

**PROJECT 10073 RECORD CARD**

<b>1. DATE</b> 17 Sep 51	<b>2. LOCATION</b> 61.30N 68.50W (Atlantic)		<b>12. CONCLUSIONS</b> <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon
<b>3. DATE-TIME GROUP</b> Local _____ GMT 18/0420Z	<b>4. TYPE OF OBSERVATION</b> <input type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input checked="" type="checkbox"/> Air-Visual <input checked="" type="checkbox"/> Air-Intercept Radar		<input checked="" type="checkbox"/> Was Aircraft <input type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft
<b>5. PHOTOS</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	<b>6. SOURCE</b> military		<input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical
<b>7. LENGTH OF OBSERVATION</b> not reported	<b>8. NUMBER OF OBJECTS</b> one	<b>9. COURSE</b> not reported	<input type="checkbox"/> Other _____ <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown
<b>10. BRIEF SUMMARY OF SIGHTING</b> Unidentified a/c at 18,000 ft. No red and green lights. Sighted visually & picked up on Air Radar. Also being picked up by ground radar.		<b>11. COMMENTS</b> Report of unidentified a/c (Not a UFO report).	

*CO* *2*  
Auth: CG NEAC

COUNTRY Canada	REPORT NO. IR-17-51	(LEAVE BLANK)	Initialed: Date: 10 Oct 51
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### AIR INTELLIGENCE INFORMATION REPORT

SUBJECT Unidentified Aircraft			
AREA REPORTED ON NEAC		FROM (Agency) Dir/Int Hq NEAC	
DATE OF REPORT 10 October 1951	DATE OF INFORMATION 4 October 1951	EVALUATION B-2	
PREPARED BY (USCGR) Capt. T.V. CANTRELL, Chief, Air Int Div		SOURCE Intelligence Officer, Goose AB, Labrador	
REFERENCES (Control number, directive, previous report, etc., as applicable) NEAC TWX INT 9210 to Hq USAF, Director of Intelligence			

*Of 367694*

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

1. On ~~18, 19 and 20 September 1951~~ an unidentified aircraft was sighted at approximately ~~61° 30' N 68° 50' W~~.
2. Aircraft was sighted visually and picked up on the radar set from B-36 No. 44-92668.
3. Unconventional running lights observed.
4. ECM equipment picked up carrier type waves on the following frequencies: 367, 849, 822, 991, 730, 715 and 730 mcs.

APPROVED:

*Daniel H. Paulsen*  
 DANIEL H. PAULSEN  
 Major, USAF  
 Director of Intelligence

*ALL WWWW*

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AIR INTELLIGENCE INFORMATION REPORT

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1. On 18 - 20 September 1951 three (3) B-36 type aircraft flew a training mission from Goose Air Base, Labrador, to Resolute NWT, Thule, Greenland, and return to Goose Air Base.

2. The following aircraft took part in the exercise:

- a. 44-92668 - Major Paul E. Gerhart, radar operator.  
Major Charles J. Cheever, navigator.
- b. 44-92066 - S/Sgt Donald E. Jenkins, ECM operator.
- c. 44-92061 - S/Sgt Doyt T. Larimore, ECM operator.

3. Individual reports are as follows:

a. Major Paul E. Gerhart. At 180320Z radar interference was noticed on the radar scope which was finally determined to be an unidentified aircraft on a relative bearing of 130 degrees and 28 NM from our aircraft. The position of our aircraft at the time was 61'30N 68'50W. There was very noticeable jamming at approximately 180420Z. (Our position 63'30N 70'00W). The anti-jam device on the APQ-24 was turned "on" but there was no change in the jamming pattern on the radar scope. The crew was informed at this time that "it looked as though the ship (aircraft) was being tracked by a ship (aircraft) or ground station. At 180435Z radar interference was coming from the right side of our aircraft and covered 120 degrees on the radar scope. At the position 65'40N 71'40W the unidentified aircraft crossed over from the right side of our aircraft to the left side at 18,000 feet and at a speed estimated to be 30 knots faster than B-36 No. 2668. (Speed of B-36 was 208 knots according to navigator's log) Passing lights were not standard. Instead of having the usual red and green lights on the wing tips, all lights were white. It had twin flashing white tail lights.

b. Major Charles J. Cheever. At 180320Z interference was picked up on the radar scope. "It was an aircraft at 130/28 (Relative bearing of 130 degrees and 28 NM from B-36); going away; our position, 61'30N 68'50W." At 180435Z the unidentified aircraft flew along side (right) then crossed over our nose. Our position was 65'40N 71'40W at an altitude of 18,000 feet. It was in view (visual) for about 20 minutes. All running lights were white. Major Cheever was unable to identify it. The aircraft passed (the B-36) rather fast on a grid heading of approximately 046 degrees. (334 degrees True). Our ground speed was 208 knots. At 180450Z the auto-pilot and APQ-24 radar set went out. The APQ-24 came back on after a few minutes.

c. S/Sgt Donald E. Jenkins. B-36 No. 2066 departed Goose Air Base at 192200Z enroute to Resolute, NWT. At 192225Z shifting, carrier wave type signals were picked up and identified on the following frequencies: 867, 849, 822, 991, 730, 715 and 730 mcs. At 192345Z very powerful signals were picked up on the following frequencies: 38 to 42 and 48 to 57 mcs. NOTE: Ground speed of this aircraft was 210 knots; altitude, 18,000 feet.

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d. S/Sgt Doyt T. Larimore. B-36 No. 2061 departed Goose Air Base at 192220Z enroute to Resolute, NWT. At 192315Z a signal on frequency of 240 mcs was picked up. The pulse of this signal was one (1) microsecond. At 190000Z a continuous signal of the "tracking" type was picked up on a frequency of 53 mcs. The pulse of this signal was one (1) microsecond; the cycle, 4280 CPS. From 200000Z until 200100Z signals were picked up on the following frequencies: 37.5, 43.5, 44 to 58, 58.5 to 63 and 89.5 to 92 mcs. At 200100Z an "image signal" was identified on a frequency of 180 mcs. At 200100Z a "True Signal" was identified on a frequency of 240 mcs.

## AIR INTELLIGENCE INFORMATION REPORT

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### COMMENTS of Preparing Officer:

1. The possibility of a naval vessel with radar in the Hudson Straits is ruled out. A ship would have presented an identifiable return on the APQ-24 radar set.
2. Frequencies in the 700-800 and 900 megacycle group are unexplainable since no radar stations, U.S. or Canadian, are known to exist in the area within range of the B-36.
3. There are no aircraft assigned to the NEAC area that have night lights as described in par 3a above, or fly at the altitude and airspeed indicated.
4. There is no UHF installed in aircraft of this command.
5. 243 mcs is a national emergency frequency.
6. It does not appear feasible for an enemy aircraft to make reconnaissance flights in the NEAC area with "lights on".
7. NEAC is unable to furnish further information as this Command has no ECM equipment or personnel.
8. It is understood that SAC is sending two (2) RB-36 aircraft to Goose Air Base in an attempt to determine the possible source and explanation of this incident.

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

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DEPARTMENT OF THE AIR FORCE  
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE  
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JM

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CRYPTOCENTER BEFORE DECLASSIFYING

ROUTINE

FROM: CG NEAC PEPPERRELL AFB NF

TO : HQ WASHINGTON, D.C. ATTN: DIR OF INT

NR : INT 219209

*F/He AIC*

Info re: this No of unidentified a/c at appr 6130 North  
6850 West alt 13000 ft on 18 Sep at 0420Z. A/c did not have red  
and green lights, all lights were white with twin flashing tail  
lights. Sighting was made visually, ECM equip and radar scope by  
2 Sep US B-36 a/c. Evidence indicates that unidentified a/c was  
being tracked by a grid sta at 6540 North 7140 West. Info concerning  
Canadian a/c white running lights, and shipborne radar has been  
reqd fr AIRA in Canada by our 219209. Add info being fwd by 112  
rpt.

*Willis*

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NOTE : 219209 is not identified in SMD.

ACTION: OIR

CAP IN: 78434

SER/fle

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