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NCE REPORT NO. T - IR - 10-53

SUBJECT: Unidentified Flying Object Sightings

COUNTRY & AREA: Greenland, Thule Air Base Area

DATE OF REPORT: 10 December 1953 DATE OF INFORMATION: 9 December 1953

PREPARING OFFICER: Harold R. Miller, Captain, USAF

SOURCE(S) See Below

REFERENCES: 6612th Air Base Group Messages THOPI 7610 and THOPI 7623

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u.S.A.F. memo 7/31/78
By W. A. Low NARS, Date 4/12/79

The following information was compiled from interrogation of six (6) observers of UFOB sightings on 9 December 1953. Due to the similarity of the sightings over a relatively short period of time and possible correlation, interrogation results of each sighting will be submitted herein and in the same sequence as reported in electrical transmission, THOPI 7623.

1. The following information was elicited in interrogation of W. W. Irwin, Captain, pilot and R. M. Roberts, 2nd Lt. Radar Observer of the 318th Fighter Interceptor Squadron, Thule Air Base, Greenland. Both observers concur in details and opinions:

a. Observers were on an airborne training mission at the time of the sighting. They were flying in an F-94 aircraft at altitude 26,000', heading 090°, speed 220 knots, at a position approximately 25 miles South of Thule Air Base when both saw a glowing light. The sighting occurred at 091230Z. The light appeared to be oblong in general appearance, bluish white in color, and the size of a half dollar held at arms length. At times the object gave the impression of an oblong shaped object with light shining through it. No tail, trail exhaust, or sound were noted. When first sighted the object was at approximately 29,000', altitude 3,000' away at azimuth of 10° to port and elevation of 20° from their aircraft. The flight path of the object was South to North, straight and level with speed estimated at 1000 knots. The object appeared to go out with no fade out at an azimuth of 20° to starboard and elevation of 20° to 30°. The object was observed for a period of approximately 2 - 3 seconds. The pilot turned into the general heading of the object but no interception was accomplished and no airborne radar contact established. The only known traffic in the area at the time of sighting was another F-94 aircraft which was approximately 2 miles behind the observer aircraft. Interrogation of all communications facilities (GCI, GCA, etc.) and other possible informative sources provided negative information. For weather sequence see paragraph 8, this report. Both observers stated the object was unlike any other astronomical and/or meteorological phenomenon previously encountered. Observers evaluation of this sighting is a possible flying object. Both officers can be considered

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usually reliable. For preparing officer's evaluation see paragraph 9.

2. The following information was elicited in interrogation of D. B. Zeck, 1st Lt., pilot and R. H. Zeigler, 2nd Lt., Radar Observer of the 31st Fighter Interceptor Squadron, Thule Air Base, Greenland. Both observers concur in details and opinions:

a. Observers were on an airborne training mission at the time of sighting, approximately 091230Z. They were flying an F-94 aircraft at altitude 26,000', heading 090°, speed 230 knots, at a position of approximately 22 - 23 miles South of Thule Air Base, when they observed a glowing light. The object was a glob of light giving the impression of being either round or slightly oblong with the greatest brilliance forward. Object appeared to be the size of an orange on the windshield. The object was of intense white color, many times the magnitude of a star or planet. No tail, trail exhaust, or sound noted. When first sighted the object was at approximately 30,000' altitude, 3,000' to 4,000' dead ahead at an elevation of 20° to 30° from their aircraft. The flight path of the object was approximately South to North, from straight and level to 10° downward trajectory, with speed estimated at 1,000 knots. The object appeared to go out with no after glow at an azimuth of 45° to starboard of their aircraft. The object was observed for approximately 1 second. No interception was attempted and no airborne radar contact established. The only known traffic in the area at the time of sighting was the observer aircraft mentioned in paragraph 1, which was approximately 2 miles ahead. Interrogation of all communications facilities (GCI, GCA, etc.) and other possible informative sources provided negative information. For weather sequence see paragraph 6. This was probably the same object as reported in paragraph 1. Observer Zeck evaluates the sighting as a meteor at relatively close range and observer Zeigler states that object looked more like a meteor than a flying object. Both observers can be considered usually reliable. For preparing officer's evaluation see paragraph 9.

3. The following information was elicited from further interrogation of W. V. Irwin, Captain, pilot of F-94 and observer of sighting reported in paragraph 1:

a. This sighting was made during the same flight at approximately 091312Z. Observer aircraft was at altitude 26,000', heading 180°, speed 230 knots, at a position approximately 20 to 25 miles South South East of Thule Air Base. Observer noted a round, glowing, white light approximately the size of a pea on the windshield. No tail, trail exhaust, or sound was noted. When first sighted, the object was at approximately 28,000' altitude, 1 mile away at an azimuth of 90° to port and elevation of 10° from observer aircraft. The flight path of the object was generally the same as observer aircraft, straight and level with speed estimated at 400 knots. The object appeared to go out with no fade out an an azimuth of 45° to port and elevation of 10° to observer aircraft. The object was observed for approximately 1 second. Pilot turned in general direction of object and lost it, with no airborne radar contact established. The only known traffic in the area at

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the time of sighting was F-94 observer aircraft (paragraph 2) which was 2 - 3 miles behind. Negative information available from other sources. For weather sequences see paragraph 8. Observer believes this sighting to be same object as in foregoing sightings and that object was orbiting in area. For preparing officer's evaluation see paragraph 9.

4. The following information was elicited from further interrogation of D. B. Zook, 1st Lt., pilot of F-94 and observer of sighting reported in paragraph 2:

a. This sighting was made during the same flight at approximately 091235Z. Observer aircraft was at altitude 26,000', heading 340°, speed 220 knots, at a position approximately 30 miles South West of Thule Air Base. Observer noted a glaze of light, white in color and approximately half as bright as object previously sighted. Object appeared to be the size of a fifty cent piece on the windshield. No tail, trail exhaust or sound noted. When first sighted the object was below and South of observer aircraft at a position half way between the port wing and the tailcon at an azimuth of 40° to port. Flight path of the object was from South East to North West, straight and level at a speed of approximately 1000 knots. The object appeared to go out with no after glow at an azimuth of 20° to port of observer aircraft in a downward trajectory just before going out. The object was observed for approximately 1 second. No interception was attempted and no airborne radar contact established. The only known traffic in the area at the time of sighting was an F-94 approximately 40 miles North of observer aircraft. Negative information available from other sources. For weather sequence see paragraph 8. Observer evaluated sighting as a meteor. For preparing officer's evaluation see paragraph 9.

5. The following information was elicited from further interrogation of R. H. Ziegler, 2nd Lt., Radar Observer of F-94 and observer of sighting reported in paragraph 2:

a. This sighting was made during the same flight at approximately 091240Z. Observer aircraft was at altitude 26,000', heading 090°, speed 230 knots, at a position approximately 40 miles West of Thule Air Base. Observer noted a glowing light, white in color which appeared to be the size of a pea on the windshield. No tail, trail exhaust or sound noted. When sighted, the object was at approximately 16,000' altitude and approximately 2 1/2 miles off the port wing. Flight path of the object was parallel to observer aircraft, straight and level at speed estimated at 300 knots. The object increased in luminance and then went out with no after glow, after observer saw it for approximately 2 seconds in a slightly downward trajectory at the end. No interception was attempted and no radar contact established. The only known traffic in the area at the time of sighting was an F-94, 40 miles to the East over Thule Air Base. Negative information available from other sources. For weather sequence see paragraph 8. Observer stated he got the impression object was a meteor. For preparing officer's evaluation see paragraph 9.

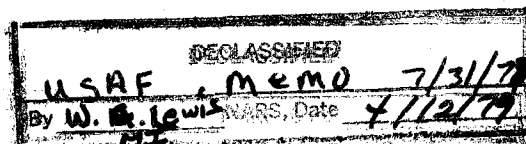
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6. The following information was elicited in interrogation of L. E. Green, 1st Lt., pilot and T. G. Dungan, 2nd Lt., Radar Observer of the 318th Fighter Interceptor Squadron, Thule Air Base. Both observers concur in details and opinions:

a. Observers were on an airborne training mission at the time of sighting, approximately 091245Z. They were flying an F-94 aircraft at altitude 22,000' climbing to 24,000', turning to a heading of 160°, speed 240 knots at a position 8 miles South of Thule Air Base. Observers saw an object which looked more like flame than a light. The object assumed the shape of a tail blast from an F-94 jet afterburner and the size of a tail blast from a distance of 3 - 4 miles. The color of the object was yellowish orange. No other tail, exhaust characteristics or sound noted. When first sighted the object was at approximately 30,000' altitude, 5 - 6 miles away at an azimuth of 5° to 10° to port and elevation of 5° from observer aircraft. The flight path of the object was North North West to South South East, straight and level with speed estimated at 1000 plus knots. The object disappeared directly over head and appeared to be making a run over the Base. The object was observed for a period of approximately 1 - 2 seconds. No interception was attempted or airborne radar contact established. No other known traffic in the area at the time of sighting. Negative information available from other sources. For weather sequence see paragraph 8. Observers evaluation is flying object. Both observers can be considered usually reliable. For preparing officer's evaluation see paragraph 9.

7. The following information was elicited from further interrogation of T. G. Dungan, 2nd Lt., Radar Observer, of F-94 and observer of sighting reported in paragraph 6.

a. This sighting was made during the same flight at approximately 091300Z. Observer aircraft was at altitude 24,000', heading 090°, speed 220 knots at a position approximately 2 miles East of Thule Air Base. Observer saw object similar to that reported in paragraph 6, and described as having same size shape and characteristics. When first sighted the object was overhead at approximately 30,000' altitude. The flight path of the object was on a heading of 340°, straight and level at a speed of 1000 knots. The object disappeared overhead at an angle of 330° at an altitude of approximately 30,000'. The object was observed for a period of approximately 1 second. The pilot turned to intercept but no interception made. Interference similar to ground harmonics was received on airborne radar scope. No other known air traffic in the area at the time of sighting. Negative information available from other sources. For weather sequence see paragraph 8. Observer stated object did not look like meteor. For preparing officer's evaluation see paragraph 9.



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8. Weather sequence at the time of all sightings in this report was as follows:

- a. Surface wind - East at 8 knots.
- b. 10,000' - East at 10 knots.
- c. 20,000' - East at 10 knots.
- d. 30,000' - East at 8 knots.
- e. Clear with no clouds.
- f. Ceiling unlimited.
- g. Visibility 10 miles.
- h. Temperatures were constant to above 30,000'.

9. Preparing officer's evaluation - All sightings probably astronomical phenomenon.

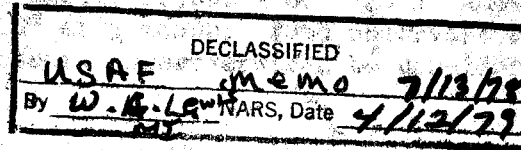
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INTELLIGENCE REPORT NO. T - IR - 11 - 53

DECLASSIFIED
USAF memo 7/31/78
By W. B. Lewis WARS, Date 4/12/79

SUBJECT: Unidentified Flying Object Sighting

COUNTRY & AREA: Greenland, Thule Air Base Area

DATE OF REPORT: 10 December 1953 DATE OF INFORMATION: 9 December 1953

PREPARING OFFICER: Harold R. Miller, Captain, USAF

SOURCE(S): See Below

REFERENCES: 6612th Air Base Group Messages THOPI 7624 and THOPI 7627

The following information was elicited in interrogation of James N. Hendon, 1st Lt., pilot and Walter O. Rich, 1st Lt., radar observer of the 318th Fighter Interceptor Squadron, Thule Air Base, Greenland. Both observers concur in details.

Observers were on an airborne training mission at the time of sighting, approximately 092220Z. They were making a radar approach in an F-94 aircraft at 2,500' altitude, heading 340°, speed 200 knots at a position approximately 8 miles North West of Thule Air Base. Lt. Hendon was looking around, saw the object and called it to the attention of Lt. Rich. The object was a green light the size and shape of a navigation light. No tail, trail exhaust or sound were noted. When first sighted, the object was at the same altitude as the observer aircraft, 1 - 1½ miles away at an azimuth of 120° to starboard. The flight path of the object was parallel to the observer aircraft, straight and level at a speed of approximately 400 knots. The object appeared to go out with no fade out at the same altitude of the observer aircraft on an azimuth of 20° to starboard. The object was observed by Lt. Hendon for 5 - 7 seconds and by Lt. Rich for 2 seconds. No interception was attempted or airborne radar contact established. The only known traffic in the area at the time of sighting was 1 F-94 aircraft, 6 miles West of observer aircraft and 1 C-47 aircraft, 12 miles West of observer aircraft. Negative information available from other sources. Weather sequence was clear, 10 miles, surface winds East at 5 knots, 10,000' - 080° at 10 knots, 20,000' - 020° at 10 knots and 30,000' - 240° at 5 knots. Both observers stated they did not believe object to be a meteor. Observers can be considered fairly reliable.

Preparing officer's evaluation - Probably astronomical phenomenon.

Harold R. Miller
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Capt., USAF
Group Intelligence Officer

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