AF FORM 112—PART I
Approved 1 April 1951

COMMENTS	SHEET NO.	CLASSIFICATION
	IR-4-51	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Reporting of Information on Unconventional Aircraft/Object

AREA REFERENCE	FROM (Agency)
North Atlantic	Dir/Int, Hq NEAC

DATE OF REPORT	DATE OF INFORMATION	EVALUATION
13 March 1951	10 February 1951	C-3

PREPARED BY (Name)	SOURCE
	C-54 crew of Navy VR-1 Sq, based at Patuxent, Maryland

REFERENCES (Control number, directive, previous report, etc., as applicable)

SUMMARY: (Enter concise summary of report. Give significance in final conclusions paragraph. Use indicators at left. Begin full of report on AF Form 112—Part II.)

Attached is a report on an unidentified air object forwarded in accordance with letter, Headquarters, USAF, File AFOIC-CC-1, Subj: Reporting of Information on Unconventional Aircraft, dated 8 September 1950. Report is unconfirmed by other sources.

APPROVED:

Kenneth T. Smell

for HUGH D. MAXWELL, JR
Lt Col, USAF
Director of Intelligence

APPROVED: JUNE 1953

AIR INTELLIGENCE INFORMATION REPORT

FROM: Dir/Int, Hq NEAC	REPORT NO. IR-4-51	PAGE 2 OF 2 PAGES

1. The following described unidentified aircraft/object was sighted off the coast of Newfoundland by MATS Navy C-54 crew.

RSD

a. Originally sighted as a single, heavy, yellowish light, similar in appearance to that of a city. As object approached observing aircraft, it grew very bright and large, and appeared to be semi-circular in shape. Near aircraft, it did a 180° turn and was last seen as a small ball disappearing over the horizon. The speed was "terrific" and the size "tremendous" to quote observers. The difference in size between the time it was first seen and last seen as a small ball going over the horizon was described as tremendous, at least 100 times larger.

b. Sighted at 00552 on 10 February 1951 and remained visible for approximately 7 or 8 minutes.

RSD #36501

c. Visually observed from MATS Navy C-54 #6501 of VR-1 Squadron based at Patuxent, Maryland, flying at 10,000 feet altitude, 172 knots air speed, 225° true course.

d. Observing aircraft was at 49° 50' N 50° 30' W at the time of observation. Object appeared near the water's surface at approximately a 45° downward angle from the observing aircraft and was making good a true course of approximately 125°. Upon approaching observing aircraft, it executed a sudden turn approximating 180° and disappeared very rapidly over the horizon.

e. Object sighted by 5 crew members, listed below, of the above aircraft, who are all experienced North Atlantic fliers. Gander Traffic Control reports no other aircraft known to be in the vicinity at time of sighting. All 5 observers agree on facts as stated, but there has been no confirmation from other sources. Believe C-3 appropriate.

Lt Fred W. Kingdom - 173590 (first to see object)
Lt A. L. Jones - 391098
Lt G. E. Bethune - 299066
Lt H. G. B. Roger - 305673
Lt J. M. Meyer - 283835

f. Weather clear, visibility from 15 miles to unlimited, no other weather information available.

g. No unusual meteorological activity known to exist and having any influence on the sighting. This object could not have been a comet as the object was below and between the aircraft and ocean.

h. No physical evidence available.

i. No interception action taken.

2. The above information was forwarded from this Headquarters to Headquarters, NEAC [illegible] 10 February 1951 by [illegible] NEAC [illegible]

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

10 February 1951

UNCLASSIFIED

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

I, Graham E. EETHUNE, was Co-Pilot on Flight 125 from Keflavik, Iceland to Naval Air Station, Argentia on the 10th of February 1951. At 0055Z I sighted and observed the following object:

SIGHTED (4 TO 5 MILES)

While flying in the left seat at 10,000 feet on a true course of 230 degrees at a position of 49-50 North 50-03 West, I observed a glow of light below the horizon about 1,000 to 1,500 feet above the water. Its bearing was about 2 O'Clock. There was no overcast, there was a thin transparent group of scuds at about 2,000 feet altitude. After examining the object for 40 to 50 seconds I called it to the attention of Lieutenant KINGDON in the right hand seat. It was under the thin scuds at roughly 30 to 40 miles away. I asked "What is it, a ship lighted up or a city. I know it can't be a city because we are over 250 miles out". We both observed its course and motion for about 4 or 5 minutes before calling it to the attention of the other crew members. Its first glow was a dull yellow. We were on an intercepting course. Suddenly its angle of attack changed, its altitude and size increased as though its speed was in excess of 1,000 miles per hour. It closed in so fast that the first feeling was we would collide in mid air. At this time its angle changed and the color changed. It then was definately circular and redish orange on its primiter. It reversed its course and tripled its speed until it was last seen disappearing over the horizon. Because of our altitude and misleading distance over water it is almost impossible to estimate its size, distance and speed. A rough estimate would be at least 300 feet in diameter, over 1,000 miles per hour in speed and approached within 5 miles of the aircraft.

(500 FEET)

/s/Graham E. EETHUNE
LT, U. S. Naval Reserve.

ENCLOSURE (A)

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

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

UNCLASSIFIED

10 February 1951

MEMORANDUM SECRET to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

1. At 0055Z on 10 February 1951 while serving as second Plane Commander on above flight, I was an eye witness to an unusual sighting of an unidentified object. This occurrence took place at approximately 49-50 N and 50-05 W, which is approximately 200 miles north east of Argentia, Newfoundland. We were at 10,000 feet altitude cruising on a true course of about 230° at time of incident.

At time of sighting I was occupying the right hand (CoPilots) seat and the left hand (Pilots) seat was occupied by Lieutenant C. E. BETHUNE.

My attention was first called to the occurrence by Mr. BETHUNE, who asked me to look at an unusual light which was to my right. I then saw that there was a glowing light beneath a thin layer of strato-form clouds beneath us. This light was to my right and down at an angle of about 45°. This object appeared to lie on the surface and was throwing a yellowish-orange glare through the cloud deck. It appeared to be very large and I at first thought that it could be a large ship completely illuminated.

Mr. BETHUNE and I watched the object for several minutes in trying to determine its nature. We then called our Navigator, Lieutenant M. J. P. ROGER to the cockpit to scrutinize the object and render his opinion as to its nature.

While further observing the object I saw that it suddenly started ascending through the cloud layer and it then became quite bright. The object was very large and was circular with a glowing yellow-orange ring around its outer edge. This object appeared to be climbing and moving at a tremendous speed, and it appeared to be on a more or less collision course with our aircraft. When it appeared that there was a possibility of collision the object appeared to make a 180° turn and disappeared over the horizon at a terrific speed. During the course of events LTJG A. L. JONES had come to the cockpit and he made a turn in the direction of the object but it went out of sight in a short period of time.

Due to the fact that this object was seen over water at night it would be most difficult for me to estimate speed, size or distance we were from it during the course of events. However, the speed was tremendous and the size was at least 200 to 300 feet in diameter. The object was close enough to me to observe it clearly.

UNCLASSIFIED

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

Upon request, I will attempt to submit a more detailed and complete report of my observations.

Upon arrival at MAS, Argentia, I was contacted by Capt. D. H. PAULSEN, USAF, who interrogated me relative to the subject.

/s/Fred W. KINSEY, Jr.
LT, U. S. Navy.

DOWNGRADED AT 2 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

10 February 1951

UNCLASSIFIED

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/8, February 1951

1. At 0055Z, 10 February 1951, I was the Plane Commander of Flight 125/09 R5D Bureau Number 56501, enroute from Keflavik, Iceland to Argentia, Newfoundland at 10,000 feet on an instrument flight plan. Our position at 10/0055Z was 49-50 North, 50-03 West, on a true heading of 230°, ground speed 118 knots. The weather was clear with about 60 miles visibility and thin stratus clouds at about 4,000.

2. I was in the cabin of the plane checking the passengers when one of the navigators, Lieutenant N. J. P. KOGER, came aft and pointed to this phenomena. I watched it for a minute and went forward to the cockpit to get a better view. Upon reaching the cockpit, I took the plane off of the auto-pilot and turned to a true heading of 290° in pursuit of the object. The object left on a heading of about 290° true and went over the horizon in a very short time.

3. I would guess the speed to be well over 1500 miles per hour, and the diameter to be at least 300 feet.

4. My first view of it resembled a huge fiery orange disc on its edge. As it went further away, the center became darker, but the edge still threw off a fiery hue. When it went over the horizon, it seemed to go from a vertical position to a horizontal position, with only the trailing edge showing in a half-moon effect. Since I was not the first to see it, it was going away from the plane when I was notified. Copilot Lieutenant G. E. BETHUNE was flying the plane and Second Plane Commander Lieutenant Fred KINGDON was flying on the right side at the time of the incident.

5. At 10/0104Z, I called Gander Tower on VHF and asked them if Gander A. T. C. had any information of an aircraft at that position and time. They had no such information and notified the military of our sighting. When we landed at Argentia at 10/0240Z, we were interrogated by Capt. D. B. PAULSEN, USAF, Pepperell AFB, and CDR WENMEYER, C.O., VP-8, Argentia. The extreme speed, maneuverability, and brilliance of the object made our estimates as to the distance and size very difficult.

/s/ A. L. JONES
LTJG, US. S. NAVY

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DECLASSIFIED AFTER 12 YE
DOD DIR 5200.10

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

UNCLASSIFIED

10 February 1951

CONFIDENTIAL

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

1. I was navigator on flight 125/09 from Keflavik, Iceland to NAS, Argentia.

2. At approximately 0650z/10 February 1951, I was reporting our position and ETA Argentia to the Pilot, Lieutenant KINGDON. At that time we were on a true heading of 230°, true air speed 190 knots, and a ground speed of 120 knots due to a 70 knot headwind.

3. Lieutenant KINGDON pointed out an orange colored object about 060° relative, or 290°, true, saying it appeared like a small village or a ship. Due to our position, I was certain it wasn't a village.

4. I had been looking at the object about thirty seconds, which it appeared to me was another demonstration of the "northern lights" phenomena which occur at that latitude, when the object suddenly started getting much brighter, taking on shape and coming in our direction at a great rate of speed. Before getting a good view of the object, I left the cockpit to inform LTJG JONES. Due to the crowded cockpit, I did not get another look.

5. The best view I had of the object showed it to be a circular, bright orange-red disc, which was approaching us at a very great, undeterminable speed.

/s/ NOEL J. P. KOONS
LT, U. S. NAVY

ENCLOSURE (3)

CONFIDENTIAL

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DECLASSIFIED AFTER 12 YEAR
DOD DIR 5200.10

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

UNCLASSIFIED

10 February 1951

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

On February 10, 1951, enroute from Keflavik, Iceland to Argentia, Newfoundland as a crew member on flight 125 a strange sight was witnessed by Lieutenant KINGDON and Lieutenant HEYRMAN who were piloting the aircraft at the time. I had left the cockpit approximately 1 hour prior to this sighting. The time of the sighting was 0055Z and the position of the aircraft was 49°-50N Lat and 56-03W Logitude. I was called to the cockpit by Lieutenant KINGDON to witness this scene.

When I first saw the sight it was far away from us and rapidly disappearing over the horizon. Not being too familiar with flying in this particular area my first impression was the celestial setting of the moon and the fact that stratus layers were present to cause the bright red glow and the halo effect that was apparent.

I did not witness the entire proceedings as did some of the other pilots, but from what little I did see of it this was the impression I received. The object disappeared on a true course of approximately 290°.

/s/John M. HEIER
LT, U. S. Navy.

ENCLOSURE (5)

UNCLASSIFIED

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

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

UNCLASSIFIED

10 February 1951

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

When flight #125 departed Keflavik, Iceland for Argentia, Newfoundland I had the first radio watch for the first 5½ or 6 hours. After being relieved of the watch by Reed, M. E., ALAN I went aft in the Passenger Compartment and went to sleep. After being asleep for awhile I heard someone say something about an object or something to the starboard of the aircraft. I raised my head to the window and saw a round object which to me looked like it was round with a color of fire. I didn't see it only for a few seconds then it was gone.

/s/Quentin E. SHIEVER,
LT, U. S. NAVY

ENCLOSURE (5)

UNCLASSIFIED

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

UNCLASSIFIED

FLEET LOGISTIC AIR WING, ATLANTIC/CONTINENTAL
AIR TRANSPORT SQUADRON ONE
U. S. NAVAL AIR STATION
PATUXENT RIVER, MARYLAND

UNCLASSIFIED

10 February 1951

CONFIDENTIAL

MEMORANDUM REPORT to Commanding Officer, Air Transport Squadron ONE

Subj: Report of Unusual Sighting on Flight 125/9 February 1951

We were off the coast of Newfoundland about 2 hours on flight 125 from Iceland on the 9th of February 1951, when I went forward to find out if the pilots or crew would like any coffee, soup, or etc. When I entered the cockpit compartment the co-pilot called my attention to a light at about 2 O'Clock and slightly lower than us. It looked very much like an eclipse of the sun, which was about three-fourths of total eclipse, in size, shape, and color, but the speed of the light must have been at least 520 knots if not more. The distance the light seemed to be was from three-quarters to a mile away. At that time Mr. JONES came forward and I went aft with the passengers.

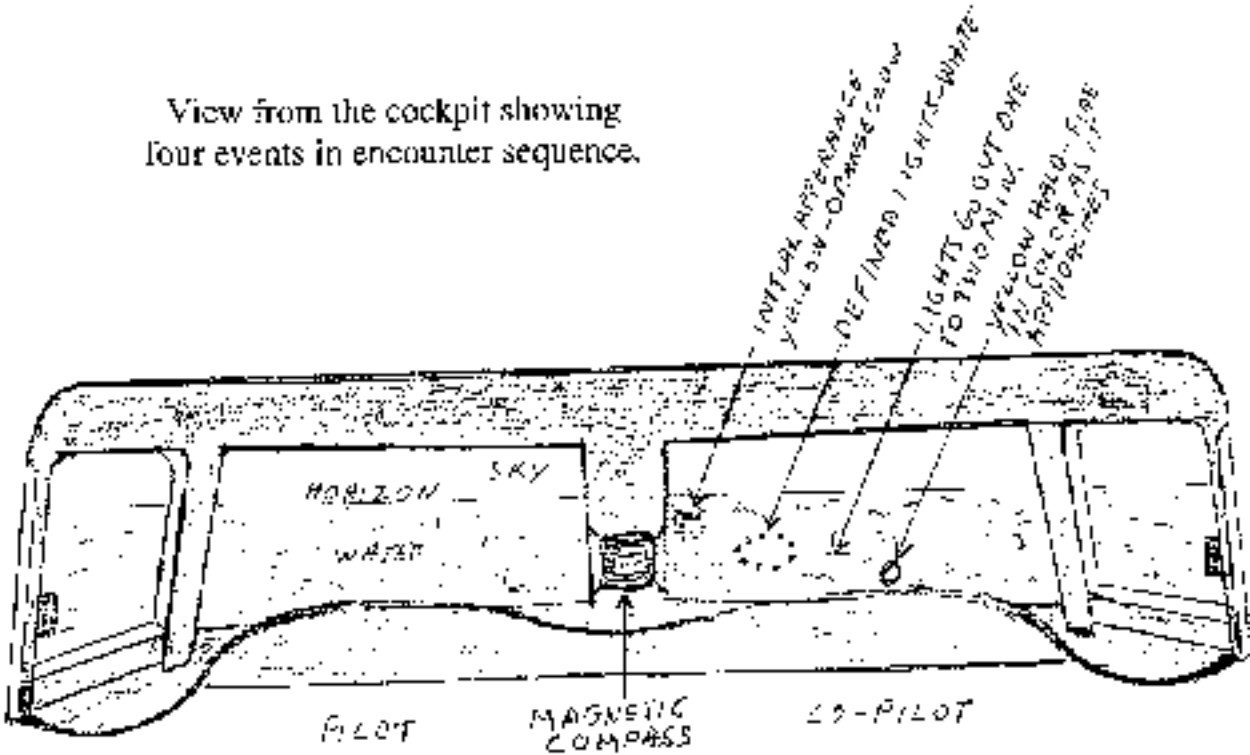
/s/Gerald R. DANIELS
AE3, U. S. Navy.

ENCLOSURE (7)

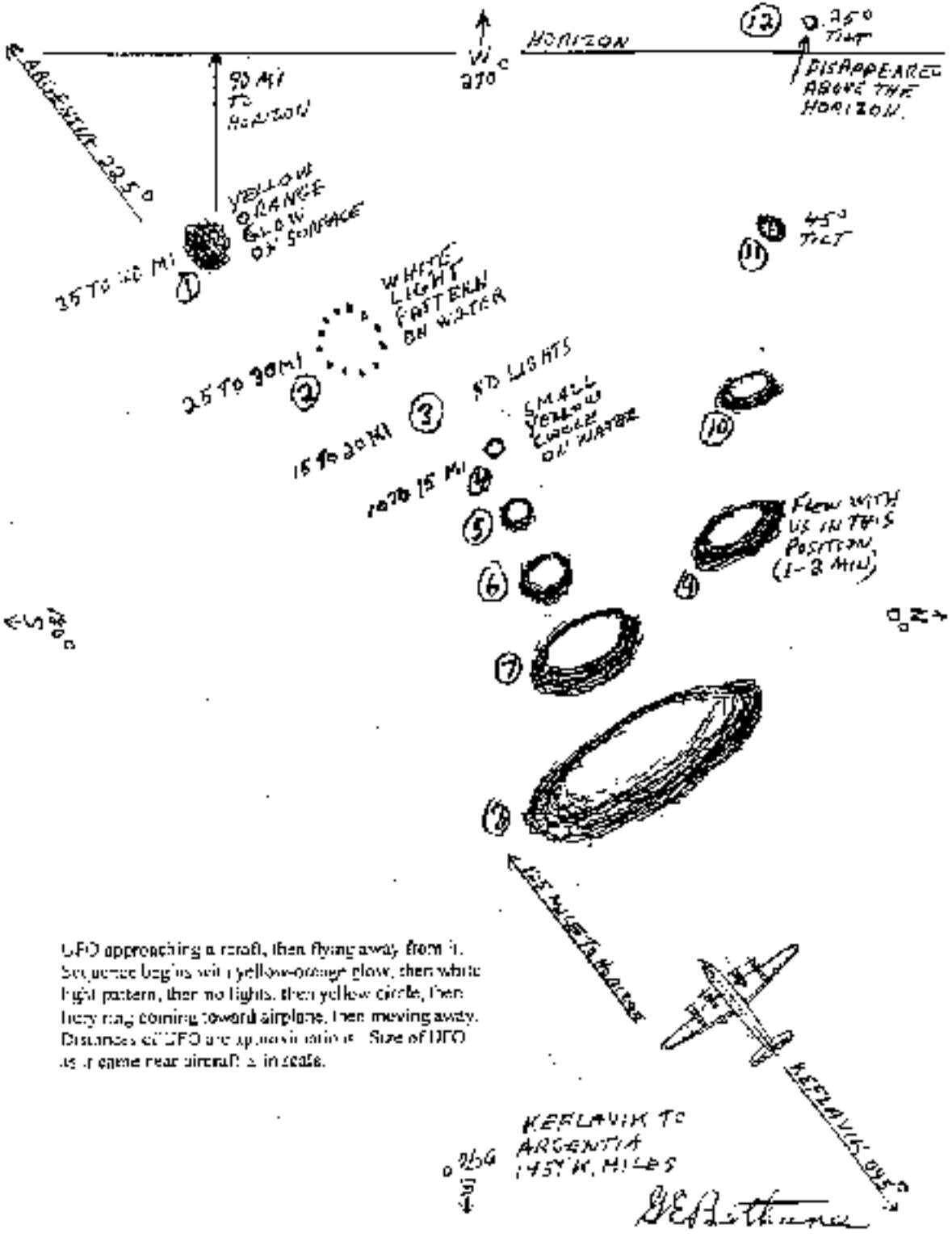
UNCLASSIFIED

DOWNGRADED AT 2 YEAR INTERVALS
DECLASSIFIED AFTER 12 YEARS

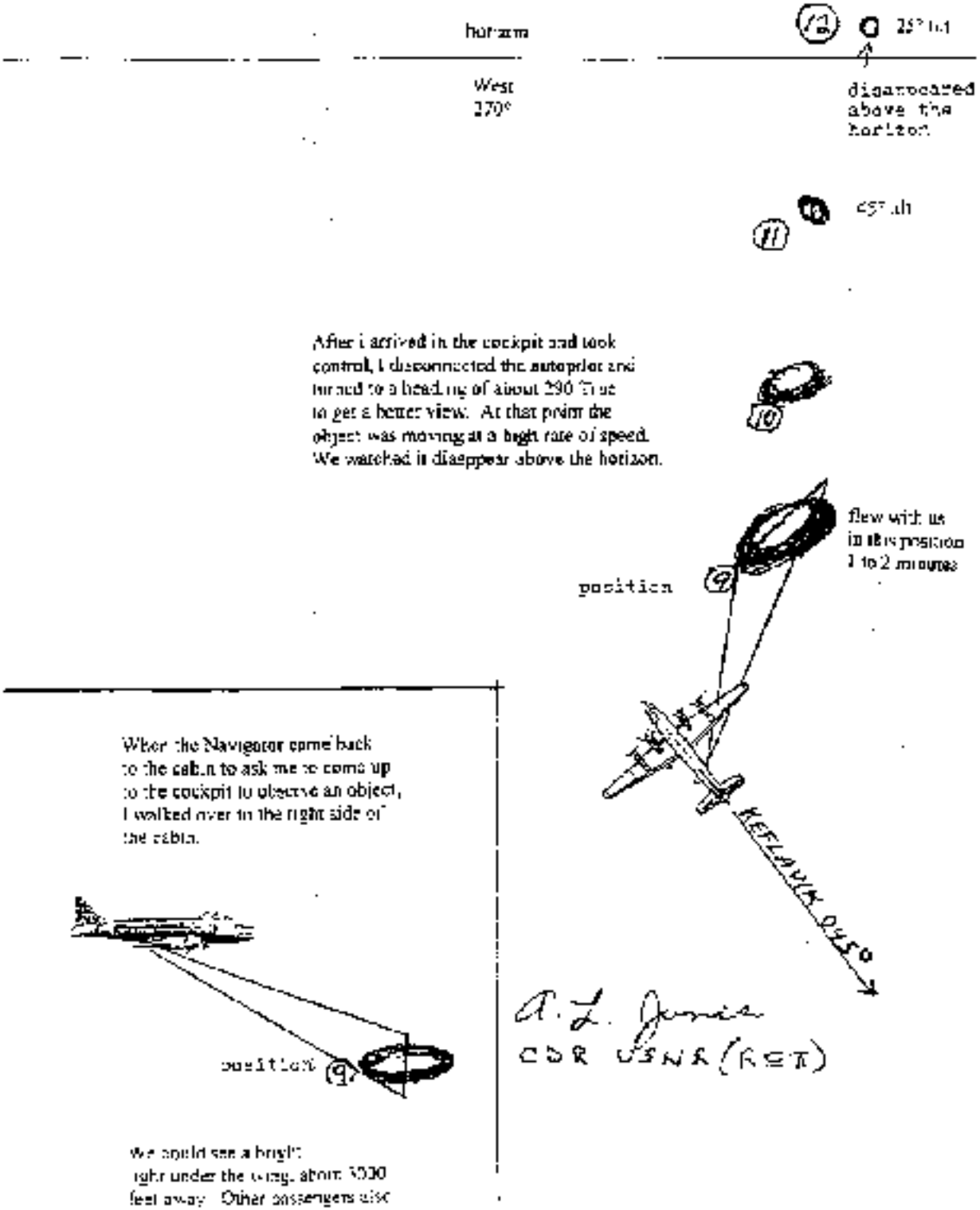
View from the cockpit showing
four events in encounter sequence.

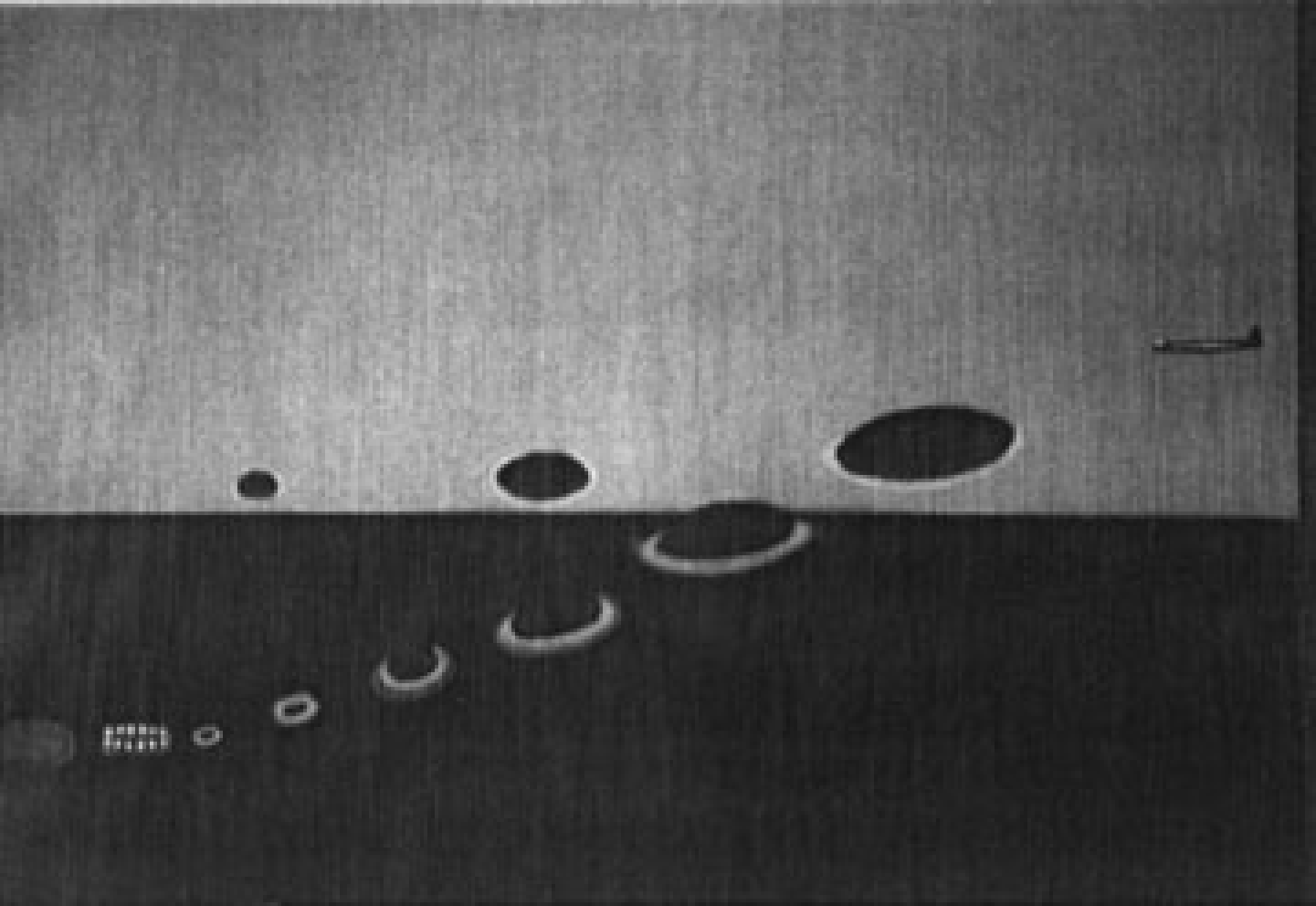


G E Bethune

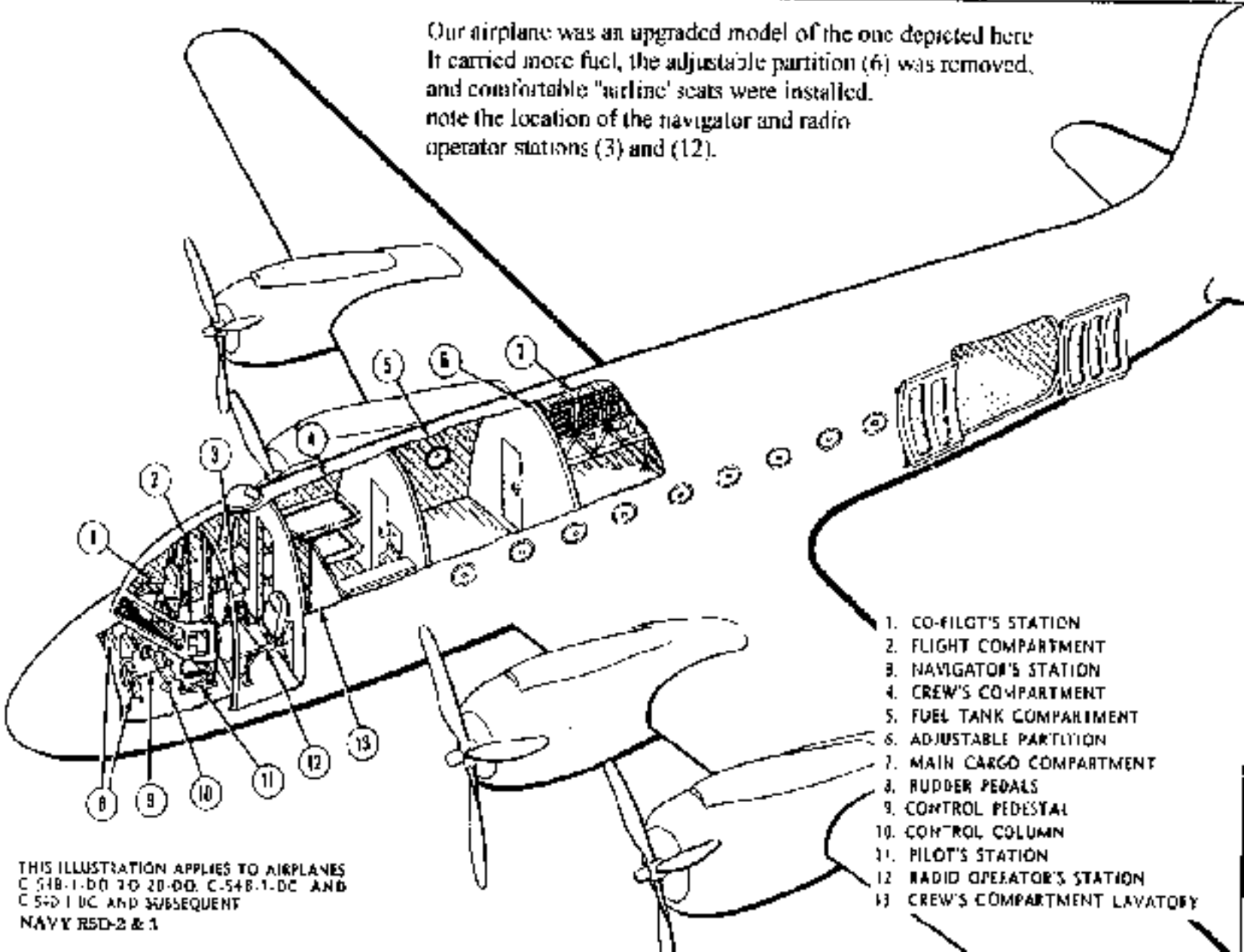


UFO approaching aircraft, then flying away from it. Sequence begins with yellow-orange glow, then white light pattern, then no lights, then yellow circle, then fiery ring coming toward airplane, then moving away. Distances of UFO are approximations. Size of UFO is compared to aircraft's in scale.


horizon
West
270°
12
25° lat
disappeared above the horizon
45° lat
11
10
After I arrived in the cockpit and took control, I disconnected the autopilot and turned to a heading of about 290 True to get a better view. At that point the object was moving at a high rate of speed. We watched it disappear above the horizon.
flew with us in this position 1 to 2 minutes
position
9
KEFLAVIK 0450
A. L. Jones
CDR USNR (RET)
When the Navigator came back to the cabin to ask me to come up to the cockpit to observe an object, I walked over to the right side of the cabin.
position
9
We could see a bright light under the wing, about 3000 feet away. Other passengers also viewed it.



Our airplane was an upgraded model of the one depicted here It carried more fuel, the adjustable partition (6) was removed, and comfortable "airline' seats were installed. note the location of the navigator and radio operator stations (3) and (12).



1. CO-PILOT'S STATION
2. FLIGHT COMPARTMENT
3. NAVIGATOR'S STATION
4. CREW'S COMPARTMENT
5. FUEL TANK COMPARTMENT
6. ADJUSTABLE PARTITION
7. MAIN CARGO COMPARTMENT
8. RUDDER PEDALS
9. CONTROL PEDESTAL
10. CONTROL COLUMN
11. PILOT'S STATION
12. RADIO OPERATOR'S STATION
13. CREW'S COMPARTMENT LAVATORY

THIS ILLUSTRATION APPLIES TO AIRPLANES C-54B-1-DO TO 20-DO, C-54B-1-DC AND C-54D-1-DC AND SUBSEQUENT
NAVY R5D-2 & 3

Navy R5D Transport, Bureau Number 90414, same as the one we were flying during our UFO encounter.

PROJECT 10073 RECORD CARD

1. DATE 10 Feb 1951	2. LOCATION 49.50N 50.03W (Atlantic)	12. CONCLUSIONS ☒ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical ALPHA ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local GMT 0055Z (N)	4. TYPE OF OBSERVATION ☐ Ground-Visual ☐ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	6. SOURCE MTL	
7. LENGTH OF OBSERVATION 7-8 Min	8. NUMBER OF OBJECTS 1	9. COURSE E

10. BRIEF SUMMARY OF SIGHTING

Yellowish light, like a fire in color, approached the observing ACFT and grew very bright and very large with a semi-circular shape. It suddenly turned 180 deg and disappeared over the horizon at terrific speed.

11. COMMENTS

Believed to be Aurora display by consulting astronomer.

ATIC FORM 390 (REV 10 SEP 53)

UNCLASSIFIED

DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON 25, D. C.

AFOIE-T/TU

FEB 2 4 1951

SUBJECT: (Unclassified) Sighting of Unidentified Flying Object

TO: Commanding General
Air Materiel Command
Wright-Patterson Air Force Base
Dayton, Ohio
ATTN: Chief, Intelligence Department

AXA 1

1. Reference is made to radnote, this headquarters, date time group 132056, concerning unidentified flying object sighting on 10 February 1951. The inclosed statements were obtained upon interrogation of the Naval personnel making this sighting.

2. Forwarded for your information.

BY COMMAND OF THE CHIEF OF STAFF:

LESLIE S. HARRIS
Colonel, USAF
Chief, Technical Capabilities Branch
Evaluation Division
Directorate of Intelligence

7 Incls
1. Statement fr LT Kingdon
2. Statement fr LTJG Jones
3. Statement fr LT Kuger
4. Statement fr LT Rothman
5. Statement fr LT Meyer
6. Statement fr ILC Shiever
7. Statement fr AB3 Daniels

File Grudge

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

ITEM 4 AMC /CONFIDENTIAL/
FROM JJ RODGERS MCIAXA-1A UNCLASSIFIED
TO COL HARRIS AFOIN-V/TC

TT-071-PM
20 February 51
MCIAXA/Rodgers

REFERENCE RECENT RADNOTE MESSAGES FROM YOUR HEADQUARTERS CONCERNING SIGHTING OF UNIDENTIFIED FLYING OBJECT IN THE VICINITY OF NEWFOUNDLAND BY NAVY AIRCREW. BASED UPON THE INFORMATION PRESENTED, IT IS IMPOSSIBLE TO COME TO DEFINITE CONCLUSIONS REGARDING THE SIGHTING. HOWEVER, THE MATTER WAS DISCUSSED IN SOME DETAIL WITH AN ASTRONOMER ATTACHED TO THE AMC GRADUATE CENTER AS A RESULT OF THIS DISCUSSION IT WAS CONCLUDED THAT WHILE THERE IS A POSSIBILITY OF THE OBJECT SIGHTED BEING A METEOR OR FIREBALL, THE DESCRIPTION FURNISHED GIVES REASON TO BELIEVE THAT THE AIRCREW SAW AN UNUSUAL "NORTHERN LIGHTS" DISPLAY. NO FURTHER ACTION IS CONTEMPLATED ON THIS INCIDENT UNLESS ADDITIONAL INFORMATION IS RECEIVED WHICH WOULD TEND TO CHANGE OUR ESTIMATE OF THE SITUATION.

STUDENT

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

[illegible] YEAR INTERVALS
[illegible] YEARS.
DOD [illegible]

075-25303

END ITEM 4 AMC /CONFIDENTIAL/
UNCLASSIFIED

TO CGAMC WP AFB OHIO

AF CRNC

UNCLASSIFIED

/[illegible]/ RADNOTE FOR MCISXD FROM AFOIN-[illegible]/CAPT OSTREM

THE FOLLOWING CABLE IS QUOTED FOR YOUR INFORMATION: "VR-1 PILOTS OFF LIGHT N-125 ENROUTE KEFLAVIK TO ARGENTIA ON COURSE 225 TRUE AT 10,000 FEET REPORTED AN UNIDENTIFIED RED AND YELLOW OBJECT AT 1000552 INITIALLY BEARING [illegible] RELATIVE. OBJECT APPEARED TO BE CLOSE TO SURFACE. SHAPE INDEFINITE WHEN FIRST SIGHTED LATER APPEARING CIRCULAR. DIAMETER ESTIMATEECESS [illegible] FEET. OBJECT APPROACHED PLANE TURNED AND DISAPPEARED OVER HORIZON ON COURSE 250 TRUE AT TREMENDOUS SPEED. 1000552 POSITION LATITUDE 45-[illegible] NORTH LONG [illegible] WEST. SIGHTING REPORTED TO DANGER ATC PLAIN LANGUAGE."

12/21502

SUBJECT: Unidentified Object

MCIA MCI 14 Feb 51 1
Col Feiling

Request that you give me a short resume of action taken in connection with the inclosed cables concerning an unidentified object in the general vicinity of Newfoundland.

3 Incls
1. Cy inc msg (1-1p) 51s-20766-2
2. Cy inc msg (1-1p) 51S-20769-2
3. " " " (1-1p) 51S-22120-2

/s/ HAROLD E. WATSON
Colonel, USAF
Chief, Intel Dept

Honaker/mb
59210
Bldg 2630
P 921

MCI MCIAXA-1a 20 Feb 51 2

1. The inclosed cables were reviewed by this office in light of criteria which has been developed up to the present time in the investigation of such incidents. The matter was also discussed with an astronomer attached to the Graduate Center at Area 3.

2. As a result, it was concluded that while there is a possibility of the object being a meteor or a fireball, the description furnished gives reason to believe that the aircrew actually saw an unusual "northern lights" display.

3. This information is being passed on to TCB, Hq USAF.

3 Incls:
n/c

KEITH TARROT
Lt Colonel, USAF
Chief, Aircraft & Propulsion Sec
Technical Analysis Division
Intelligence Department

[illegible]
6-5376
P D-11
B 2630

UNCLASSIFIED

FROM: NORTH EAST AIR COMD, PEPPERRELL AFB, NFLD

TO : USAF WASH D C

INFO : EM 0215

10 Feb 51 (DTG 1015002)

Reference NEAC EM 0212 DTG 1003MZ. Additional info on unidentified object, was clear, visibility from 15 mi to unlimited, Gander Air Traffic Control reports Navy 65GI only acft in area. Evaluation B-2. Suggest any additional info be secured for Navy Officers concerned at VR1 Sq Patuxent River, Maryland.

ACTION: OIN

CAF IN: 97697 (11 Feb 51) SER/ref

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DECLASSIFIED AFTER 12 YEARS
DOD DIR. 5200.10

UNCLASSIFIED

COPY

10 Feb UNCLASSIFIED

FROM: MEAD PEPPERELL AFB NFLD

TO : CSAF WASH D C

NR : EW 0212

Unidentified object seen at 0055Z 10 Feb at 49 degrees 50 min north, 50 degrees 03 min west by crew of Navy 6501, VR1, Patuxent River, MD. Originally seen as heavy light in distance on the surface as lights of city. The yellowish light, like a fire in color, approached rapidly and grew very bright and very large with a semi-circular shape. It was on a true course of about 125 degrees, plane on a true course of 225 degrees, as it approached the plane it suddenly turned about almost 180 degrees and disappeared rapidly over the horizon as a small ball. Speed "was terrific". Seen fr an angle of about 45 degrees looking down fr the plane. Crew all experienced North Atlantic fliers Lt F.W. Kingdon, Lt. A. L. Jones, Lt. G.E. Zathuna, Lt. N.G.P. Koger, Lt. C.M. Meyer, all saw object over a period of fr seven to eight min. Plane flying at 10,000 altitude.

ACTION: DIR

CAF IN: 97537

(10 Feb 51) WEL/rcf

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UNCLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

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