

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	
6. TYPE OF OBSERVATION Ground and Air-Visual	
7. COURSE Orbiting	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. 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.
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

SMAC

[REDACTED]
SACINTSUM No. 726 - Goose Bay, Labrador

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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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PARAGRAPH NOT REQUIRED. SEE CRYPTO-CENTER
BEFORE DECLASSIFYING

ACTION

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Director
Aerospace
ATTN: Mr. [illegible]
Maxwell

1-31 May
1953

CE OUR MESSAGE RETURNED
64 AIR DI
ARE FROM THE FOLLOWING
CTOR: 2ND LT H L BROWN,
59 FIS. ALG OFFICERS
FIS STATEMENT OF
MAY 53, PINTAIN-40
D BEEN OTHER F-94
A NEGATIVE ANSWER

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NEGATIVE ANSWER. THE CONTROLLER IN THE GOOSE TOWER ALSO TOLD ME THAT HE SAW THE OBJECT AND ASKED IF I SAW IT. I GAVE NEGATIVE TO HIS QUESTION. WHEN PINTAIL 40 CALLED THIS STATION HE WAS 10 MILES DUE SOUTH GOOSE AB. AIRCRAFT WAS IN A PORT ORBIT WHICH WAS ABOUT 6 MILES IN DIAMETER. THE PINTAIL 40 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 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 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." STATEMENT OF 2ND BROWN: WHEN CALLED CAPT EMBERY TO GET A STATEMENT FOR THE 15-7 REPORT THAT I WAS PREPARING, CAPT EMBERY'S REPORT

7-3719-34
1003386

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PAGE THREE JEXCR 7C

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 LIKE AN F-94 WITH AFTER BURNER. PILOT FURTHER SAID THAT HE WAS UNABLE TO GET RADAR CONTACT 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 AIRCRAFTMAN 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 SIAD AIRCRAFT 3 OR 4 SECONDS, THEN PICKED UP SPEED RAPIDLY AND LEFT THE AIRCRAFT. ANOTHER MOON SHAPED

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PAGE FOUR JEXCR 7C

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 WARDEN'S 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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Rec'd 1657-3 May 53
753-5270-1

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#7

Canada

IR-27-53

AIR INTELLIGENCE INFORMATION REPORT

Unidentified Flying Object (FLYOBOT)

Geose Air Base, Labrador

Dir/Int, WAC

22 May 1953

2 May 1953

NATHAN J. EVERSON, Captain, USAF

197th ACW, Labrador,
Geose Air Base, Labrador

SUMMARY: (Enter concise summary of report. Give significance in final paragraph. List subject's name first. Begin text of report on AF Form 112, Part II.)

1. An unidentified flying object was visually observed by the pilot and radar observer of an F-34 aircraft (10) miles south of Geose Air Base (53/19N - 60/25W) Labrador, 2 May 1953 at 0305Z.

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

APPROVED:

Fred W. Dickson

LT. Colonel, USAF
Director of Intelligence

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CO, 11th ACW, Labrador
CO, 197th ACW, Labrador
CO, 1st ACW

CG, AAG
CG, SAC
CG, ATIC

CO, 64th Air Div
CANADIAN
AirA, Canada

CO, 10th ACW
CANADIAN

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AF FORM 112-PART II
APPROVED 1 JAN 1953

AIR INTELLIGENCE INFORMATION REPORT

FROM (Last Name)	REPORT NO.	PAGE	OF	PAGES
Dir/Int, 4540	13-27-53	2	3	

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, Labrador, 2 May 1953 at 0206Z. Four personnel (Canadian) at Goose Air Base also observed this object.

2. The unidentified object was heading in a northerly direction at 14,000 feet altitude at an estimated speed of 600 knots. The F-94 was flying at 24,000 feet when the object was first sighted then climbed to an altitude of 20,000 feet in an attempt to intercept the object but was unable to do so. No radar contact was made with the object either from the aircraft or from TGT at Goose Air Base. Total time of observation was 20 minutes. Weather was "ceciens", 3 miles visibility, wind 7 miles northwest.

3. The pilot was inclined to believe that the object was a jet aircraft, however, a conclusive description of the object could not be made because of its excessive speed and night conditions of visibility.

4. Statement of Second Lieutenant K. R. Meath, 127th ACW Squadron:

"I was on duty the night of 1 May 1953, Pin Tail-40 called our station and wanted to know if there were any other F-94 aircraft airborne at that time (020300Z). I gave a negative answer and then the pilot of Pin Tail-40 contacted the Tower and they gave the same negative answer. The controller in the Goose Tower also told me that he saw the object and asked if I saw it. I gave a negative report to his question.

When Pin Tail-40 called this station he was ten miles due south of Goose 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 K. L. Brown, who I briefed on 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 about 30 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, 127th ACW 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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AF FORM 112-1-PART X
APPROVED 1 JUNE 1954

SECURITY INFORMATION
AIR INTELLIGENCE INFORMATION REPORT

Dir/Int, NEAC

IR-27-53

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when he observed an object heading north in a post orbit. The pilot tried to cut it off, but object seemed to retire him. Captain Embury 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. GOI (Establish) also did not have radar contact.

When I checked the Goose Control Tower, Flight Officer Blake said that Flight Officer Carnine and Leading Aircraftman 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, "AGOP 943."

7. The radar operator, 1st Lieutenant J. E. Morin, was interrogated separately and was in complete agreement with Captain Embury.

COMMENTS of Preparing Officer:

1. A check of flight plans throughout the command area reveals that only one aircraft other than the F-94 was in the area. A B-57 No. 5426 arrived at Goose Air Base at 020049Z.

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. PETERSON
Captain, USAF
Chief, Current Intelligence Division

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MEME XW 1XR
DSD CR FGA
TRO PO MCG
30 min.

Date: 1 May 53

L.C.T.: 11:05 pm

Location:

Pepperell AFB, NEED

Q:*****

F:*****

H²:

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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