HOURS FLYING TIME OF WHICH 838 HOURS ARE IN JET AIRCRAFT. I FIRST SAW THE OBJECT AT 020305Z AND HAD VISUAL CONTACT FOR ABOUT 30 MINUTES. THE SIGHTING TOOK PLACE 15 MILES SOUTHWEST OF THE BASE. AT THE TIME OF THE FIRST SIGHTING I WAS AT 24000 FEET AND THE OBJECT WAS ABOUT 10000 FEET BELOW ME, GIVING OFF A WHITE LIGHT. THE OBJECT SHOWED DEFINITE MANEUVERABILITY AND I ATTEMPTED TO MAKE CONTACT BUT WAS UNSUCCESSFUL BECUSAUSE THE OBJECT EMPLOYEDEVASIVE ACTION. MY RADAR OPERATOR NEVER DID GET RADAR CONTACT WITH THE OBJECT. THERE WAS NO EVIDENCE OF JET OR ROCKETEXHAUST. THE WEATHER AT THE TIME WAS CAVU AND THERE WERE NO HIGH ALTITUDE WINDS. I WAS UNABLE TO GET PICTURES OF THE OBJECT AND DID NOT NOTICE ANY CHANGE IN COLOR OF THE LIGHT." STATEMENT OF 2ND BROWN: WHEN CALLED CAPT EMBERY TO GET A STATEMENT FOR THE 15-7 REPORT THAT I WAS PREPARING, CAPT EMBERYS REPORT

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[redacted] THE SIGHTING. TOOK PLACE 49 MILES SOUTHWEST OF THE BASE. AT THE TIME OF THE FIRST SIGHTING I WAS AT 24000 FEET AND THE OBJECT WAS ABOUT 10000 FEET BELOW ME, GIVING OFF A WHITE LIGHT. THE OBJECT SHOWED DEFINITE MANEUVERABILITY AND I ATTEMPTED TO MAKE CONTACT BUT WAS UNSUCCESSFUL BECUSAUSE THE OBJECT EMPLOYEDEVASIVE ACTION. MY RADAR OPERATOR NEVER DID GET RADAR CONTACT WITH THE OBJECT. THERE WAS NO EVIDENCE OF JET OR ROCKETEXHAUST. THE WEATHER AT THE TIME WAS CAVU AND THERE WERE NO HIGH ALTITUDE WINDS. I WAS UNABLE TO GET PICTURES OF THE OBJECT AND DID NOT NOTICE ANY CHANGE IN COLOR OF THE LIGHT." STATEMENT OF 2ND BROWN: WHEN CALLED CAPT EMBERY TO GET A STATEMENT FOR THE 15-7 REPORT THAT I WAS PREPARING, CAPT EMBERYS REPORT

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TO ME CHECKED WITH THE ABOVE AND ALSO INCLUDED THE STATEMENTS MENTIONED AS FOLLOWS: THE PIMTAIL 40 AIRCRAFT WAS HEADING SOUTH WHEN HE OBSERVED AN OBJECT HEADING NORTH IN A PORT ORBIT. THE PILOT TRIED TO CUT IT OFF BUT OBJECT SEEMED TO NOTICE HIM. CAPT EMBERY SAID THE OBJECT ORBITED AROUND HIM KEEPING 10 TO 15 MILES OUT OF HIS RANGE. PILOT SAID OBJECT WAS MOVING AT A SPEED MUCH IN EXCESS OF HIS OWN AND ESTIMATED IT AT 6000 KNOTS. IT WAS TOO DARK FOR ANY IDENTIFICATION BUT PILOT SAID THAT THERE WAS A WHITE LIGHT COMING FROM THE OBJECT THAT LOOKED LIKA AN F-94 WITH AFTER BURNER. PILOT FURTHER SAID THAT HE WAS UNABLE TO GET RADARCONTACT WITH OBJECT. ESTABLISH GROUND CONTROL INTERCEPTION ALSO DID NOT HAVE RADAR CONTACT. WHEN I CHECKED THE GOOSE TOWER, FLIGHT OFFICER BLAKE SAID THAT FLIGHT OFFICER CARNIRE AND LEADING APRCRAFTMANS CLAYTON WERE ON DUTY. FO BLAKE SAID THEY TOLD HIM THE OBJECT GAVE OFF A PURPLE LIGHT AND WAS MOVING VERY FAST. AT 020825Z THE TOWER GAVE ME THE FOLLOWING INFORMATION BY LANDLINE TELEPHONE: PILOT WARDEN OF MARITIME CENTRAL AIRWAYS - 64 SIGHTED A LUMINOUS OBJECT SIZE UNKNOWN. OBJECT WAS SIGHTED 500 FEET OF THE STARBOARD WING; OBJECT STAYED ALONG SIADE AIRCRAFT 3 OR 4 SECONDS, THEN PICKED UP SPEED RAPIDLY AND LEFT THE AIRCRAFT. ANOTHER MOON SHAPED

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OBJECT, BOTH OBJECTS WERE MOON SHAPED, WAS SIGHTED DIRECTLY IN FRONT OF THE FIRST OBJECT. THE CO-PILOT OF MARITIME CENTRAL AIRWAYS-YR CONFIRMS PILOT WARDENS STATEMENT. AT THE TIME OF THE REPORT THE VISIBILITY WAS UNLIMITED. THE SIGHTING TOOK PLACE 130 MILES SOUTHWEST OF GOOSE AIR BASE. OUR RADAR STATION (ANC2 PS-5) DID NOT HAVE RADAR CONTACT WITH THE OBJECT OR AIRCRAFT AT THAT TIME."
D/I NEAC COMMENT: SIGHTING BY PILOT AND RO OF F-94 EVALUATED AS UNIDENTIFIED OBJECT DUE TO CORRELATION FLIGHT PLANS AIRCRAFT, EXCESSIVE SPEED OF OBJECT, AND DARKNESS PRECLUDED IDENTIFICATION BY CONFIGURATION.
SIGHTING BY PILOT WARDEN AND CO PILOT OF MARITIME CENTRAL AIRWAYS, POSSIBLE RELATED TO OTHER SIGHTING, EVALUATED AS UNIDENTIFIED OBJECT. MESSAGE RECEIVED THIS HQ 031430Z.

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Ltr 16 Jan 53

T53-5270-1

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]

UNCLASSIFIED #7

COUNTRY: Canada Mette

REPORT NO.: IR-27-53

(LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Flying Object (FLYOBJ)

U.S. AIR PORTRAITS: Goose Air Base, Labrador

FROM (Agency): Dir/Int, [illegible]

STATE REPORT: 22 May 1953

DATE OF INFORMATION: 2 May 1953

EVALUATION: B-2

SUBJECT BY AUTHOR: NATHAN J. [illegible], Captain, USAF

SOURCE: 107th AC[illegible] [illegible], Goose Air Base, Labrador

REFERENCES: (Cite and [illegible] directives, [illegible] report, etc., as applicable)

SUMMARY: (Enter [illegible] summary of report. Give significance in first [illegible] paragraph. List [illegible] Form 112, Part II)

1. An unidentified flying object was visually observed from the air by the pilot and radar observer of an F-94 aircraft ten (10) miles south of Goose Air Base (53/19N - 60/25W) Labrador, 2 May 1953 at 0305Z.

2. This information is of interest to Air Technical Intelligence Center, ATTN: ATIN-A2c, Wright-Patterson AFB, Dayton, Ohio.

APPROVED:

Fred W. Siebert
[illegible]
Lt. Colonel, [illegible]
Director of Intelligence

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DISTRIBUTION BY INFORMATION:

CO, All [illegible]	CG, AAC	CO, [illegible] Air Div	CO [illegible]
CO, [illegible]	CG, SAC	CANAIRDEF	CANAIRNEW
CG, [illegible]	CG, ATIC	AirA, Canada	

[illegible]

[redacted]

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1. An [illegible] pilot and radar observer of an F-94 aircraft [illegible] Base, [illegible] 1953 at [illegible]Z. [illegible] personnel [illegible] also observed this object.

2. The unidentified object was heading in a northeast [illegible] feet altitude at an estimated speed of [illegible] knots. The F-94 [illegible] feet when the object was first sighted then climbed to an altitude of [illegible] in an attempt to intercept the object but was unable to do so. [illegible] was made with the object either from the [illegible] or from [illegible] Total time of observation was [illegible] minutes. Weather was [illegible] 3 miles northwest.

3. The pilot was inclined to believe [illegible] over, a conclusive description of [illegible] excessive speed [illegible] night conditions of visibility.

4. Statement of Second Lieutenant [illegible]

"I was on duty the night of 1 May 1953, Pin Tail-40 [illegible] wanted to know if there were any other F-94 aircraft [illegible] I gave a negative answer and then the pilot of Pin Tail-40 [illegible] they gave the same negative answer. The controller in the [illegible] me that he saw the object and asked if I saw it. I gave a negative [illegible] question.

When Pin Tail-40 called this station he was ten miles due south of [illegible] Air Base. Aircraft was in a port orbit which was about six miles in diameter. The Pin Tail-40 track was not recorded by this station because it was in our Ground Clutter and only could be seen with the Signal off.

At 020400Z I was relieved by Second Lieutenant [illegible], who [illegible] the current situation."

5. Statement of Captain R. L. Embery, pilot of Pin Tail-40:

"On the night of 1 May 1953 I was the pilot of Pin Tail-40, an F-94 aircraft. I have 2,300 hours flying time, of which 838 hours are in jet aircraft.

I first saw the object at 020305Z and had visual contact for [illegible] minutes. The sighting took place 15 miles southwest of the Base. At the time of the first sighting I was at 24,000 feet and the object was about 10,000 feet below me, giving off a white light. The object showed definite maneuverability and I attempted to make contact but was unsuccessful because the object employed evasive action. My radar operator never did get radar contact with the object. There was no evidence of jet or rocket exhaust. The weather at the time was CAVU and there were no high altitude winds. I was unable to get pictures of the object, and did not notice any change in color of the light."

6. Statement of Second Lieutenant Brown, 137th AC&W Squadron:

"I called Captain Embery to get a statement for the 15-7 Report that I was preparing. Captain Embery's report to me checked with the above and also included the statements mentioned as follows. The Pin Tail-40 aircraft was heading south

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[redacted]

AIR INTELLIGENCE INFORMATION REPORT

Dir/Int, NEAC	IR-27-53	PAGE 3 OF 3 PAGES

when he observed an object heading north in a port orbit. The pilot tried to cut it off, but object seemed to notice him. Captain Embery said the object orbited around him keeping 10 to 15 miles out of his range.

Pilot said object was moving at a speed much in excess of his own and estimated it at 600 knots. It was too dark for any identification but the pilot said that there was a white light coming from the object that looked like an F-94 with afterburner. The pilot further said that he was unable to get radar contact with the object. GCI (Establish) also did not have radar contact.

When I checked the Goose Control Tower, Flight Officer Blake said that Flight Officer Carnire and Leading Aircraftsman Clayton were on duty. Flight Officer Blake said they told him the object gave off a purple light and was moving very fast. With the above information I submitted message, "[illegible] 943."

7. The radar operator, 1st Lieutenant [illegible] Morin, was interrogated [illegible] and was in complete agreement with Captain Embery.

COMMENTS of Preparing Officer:

1. A check of flight plans throughout the [illegible] reveals that only one aircraft other than the F-94 was in the air. A [illegible] arrived at Goose Air Base at [illegible].

2. The excessive speed of the object (600 knots) precludes the possibility of it being a reciprocating engine aircraft, as well as makes doubtful the probability of a jet aircraft.

3. Since the pilot saw only a dull red color and tower personnel at Goose Air Base state they saw a purple light, it appears that this incident represents an aerial object caused by meteorological phenomena. Lack of any radar contact tends to support this belief.

NATHAN J. MEYERSON
Captain, USAF
Chief, Current Intelligence Division

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[redacted]

N M L	X W	1 A R
D S D	C R	F G A
T R O	P O	M C G
		30 min.

Date: 1 May 53

L.C.T.: 11:05 pm

Location:

Pepperell AFB, NFLD

Q: ******

F: ******

H^2: N:

REMARKS:

Why no radar contact?

Similarity with Gorman sighting

Moon in the eastern sky

WORTH A FORM A — A much fuller report needed. Why didn't we get this sooner?

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