

PROJECT 10073 RECORD CARD

1. DATE 13 Sep 51		2. LOCATION Goose AFB, Labrador		12. CONCLUSIONS	
3. DATE-TIME GROUP Local _____ GMT <u>14/0100Z</u>		4. TYPE OF OBSERVATION <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar		<input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other <u>UNIDENTIFIED</u> <input type="checkbox"/> Insufficient Data for Evaluation <input checked="" type="checkbox"/> Unknown	
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE Radar Operators			
7. LENGTH OF OBSERVATION - - -		8. NUMBER OF OBJECTS three	9. COURSE - - -		
10. BRIEF SUMMARY OF SIGHTING Target A appeared on scope, approx 3 mins later Target B appeared, after Targets A & B disappeared Target C appeared. Target A was a strong and steady target similar to that of a/c at approx 4,000 ft alt. Its speed was est by GCA operators to be 150 mph. Targets B & C were weak intermittent targets similar to a/c flying above 5,000 ft alt. No speed est for B & C but both at approx same speed.				11. COMMENTS Even if Radar scope was in warm up stage Targets (blips) would not have followed such a definite course. Therefore case is UNIDENTIFIED.	

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WEATHER REPORT FOR GOOSE BAY AIR BASE 0001Z TO 0200Z, 14 September 1951

1. Ceiling: Measured, 2,200 feet, broken.
2. Clouds: Strata-cumulus 8/10 coverage.
3. Visibility: 20 miles.
4. Wind: North, 3 MPH.
5. Temperature: 46
6. Dew Point: 45
(At 0220Z the wind was calm, temperature 46, dew point 44)
7. Local weather station sends balloons aloft on the following schedule:
 - a. 0400Z
 - b. 0900Z
 - c. 1500Z
 - d. 2200Z

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Incl 2 to IR-231-51, USA-MATS

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EXTRACT FROM STATUS REPORT # 1

DATE: 10 Sept 51

TIME (Local): 2100

LOCATION: Goose AFB, Newfoundland

LENGTH OF TIME OBSERVED: Several Minutes.

SOUND: None

SPEED: 140 mph

ALTITUDE: 4,000'

HEADING: Varied

SOURCE: GCA operators

ACTION OR COMMENTS: Pending

DESCRIPTION OF INCIDENT: Radar return - GCA radar observed two objects near the airfield.

EXTRACT FROM STATUS REPORT # 2

DATE: 10 Sept 51

TIME (Local): 2100

LOCATION: Goose AFB, Newfoundland

LENGTH OF TIME OBSERVED: Several Minutes

SOUND: None

SPEED: 140 mph

ALTITUDE: 4,000'

HEADING: Varied

SOURCE: GCA Operator

ACTION OR COMMENTS: No further investigation. Insufficient information.

DESCRIPTION OF INCIDENT: Radar return - GCA radar observed two objects near the airfield.

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FORM 112 - PART I

SECRET

Auth: CG NSAC

Country: Canada

REPORT NO: IR-18-51

Date: 11 Oct 51

AIR INTELLIGENCE INFORMATION REPORT

Subject: Unidentified Objects

Location: Goose Air Base, Labrador

FROM: Dir/Int Hq NSAC

DATE OF REPORT: 11 October 1951

DATE OF INFORMATION: 10 September 1951

CLASSIFICATION: B-2

PREPARED BY: CAPT. T.V. CANTRELL, Ch, Air Int Div

SOURCE: Intelligence Officer, Goose AB, Labrador

SUMMARY: (Enter one line summary of report. Give significance in final one sentence paragraph. List inclusions of report file. Do not list of report on AF Form 112-Part II.)

1. On 14 September 1951 two (2) GCA operators observed what appeared to be three (3) targets on the PPI scope at Goose Air Base, Labrador.
2. The Control Tower operator stated that there were no aircraft in the immediate area at the time.
3. C-54 No. 5527 entered GCA pattern and landed without incident.
4. Three (3) "Blips" were seen and identified as Target "A", "B" and "C".

APPROVED:

DANIEL S. PAULSEN
Major, USAF
Director of Intelligence

AC

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	SUBJECT NO.	PAGE	OF	PAGES
Dlr/Int Hq NEAC	IR-18-51	2	3	

On the night of 14 September 1951, T/Sgt [redacted] AF [redacted] and Col [redacted] AF [redacted], both assigned to 1932nd AACS Squadron, Goose AF, were on duty at the local GCA trailer at the request of the pilot of a C-54, No. 5527, inbound from Westover AFB, Massachusetts. They arrived at the GCA trailer and turned the equipment on and were awaiting further instructions from the pilot of C-54 No. 5527 or the tower when the following sequence of events took place: (Refer to attached photo.)

1. At 0100Z, 14 September 1951, a radar return, Target "A" in photograph, appeared on the PPI scope approximately six (6) miles east of Goose Air Base and travelled in a westerly direction passing south of the base, made a left turn of about 160° to a point opposite "X" on the photograph. Its behavior at this point is explained in 3 below.

2. Approximately three (3) minutes after Target "A" appeared on the scope, another radar return, Target "B", appeared approximately two (2) miles south of Goose Air Base and proceeded on a course of approximately 270° true heading.

3. Both targets were approaching the point "X" on the photograph when the Control Tower was notified by T/Sgt [redacted] to instruct both aircraft over the field to execute right turns immediately because they were flying a collision course. Immediately Target "A" made a forty-five (45) degree turn to the right and Target "B" proceeded on its course. Both targets disappeared at the points indicated by the arrows at the end of their respective tracks.

4. The Control Tower stated that there were no aircraft in the immediate area. During the ensuing conversation and action following, the information below was furnished the GCA operators by the tower:

- a. No visual contact could be made with either target.
- b. There were no squawks or other noises to indicate the presence of an airborne craft of any type.

5. At approximately 0115Z another radar return, Target "C", appeared approximately two (2) miles east southeast of Goose Air Base and travelled a course of approximately 060 degrees true to the point "XX" on the photograph.

6. At this time the pilot of C-54 No. 5527 contacted the GCA operators and requested landing instructions. T/Sgt [redacted] gave his attention to the C-54 which was identified by parcel procedure and requested the pilot to look for any other aircraft in the area. None were sighted by the pilot. Until the pilot of the C-54 arrived in the area both GCA operators had observed the actions of Targets "A", "B" and "C".

7. Col [redacted] continued to observe Target "C" from point "XX" and watched it turn right and travel in a westerly direction until it disappeared at the point indicated by the arrow at the end of its track on the photograph.

8. The C-54 aircraft remained in good radar contact from the time it entered the GCA pattern until it landed.

9. Radar return characteristics:

- a. Target "A" was a strong and steady target and was estimated to be an aircraft at approximately 4000 feet altitude. It

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AIR INTELLIGENCE INFORMATION REPORT

FROM: <i>11/10/53</i>	REPORT NO.	PAGE	OF	PAGES
Dir/Int Hq NEAC	IR-18-51	3	3	

operators to be 150 MPH. However, from the plotted points and times given, (7 miles in 3 minutes) the speed is 140 MPH.

b. Targets "B" and "C" were weak intermittent targets similar to aircraft flying above 5000 feet altitude. No speeds were estimated for Targets "B" and "C" but all targets appeared to be travelling at about the same speed according to the operators.

COMMENTS of Information Sources:

1. Information above is considered completely reliable and the GCA operators actually observed the radar returns.

2. The fact that the PPI scope was in the "warm up" stage and the possibility of erratic electrical currents caused by heating and expansion during this period must be considered due to the fact that all targets appeared near the center of the scope and disappeared in the same area while one known target, the C-54, continued to cause a clear and steady return.

COMMENTS of the Preparing Officer:

1. The Directorate of Communications this Headquarters offered the following comments after studying the above information:

a. It is apparent that the targets observed on the scope were true targets. Both observers are experienced radar operators and should immediately recognize "blips" caused by warm up procedures.

b. It is believed that if the "blips" were caused by the warm up of the GCA unit, they would not have followed such a definite course.

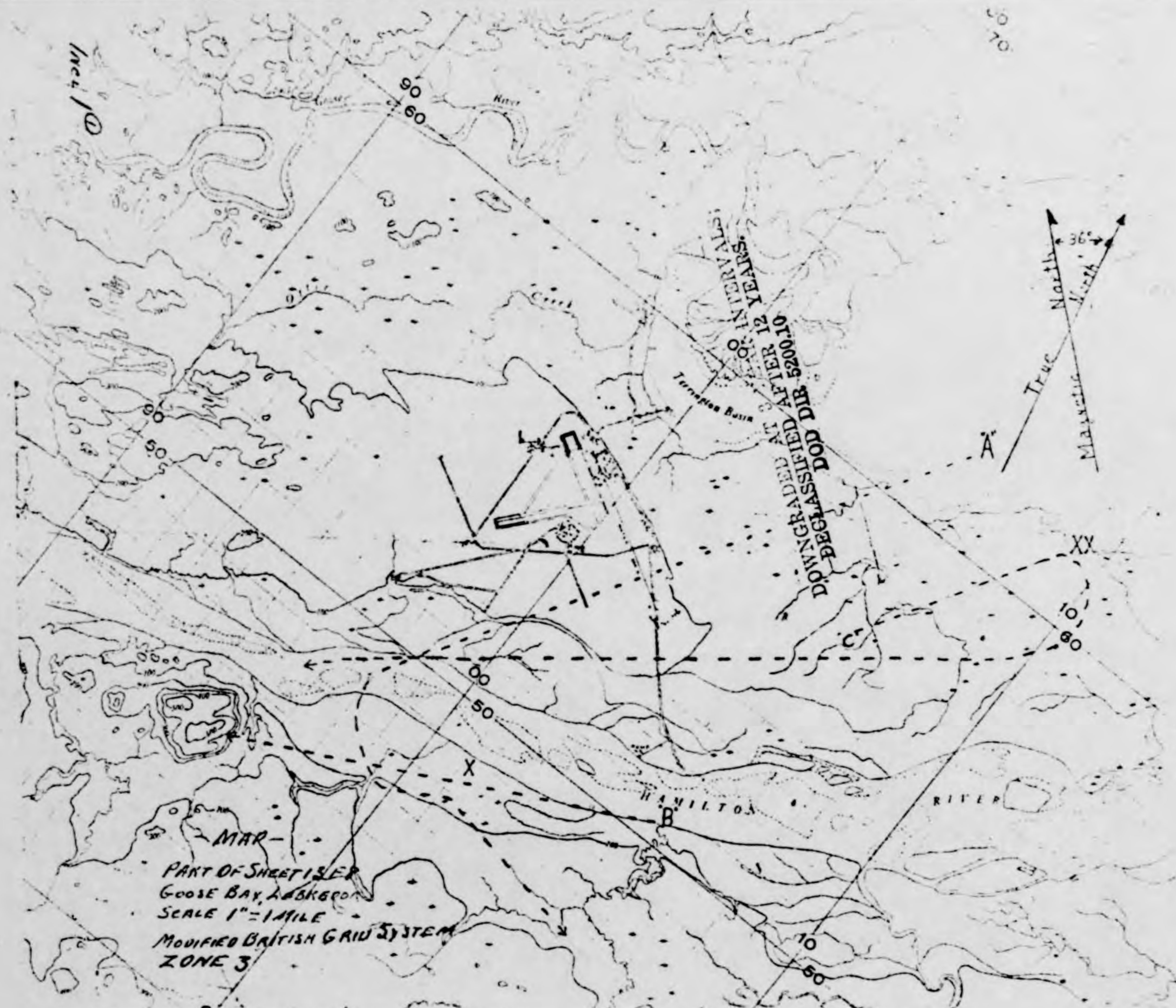
2. As the Control Tower at Goose Air Base is controlled by Canadians, they would have knowledge of all Canadian or USAF scheduled aircraft.

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Truett V. Cantrell
TRUETT V. CANTRELL
Captain, USAF
Chief, Air Int Div

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DECLASSIFIED BY 5200 TIO



MAR -
PART OF SHEET 15 E P
GOOSE BAY, LABRADOR
SCALE 1" = 1 MILE
MODIFIED BRITISH GRID SYSTEM
ZONE 3

90
60

50
50

50
50

10
60

10
50

HAMILTON RIVER

RIVER

Ternaplan Basin

15

X

XY

C

B

COUNTRY USA-MATS	REPORT NO IR-231-51	CLASSIFICATION SECRET
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Unidentified Aerial Object near Goose Bay, Labrador		
AREA REPORTED ON Labrador	FROM (Agency) Intelligence Division, Hq MATS Andrews AF Base, Washington 25, D. C.	
DATE OF REPORT 31 October 1951	DATE OF INFORMATION 14 September 1951	EVALUATION E-3
PREPARED BY (Signature) A. G. Love, Captain, USAF	SOURCE USAF Radar Technicians	
REFERENCES (Control number, date, previous report, etc., as applicable)		

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SUMMARY: (Enter concise summary of report. Give significance in first one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112-Part 11)

1. Report contains information concerning three unidentified "blips" which were observed on the plan position indicator (PPI) radar scope of the Ground Controlled Approach (GCA) unit at Goose Bay, Labrador, on the night of 14 September 1951. The observations were made by two AACS radar observers who stated that the "blips" appeared to be aerial objects in the immediate vicinity of Goose Bay and that in one instance one of the targets obeyed an instruction from the tower. The observers ruled out the probability of the malfunctioning of the radar equipment.

2. Attached as Inclosure 1 is a photograph of a terrain plan of the Goose Bay area on which data relating to the observation is plotted. Attached as Inclosure 2 is the weather report for Goose Bay during the period of the observation of the radar targets.

APPROVED: *[Signature]*
DOWNGRADED AT 11/11/88
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[Signature]
WILLIAM L. TRAVIS
Lt Colonel, USAF
Chief, Intelligence Division

AC

Col. [Signature]

2 INCL
As stated

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AIR INTELLIGENCE INFORMATION REPORT

FROM Agency Intelligence Division, Hq MATS Andrews AF Base, Washington, D.C.	REPORT NO. IR-231-51	PAGE 2 OF 3 PAGES
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1. On the night of 14 September 1951, Technical Sergeant [redacted] AF [redacted] and Corporal [redacted] AF [redacted] both assigned to the 1932d AACS Squadron, MATS, Goose Bay, Labrador, were on duty at the local GCA trailer at the request of the pilot of aircraft C-54, No. 5527, which was inbound from Westover AFB, Massachusetts. They arrived at the GCA trailer, turned the equipment on, and were awaiting further instructions from the pilot of No. 5527 or the tower when the following sequence of events took place (refer to attached photo):

a. At 0100Z, 14 September 1951, a radar return, Target "A" on photograph, appeared on the PPI scope approximately six miles east of Goose Bay Air Base and travelled in a westerly direction passing south of the base, made a left turn of about 160° to a point opposite "X" on the photograph. Its behavior at this point is explained in "c" below.

b. Approximately three minutes after Target "A" appeared on the scope, another radar return, Target "B", appeared approximately two miles south of the air base and proceeded on a course of approximately 280° true heading.

c. Both targets were approaching point "X" on the photograph when the control tower was notified by T/Sgt [redacted] to instruct both aircraft over the field to execute right turns immediately because they were flying a collision course. Immediately Target "A" made a 45 degree turn to the right, while Target "B" proceeded on its course. Both targets disappeared at the points indicated by the arrows at the end of their respective tracks.

d. The control tower stated that there were no aircraft in the immediate area. During the ensuing conversation and action, the information below was furnished the GCA operators by the tower:

- (1) No visual contact could be made with either target.
- (2) There were no sounds or other noises to indicate the presence of an airborne craft of any type.

e. At approximately 0115Z another radar return, Target "C" appeared approximately two miles east southeast of Goose Bay Air Base and travelled a course of approximately 080 degrees true to the point "XX" on the photograph.

f. At this time the pilot of aircraft 5527 contacted the GCA operators and requested landing instructions. T/Sgt [redacted] gave his attention to the C-54, which was identified by normal procedure. The pilot was requested to look for any other aircraft in the area. None were sighted by the pilot. Until the pilot of the C-54 arrived in the area, both GCA operators had observed the actions of Targets "A", "B", and "C".

g. Cpl [redacted] continued to observe Target "C" from point "XX" and watched it turn right and travel in a westerly direction until it disappeared at the point indicated by the arrow at the end of its track on the photograph.

h. The C-54 aircraft remained in good radar contact from the time it entered the GCA pattern until it landed.

1. Radar return characteristics:

- (1) Target "A" was a steady and steady target, similar to [redacted] aircraft at approximately 4,000 feet of altitude. Its appearance

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AIR INTELLIGENCE INFORMATION REPORT

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estimated by the GCA operators to be 150 MPH. However, from the plotted points and times given (seven miles in three minutes), the speed is 140 MPH.

- (2) Targets "B" and "C" were weak intermittent targets similar to aircraft flying above 5,000 feet altitude. No speeds were estimated for Targets "B" and "C", but all targets appeared to be travelling at about the same speed according to the operators.

2. In the opinion of the GCA operator who was on duty when the above mentioned events occurred, the unit was in very good working condition and was completely warmed up. Therefore, malfunction of equipment is not considered as an exact cause for these targets appearing on the scopes. The chief operator states that the returns on the scopes were the same as the ones received on any aircraft and that the targets followed a course and made turns.

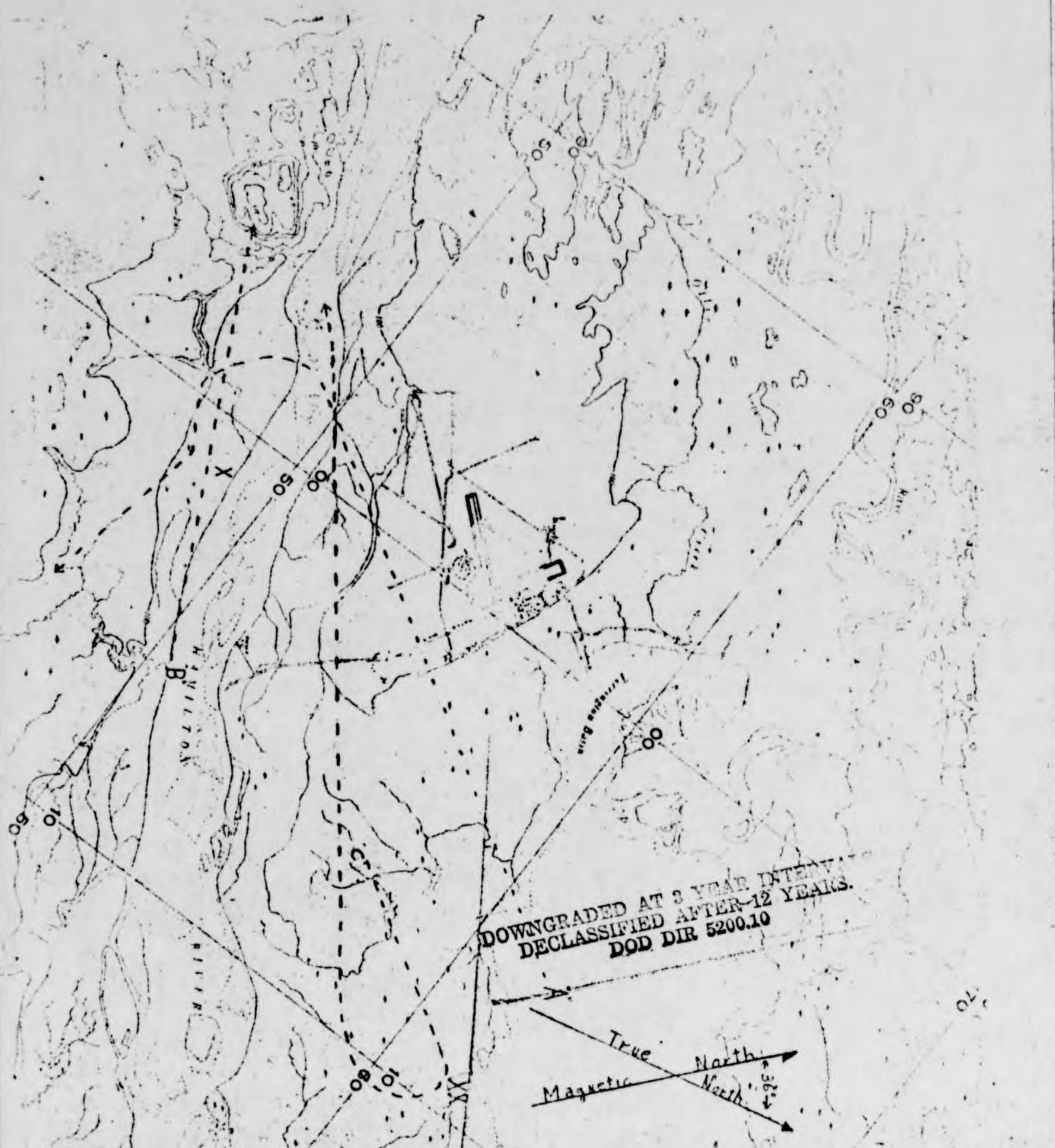
A. G. Love
A. G. LOVE
Captain, USAF

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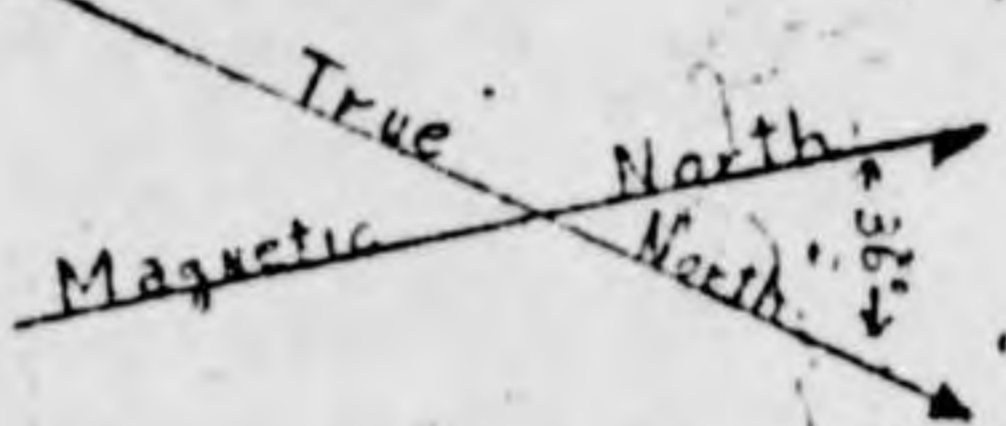
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Incl I to IR-231-51, USA-MATS