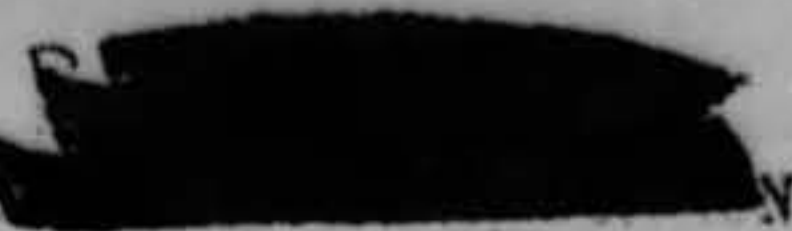


<b>1. DATE - TIME GROUP</b> 2 May 53 02/0825Z	<b>2. LOCATION</b> 130 MI SW of Goose AFB, Labrador
<b>3. SOURCE</b> Civil Airlines	<b>10. CONCLUSION</b> INSUFFICIENT DATA FOR EVALUATION  Insufficient data for evaluation. Reported in association with case from Goose AFB on 1 May 1953
<b>4. NUMBER OF OBJECTS</b> One	
<b>5. LENGTH OF OBSERVATION</b> 3 - 4 Seconds plus	
<b>6. TYPE OF OBSERVATION</b> Air-Visual	
<b>7. COURSE</b> N/A	<b>11. BRIEF SUMMARY AND ANALYSIS</b>  Luminous object unknown size. Object 500 ft off left wing of observers a/c. Stayed along side of a/c for 3-4 seconds and departed rapidly, picking up speed. Another moon-shaped object sighted directly in front of first object. At time of sighting visibility was unlimited. No radar contact.
<b>8. PHOTOS</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>9. PHYSICAL EVIDENCE</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	



COUNTRY Canada	REPORT NO. IR-28-53	UNCLASSIFIED	
<b>AIR INTELLIGENCE INFORMATION REPORT</b>			
SUBJECT Unidentified Flying Object (FLYOBJPT)			
AREA REPORTED ON Goose Air Base, Labrador	FROM (Agency) Dir/Int, NEAC		
DATE OF REPORT 23 May 1953	DATE OF INFORMATION 2 May 1953	EVALUATION F-3	
PREPARED BY (Signature) NATHAN J. MEYERSON, Captain, USAF	SOURCE 107th AC&W Squadron, Goose Air Base, Labrador		
REFERENCES (Control number, directive, previous report, etc. as applicable)			

SUMMARY: (Cover contents summary of report. Give significance in last one sentence paragraph. List inclusions at back left. Begin text of report on AF Form 112-Part II.)

1. The pilot of Maritime Central Airways-64 aircraft observed an unidentified object 130 miles southwest of Goose Air Base 2 May 1953 at 0825Z.
2. Statement of Second Lieutenant H. L. Brown, 107th AC&W Squadron:

"At 02/0825Z the Tower gave me the following information by land line telephone: Pilot Warden of MCA-64 sighted a luminous object, size unknown. Object was sighted 500 feet off the starboard wing, object stayed alongside aircraft three or four seconds, then picked up speed rapidly and left the aircraft. Another 'Moon Shaped' object was sighted directly in front of the first object. Both objects were 'Moon Shaped'."

**COMMENTS of Preparing Officer:**

1. No other aircraft were in the area at the time of sighting. It therefore appears that this incident represents an aerial object caused by either a meteorological phenomena or some physical aberration, such as reflection from the aircraft.
2. Lack of sufficient information precludes the possibility of concrete evaluation or thorough analysis of the incident.
3. This information is of interest to Air Technical Intelligence Center, ATTN: ATIAA-A2c, Wright-Patterson AFB, Dayton, Ohio.

*Nathan J. Meyerson*  
NATHAN J. MEYERSON  
Captain, USAF  
Chief, Current Intelligence Division

APPROVED:

*Fred W. Siebert*  
FRED W. SIEBERT  
Lt. Colonel, USAF  
Director of Intelligence

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DOD DIR 5200.10

CO, All NEAC Bases	CG, AAC	CO, 64th Air Div	COMICEDDEFOR
CO, 107th AC&W Sq.	CG, SAC	CANAIRDEF	CANAIRNEW
CG, ADC	CG, ATIC	AirA, Canada	

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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

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TO ME CHECKED WITH THE ABOVE AND ALSO INCLUDED THE STATEMENTS MENTIONED AS FOLLOWS: THE PINTAIL 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 OFF 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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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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AIR 25.  
AFM DE AIR  
AFK OPQI  
OPOP JEDWP JEDMH 222

OPOP JEDKF JEDWP JEDMH JEPNB JWPML 555  
DE JEDEN 22F

FM COC ADC ENT AFB COLO SPRGS 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

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DOD DIR 5200.10

//C  
NEOCOC-I-0028, / [REDACTED] /NEOCOC-I-0013. REFERENCE OUR MESSAGE  
MAY, 197 ACW GOOSE TO 64 AIR DI  
REPORTED AS FOLLO[REDACTED] 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. ALL OFFICERS  
INTERROGATED 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 THE TOWER AND THEY GAVE A

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PAGE TWO JEXCR 7C

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

SACINTSUM No. 726 - Goose Bay, Labrador

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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