

PROJECT 10073 RECORD CARD

1. DATE 10 Dec 52	2. LOCATION ODESSA, WASHINGTON	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☒ Possibly Balloon
3. DATE-TIME GROUP Local 10/1915PST GMT 11/0315Z	4. TYPE OF OBSERVATION ☐ Ground Visual ☒ Ground Radar ☒ Air Visual ☐ Air-Intercept Radar	☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	6. SOURCE AF Pilot	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION 15 min	8. NUMBER OF OBJECTS Several	9. COURSE ☐ Other ☐ Insufficient Data for Evaluation ☐ Unknown
10. BRIEF SUMMARY OF SIGHTING Several large, white objects, larger than any known a/c with dim, reddish white light coming from two windows. Could reverse direction abruptly - objects stopped, made sharp turns, including headon passes toward a/c. Objects were also observed on ground radar scope.		11. COMMENTS See Remarks See Remarks

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S. R. 70

Odessa, Washington

10 December 1952

I. Description of Incident

Two pilots in an F-94 made visual and radar contact with a large, round white object larger than any known type of aircraft. A dim reddish-white light came from the object as it hovered, reversed direction almost instantaneously and then disappeared. The object appeared to be level with the intercepting F-94 at 26,000 to 27,000 feet. Airborne radar and visual contact were simultaneous and lasted for 15 minutes. F-94 attempted to contact local GCA but without success. Weather was clear above 3,000 feet. Time of sighting was 1915 PST.

II. Discussion of Incident

Two additional F-94 were in the general area but at lower altitudes and thus are eliminated as possible cause for the sighting. The description of "large, round and white and extremely large" is significant: Upper air research balloons are tear-shaped and made of translucent polyethylene and at cruising altitude expand to as much as 90 feet in length. The equipment hanging below the balloon is capable of making a return to airborne radar. Although ATIC has received no record of upper air research balloon tracks for this date the description of the object allows a preliminary evaluation of "possible balloon".

III. Conclusion

Possible balloon.

On the night of Dec. 10, 1952, near another atomic installation, the pilot and radar observer of a patrolling F-94 spotted a light while flying at 26,000 feet. They checked and were told that no planes were known to be in the area. They closed on the object and saw a large, round white "thing" with a dim, reddish light coming from two "windows." They lost visual contact, but got a radar lock-on. They reported that when they attempted to close on it again, it would reverse direction and drop away. Several times the plane altered course itself because collision seemed imminent. There was a solid undercast of clouds, which would eliminate the possibility of refraction of ground lights.

In each of these instances, as well as in the case narrated next, the sources of the stories were trained airmen with excellent reputations. They were sincerely baffled by what they had seen. They had no conceivable motive for falsifying or "dressing up" their reports.

In the other instance, with the "white object with two windows," we found that a skyhook balloon had been plotted at the exact site of the "battle."

EXTRACT FROM
"UFO" TYPE
MAGAZINE

7-3719-24

DOWNGRADED AT 3 YEAR INTERVAL
DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10

2

19

T53-3695

~~SECRET~~

Sirius has inspired many UFO reports. On December 10, 1967, at 7:15 P.M. P.S.T., the pilot and radar observer of an F-94 on routine patrol duty were over the town of Odessa, Washington, at about 26,000 feet when they saw a large white light in the east [1]. Dim reddish-white lights seemed to be coming from "windows," and no trail or exhaust was visible. The pilot attempted to intercept but the object performed amazing feats—did a *chandelle* in front of the plane, rushed away, stopped, and then made straight for the aircraft on a collision course at incredible speed. The pilot banked away to avoid collision, and afterward was not able to locate the object. The radar man then got a brief return but soon lost contact. Although the visual and radar contacts had not coincided, both men assumed that they referred to the same object [2, p. 65].

Investigators suggested at first that the object might have been one of the Telemuk balloons, but this idea had to be discarded and the sighting was listed as Unknown. A review of the evidence by the present authors suggests a highly probable explanation. Above the low cloud cover at 3000 feet the night was clear and moonless. In the east, Sirius was just rising over the horizon at the exact bearing of the Unknown object. Atmospheric refraction would have produced exactly the phenomenon described. The same atmospheric conditions that caused the mirage of the star would have caused anomalous radar returns (see Chapter VIII).

10 DEC
EXTRACT
MUNZEL
"WORLD OF
FLYING SQUIDS"

12 DEC 1952 23 36 Z

14
1. Data
2. Notes
3. C. files

Scrub?

NR ATIA

INFOR
DEC 12 21:00

WPE144

YDA200

XYA351

XMA212

CXA218

JWPPS 126

PP JEPHQ JEPLG JEDWP JEDEN JESGN JWPDM 666

DE JWPPS 586

P 122100Z ZNJ

FM CG 62D TRPCARRWG H LARSON AFB WASH

TO JEPHQ/DIR OF INTEL HQ USAF WASH 25 D C

JEPLG/CG TAC LANGLEY AFB VA

JEDWP/AIR TECH INEL CEN WRIGHT PATTERSON AFB OHIO

JEDEN/CG ENT AFB COLO

INFO JESGN/CG 18TH AF DONALDSON AFB S C

JWPDM/CG 25TH AD MCCHORD AFB WASH

[REDACTED] TCWOIN 12-282 PD WRIGHT PATTERSON AFB ATTN

ATIAA-2C PD FLYOBRPT PD ONE PD LARGE RND WHITE OBJ CMA LARGER THAN ANY

KNOWN TYPE OF ACFT PD DIM REDDISH WHITE LIGHT COMING FR TWO WINDOWS PD

NO TRAIL OR EXHAUST OBSR PD AT ONE TIME AT LEAST HALF DOZ IN FORMATION

SCATERED PD COULD REVERSE DIR ALMOST INSTANTLY PD PRPLN SYS UNKNOWN PD

240 NOTS EST CONSTANT PD DID A CHANDELLE IN FRONT PD STARBOARD TURN

PD HEADON AND THEN WOULD SUDDENLY STOP AND BE PULLING OFF IN DIR OF ACFT

PD F-94 BANKED AWAY AND LOST VIS CONTACT PD RADAR CONTACT LOST BY GOING

OUT OF RG PD TWO PD 1915 HRS PAC TIME PD OBSR 10 DEC 52 FOR 15 MIN PD

THREE PD VIS AND AIRBORNE RADAR /APG-33/ A/C 230K PD 26,000 27,000 FT

PAGE TWO JWPPS 586

PD F-94B PD FOUR PD 40 MILES E OF LARSON 118 DEGREES 40 MINUTES N 47
DEGREES 20 MINUTES W PD NEAR TOWN OF ODESSA WASH PD (18,000 YDS 150
YDS PORT 0 DEGREES TO 90 DEGREES) PD LEVEL TO 20 DEGREES BELOW PD FIVE
PD LT HARSH 600 HRS CMA 300 HRS IN F-94 CMA 21/2 YRS SV PD LT BATISON
500 HRS CMA 100 HRS IN F-94 CMA 5 YRS SV PD NO GLASSES CMA SEVERAL YRS
SINCE LAST ILLNESS PD REACTION BY LT HARSH CURIOUS CMA CAUTIOUS
CMA EXCITED PD SIX PD CLOUD COVER 3000 FT BELOW CMA CLEAR ABOVE
CMA NO MOON PD 270 AT 75 KNOTS PD SEVEN PD NONE PD EIGHT PD NONE
PD NINE PD COULD NOT CONTACT GCA STA IMMED AND THEIR WPN BENT PD
RAD CONTACT 15 MINUTES AFTER LOST SIGHT PD TOOK ACTION TO AVOID
PD TEN PD ONE F-94 30 MILES CMA ONE F94 AT 75 MILES CMA BOTH AT
LOWER ALT

12/2225Z DEC JWPPS

W → 75 knots

PROJECT 10073 RECORD CARD

1. DATE 10 Dec 52	2. LOCATION Ladd AFB, Alaska		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☒ Was Astronomical ☒ Probably Astronomical ☐ Possibly Astronomical ☐ Other ☒ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 10-1817 Local GMT 0417 Z	4. TYPE OF OBSERVATION ☐ Ground-Visual ☒ Air-Visual ☐ Ground-Radar ☐ Air-Intercept Radar		
5. PHOTOS ☐ Yes ☒ No	6. SOURCE airline pilot		
7. LENGTH OF OBSERVATION 3-4 seconds	8. NUMBER OF OBJECTS 1	9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Bluish color. Object passed in front and above aircraft, was bluish light on forward section.		11. COMMENTS Insufficient data to evaluate. Meteor	

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION
INCOMING UNCLASSIFIED MESSAGE

EMERGENCY

DEPT OF NAVY MSG

FROM: CG 5001ST COMP WG LADD AFB ALS

TO : CG ADC ENT AFB COLO
SEC DEF WASH DC
CG AAC ELMENDORF AFB ALS

DTG : 110645Z

11 Dec 52

Text of message on following page.

*Sent to ATIC
11 ± Dec 52
[Signature]*

NOTE : Adv Copy delivered to OIN

ACTION: OIN

INFO : COP

AF IN : 28043 (11 Dec 52)

CMS/hnk

E M E R G E N C Y

DECEMBER 1952

D141

00 110645Z

FM CG 5001ST COMP WG LADD AFB ALS

TO JEDEN/CG ADC ENT AFB COLO

BEPW/SEC DEF WASHINGTON D C

JKDC/CG AAC ELMENDORF AFB ALS

LFWOP3 0399 CIPVIS CONFIRM PD UNIDENTIFIED OBJECT OBSERVED

APPROX 146 DEG 25 MIN W 64 DEG 27 MIN N BY COMMERCIAL AIRLINE

PB OBJECT PASSED IN FRONT AND ABOVE OF REPORTING ACFT CMA APPROX

12 TO 13000 ALT CMA FASTER THAN JET ACFT CMA BLUISH LIGHT

ON FORWARD SECTION CMA HEADING 120 DEG MAGNETIC PB WEATHER CLEAR TO

SCATTERED CMA WINDS LESS THAN 10 KNOTS AND VARIABLE PD TIME OF

SIGHTING 110417Z PD PILOT [REDACTED] OF ALASKA AIRLINES FLITE 100

FLYING AT 9999 ALT PD

DIST: 03/32...AF...ARMY...ACTION

002--006--05--202--SECDEF--CIA--CG--AFSA--JCS/SITRON/--203

203T--CNO/OOD

DLVT NR: 156/AB/RP

//NOTE: THIS MSG HAS BEEN RELAYED TO CIA VIA ELECTRICAL MEANS//

/DEPN--BEPW--BEPJC--BEPJ/

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING UNCLASSIFIED MESSAGE

PRIORITY

DEPT OF ARMY MSG

FROM: CGALAIRCOM ELMENDORF AFB ALASKA

TO : SECT OF DEF WASH DC, CGAIRDEFCON ENT AFB COL

NR : AACID-4 0813

11 Dec 52

(DTG 112139Z)

Text of message on following page.

ACTION: CIN,

INFO : COP, AFSA

AS IN : 28438 (12 Dec 52) DA IN 712586

EAN/TWT

MESSAGE

DEPARTMENT OF THE ARMY
STAFF COMMUNICATIONS OFFICE

PRIORITY

FROM: CGALAIRCOM ELMENDORF AFB AL
TO: SECY OF DEF WASH DC, CGAIRDEFCON ENT AFB COLO
NR: AA01D-4 0813 112139Z DEC 52
CIRVIS evaluation 110645Z improbable.

NOTE: This msg has been relayed to CIA.

NOTE: 110645Z is DA IN 712335 (11 Dec 52) AF

ACTION: AF

INFO : CSA, G2(C1A), G3, NSA, NAVY, JCS, OSD

DA IN 712586

(11 Dec 52)

cdf/ 8

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HEADQUARTERS

5001ST COMPOSITE WING, LADD AIR FORCE BASE
APO #31, c/o Postmaster, Seattle, Washington

LFWOP3

DEC 12 1952

SUBJECT: Unidentified Flying Objects (FLYOBJRPT)

TO: Commanding General
Alaskan Air Command
Elmendorf Air Force Base
APO 942, U. S. Air Force
ATTN: AACID

1. Reference is made to TWX, date-time 110645Z, this headquarters, symbol LFWOP-3.

2. The following information, submitted in accordance with Air Force Letter 200-5, dated 29 April 1952 is presented in conformity therewith as a summary of the information contained in the transcript of interrogation, attached hereto as Inclosure 1.

(a) Object sighted consisted of a white light, oval in shape. Size could not be determined, except that it was much larger than any visible star. It ranged in color from white to blue (bluish-white). Only one object appeared. No aerodynamic features were observed, since no silhouette was seen. No accurate estimate of speed can be made since distance of object was unknown; however, observers felt it was very much faster than any jet aircraft. No exhaust or means of propulsion was visible.

(b) Time of sighting was 11/0417Z. No positive check can be made on duration of observation, but observers estimate the total elapsed time at from four to ten seconds.

(c) Observation was visual only, from the air. Aircraft was a DC-3, flying at 9,000 feet approximately at 1500H.

(d) Observation was made at approximately 146° 25'W, 64°N. Light was first seen approximately the one o'clock position and traveling in level flight from right to left, disappearing when in the 9 o'clock position, off the left wing of the aircraft. It appeared to be at a slightly higher altitude, observers stating a possible 12-13,000 feet altitude; however, since distance of object

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[REDACTED]
Ltr Hq 5001st Comp
Objects (FLYCRPT)

UNCLASSIFIED
Subj: Unidentified Flying

from the aircraft was not known, definite altitude cannot be ascertained. After completing approximately a 100° arc of visibility, the object disappeared abruptly with no trail or trace. At the time of the observation, the aircraft was on a heading of approximately 280° magnetic, and the object traveled in a southwesterly direction.

(e) Observers were [REDACTED], Captain, and [REDACTED], Co-pilot of flight 100, Alaska Air Lines, coming from Seattle. Both are very experienced, having flown in this territory for from six to seven years, and are considered to be extremely reliable. Captain [REDACTED] has had prior experience in such sightings, having been an observer to a much more detailed sighting several years ago over Elmendorf Air Force Base, Alaska, which received much publicity at the time. Co-Pilot [REDACTED] who was standing in the aisle of the flight deck at the time did not see the object, but noticed the pilot's and co-pilot's heads turning to watch the object.

(f) Weather was clear, with winds less than 10 knots, variable, and temperature was -18°.

(g) At the present time, no condition, either meteorological or otherwise which might account for the sighting is known; however, local sources are being checked for this information and if an affirmative answer is found, this information will be forwarded in a separate, supplemental report.

(h) No physical evidence is available.

(i) No interception or identification action was taken other than a rather tardy attempt at electronic surveillance, for the reason that the initial report was not made until some time after the landing of the aircraft.

(j) Pilot called Ladd Tower immediately after the sighting and requested information regarding any other aircraft in the area of the sighting and was given a negative answer. He was told that there were three aircraft in the vicinity of Ladd making their approaches.

FOR THE COMMANDING GENERAL:

1 Incl:
Transcript of
Interrogation

JOHN E. MEAD
Capt USAF
Adjutant

[REDACTED]

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HEADQUARTERS
5001ST COMPOSITE WING, LADD AIR FORCE BASE
APO 731, c/o Postmaster, Seattle, Washington

SUBJECT: Interrogation of Unidentified Flying Objects 11 December 1952

The following is a transcript of an interrogation made 11 December 1952, at the Northward Hotel; military personnel present: Lt Col William Brown, Assistant Chief of Staff Operations and Training; Maj John Ahlstrom, Wing Intelligence; Maj Walter Henry, Wing Weather; personnel interrogated: Captain [REDACTED] pilot; co-pilot, [REDACTED] and co-pilot [REDACTED] of Alaska Air Lines. (Pilot [REDACTED] of Wien Air Lines was also present.)

Q. Where were you when this happened?

A. We were half way between Big Delta and Eielson. [REDACTED] was standing in the aisle between us when this darn thing came across from about one o'clock.

Q. How long was this visible?

A. Pilot: Only for about three or four seconds.

Co-pilot: I could see it for about ten seconds; I took my eyes off it to look at [REDACTED] the pilot, then looked back at the object again and could see it until losing it just over the wing.

Q. What direction was it going in?

A. It was going in a straight line, horizontal to the horizon, toward the left wing.

Q. What color was this?

A. It was a blue, greenish, white.

Q. Was there any shape to it other than the light?

A. No, we could just make out the light.

Q. What time did this take place?

A. It was just about 6:10 or 6:15.

Q. How far away did it appear?

A. We couldn't say because there was nothing to compare it to. The crew that saw it the other night might be able to give you a better description since they saw it below the overcast.

[REDACTED] of Wien Air Lines: I saw one about a year and a half ago up near Northway. The radio called us and asked us if we had seen anything. The stations at Northway and Galena reported it from the ground. That was about ten or eleven o'clock at night. This light was exactly the same as these guys described it. It never faded or anything. It traveled in a

51
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DECLASSIFIED AFTER 12 YEARS
DOD DIR 5200.10
100-44-3

[REDACTED]

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[REDACTED]

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very horizontal path from Northway toward Galena.)

Q. Did this one the other night impress you in any way as far as distance?

A. Just that it was going like hell.

Q. It didn't give you any feeling of how far or how close?

A. I would say it was about twelve thousand feet, but we couldn't tell how far it was away. We could see the lights of Ladd and Eielson and it was bigger than any light that we could pick out. It looked like a landing light - there was no beam to it.

Q. Was it more intense or brighter than any star?

A. Yes, and bigger. It really amazed me because I never seen anything like it before. It was just horizontal and fast.

([REDACTED] of Wien Air Lines: The one that I saw must have gone from Big Delta to Menana in about two seconds it was going so fast.)

Q. Does CAA give you any directions about reporting these things?

A. They have never said anything. We were going to call in but we didn't know just what to say and we thought it would cause a lot of confusion. When we got on the ground, there was a reporter at Operations. We told him we didn't know anything. When five or six people see the same thing, it has to be something. As fast as that was traveling, it would be in Seattle in about twenty-five minutes. We have had jets go by us and this seemed to be going four or five times as fast as a jet.

(Pilot [REDACTED] I saw one at Elmendorf a couple of years ago over the airport at about three hundred feet. Everyone must have seen that one. It looked like a big cigar with little windows in it with about fifteen turbos sticking out of the back of it. The officers up in the tower were looking at it with glasses.)

Q. What was your first impression of this one that you saw the other night?

A. We thought it might be a missile, but there were no tracks behind it.

Q. How long have you been flying up here?

A. We have all been flying up here about five or six years and we have never seen anything like this before other than what we have mentioned.

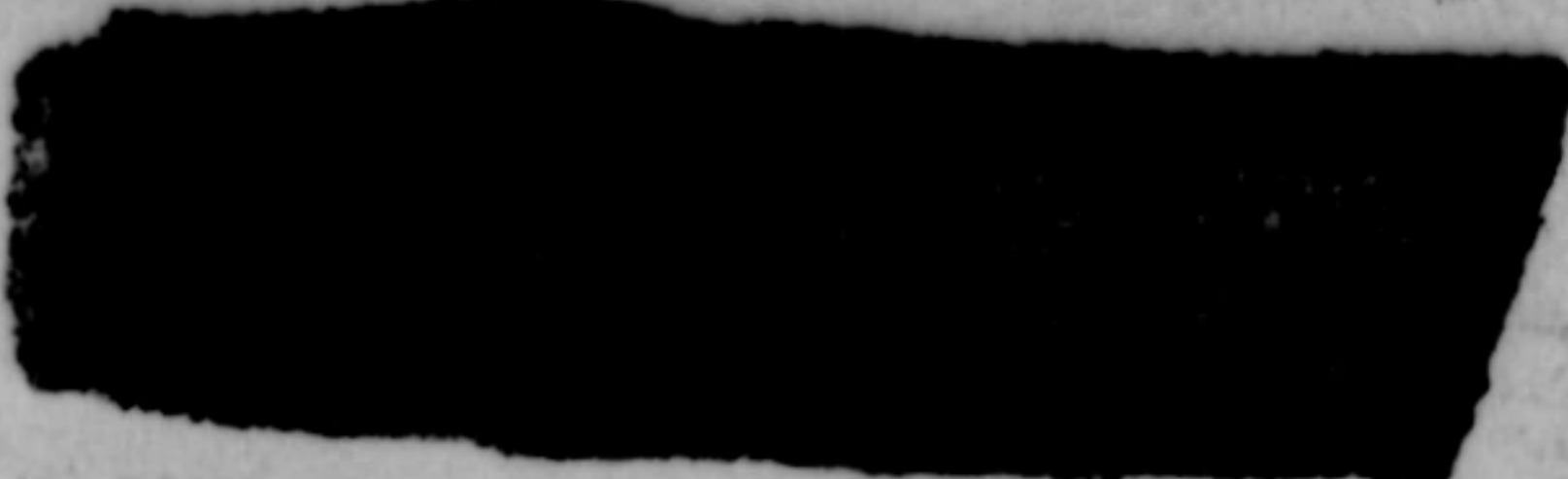
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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

JOHN SWEENEY
A/2C, USAF
Reporter

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[REDACTED]

2

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ATIC DOCUMENT 103473 is a report of unidentified vapor trail observed by 3 officers at the Narsarssuak Air Base in Greenland at 1607Z on 12 Dec 52. The report goes on to evaluate the vapor trails as being possibly those from a hostile aircraft on a reconnaissance mission. States that this is the second time reported unidentified vapor trails have been observed in a three-day period over Greenland.

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DOWNGRADED AT 8 YEAR INTERVALS;
DECLASSIFIED AT 12 YEARS.
DOD DIR 5500.10

MEMORANDUM FOR RECORD

SECRET
AUTH CS, USAF

PROBLEM: To obtain additional information on the reporting of contrail sightings in Greenland 10 and 12 December 1952.

FACTS AND DISCUSSION:

2. Received message AFIN 27501 which was garbled, AFIN 27525 dtd 10 Dec 52 was corrected copy. These were followed by AFIN 27571 confirming cable (from Sonderstrom AFB Greenland).

3. Received AFIN 28916 dated 12 Dec 52 (from Narsarssuak AB Greenland).

4. Cables received 10 Dec indicated contrails heading of 360° which would not indicate hostile aircraft proceeding towards the U.S.

5. Cable received 12 Dec contained insufficient information to make a flash evaluation. Investigation referred no SAC, MATS or Canadian aircraft could have been involved if the date time group stated in this cable are correct. Navy is continuing to investigate if it could have been one of their aircraft.

6. The Command Post obtained information that three F-36s landed at Narsarssuak at 1450 Zulu, 12 Dec on a classified mission. There is a possibility that these aircraft could have been responsible for the reported contrails due to a discrepancy in the reported time.

7. A check with the weather service at Andrews AFB revealed that between 1200 and 1800 Zulu, 12 Dec, the visibility was 15 miles and the ceiling varied from 5 to 6 thousand feet with 10/10ths strato cumulus. While it is possible that contrails could have been seen below the overcast by these ground observers, it is certain that the aircraft could not have been more than 15 miles away and possibly much closer. Further information concerning the contrails is so vague that it is questionable if contrails could have been observed.

8. The provisions of paragraph 203 of JANAP 146 B were only partially complied with in Cable 27571 from Sonderstrom AFB.

9. While the report from Narsarssuak does not fall into a *CIRUIS* category since it was not observed from the air. The information required in the case of *CIRUIS* messages should have been reported.

10. Cable 28916 from Narsarssuak indicates that the cable was prepared for dispatch at 1100 Zulu reporting an incident that occurred at 1607 Zulu of the same date. It was dispatched from Greenland 1617 Zulu and received here at 1809 Zulu. The discrepancy of time and preparation and time of sighting indicates either a garble or typographical error either in time or date. The fact that both sightings occurred within

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seven minutes of the same time of day at approximately the same place could have been a possibility that these may have been the same sighting. All messages were sent under flash priority which is the highest priority and will put them through any circuit immediately. JANAP 146B provides for sending such information in the clear with an emergency priority. As a result of this improper use of flash priority considerable anxiety was caused in Headquarters, USAF.

ACTION:

11. CG ADC was advised by priority cable that no further information was available in this Headquarters.

12. Attached message was prepared for dispatch to CG NEAC requesting additional information.

COORDINATION:

AFOIN-2A2 - Colonel Weldon H. Smith

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DOD DIR 5200.10

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ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

SECRET
AUTH CS, USAF

W/1/1
OUTGOING CABLE NUMBER 54563

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

HA USAF WASHINGTON, D. C.

TO:

COMBACOM PEPPERELL AFB NYLD

DATE-TIME GROUP		SECURITY CLASSIFICATION
PRECEDENCE FOR:	ACTION	INFORMATION
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE	
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION	
	☐ YES ☐ NO	
REFERS TO MESSAGE:		
IDENTIFICATION	CLASSIFICATION	
1058315	UAPL	
AFIN 23916		

INFO: CO SONDRESTROM AB GRNLD

INFO: CO HANDBASSUM AB GRNLD

FROM: AF01N

Ref HANDBASSUM's INF 11303 Contrails observed at 1607 Zulu on two December five two. Req for number of contrails as obs two direction of contrail line three clarification of formation shape four weather conditions five observers qualifications and experience in observing contrails and weather six time quoted time of obs or time of rpt and if time of obs how accurate seven detailed interrogation of Capt Piffiter and Vance. Eight info available here reveals three Ventrot obs located HANDBASSUM 1430 Zulu could contrails have been caused by these obs. Nine location of observers when sighting was made, Ten lapse of time between sighting and reporting. NEW ITEM: Ref SONDRESTROM SAFID 1431 Zulu 10 Dec. Req info outlined in par 4 of JMAP 146 (5) plus any subsequent evaluation that has been made of this rpt.

Ref both items above
Req priority reply as info becomes available.

DISTRIBUTION: OOP, OOP-CP
DOWNGRADED 20 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

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DRAFTER'S NAME (and signature, when required)		SECURITY CLASSIFICATION	PAGE	OF	PAGES
H.B. Smith, Capt, USAF			1	1	
SYMBOL		TELEPHONE	OFFICIAL TITLE		
AF01N-2A2		1227	WILLIAM H. SMITH, Col, USAF Chief, AF01N-2A, by Dir of Estimates, D, I		

AF IN 44
AF
Adv copy

RECEIVED
COMMUNICATIONS OFFICE
DEC 15 14 02
AF IN 44

EU 072

TUB 239

JEZ A271

JEX C106

EMERGENCY UEPC

DE JEXC 24

O 151840Z ZFF

FM CG NEAC PEPPERELL AFB NE

TO UEPC/SEC DEF WASH DC

JEDEN/CG ADC ENT AFB COLO

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AF GRNC

NEOIN 13793 CIRVIS EVALUATION, 101600Z DEC 52. REFERENCE

SONDRESTROM SABAD 4431 DTG 101345Z DEC 52. POSSIBLE

15/1845Z DEC JEXC

NO Cool, Andrews AB Heather, reports
contrails possible at time & date above 30000.
most likely between 30000 - 40000.
15 Dec

EU 1900Z

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12
13

COUNTRY: Greenland
REPORT NO.: IR-63-52
CLASSIFICATION: UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: Unidentified Contrails
AREA REPORTED ON: Southwestern Greenland
DATE OF REPORT: 29 December 1952
DATE OF INFORMATION: 10 December 1952
EVALUATION: C-2
PREPARED BY (Name): NATHAN J. MEYERSON, Captain, USAF
SOURCE: Col. J.V.C. Weaver & Capt. Robert C. Kopp
REFERENCE: (Contrail number, aircraft, previous report, etc., as applicable)

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

1. A celestial formation, believed to be contrails, was observed by two NEAC C-54 pilots enroute from Narsarssuak Air Base, Greenland to Sondrestrom Air Base, Greenland on 10 December at 1600Z.

2. While the exact cause of the contrail formations cannot be determined, it is considered possible that they were caused by Soviet aircraft on a reconnaissance mission.

APPROVED:

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

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CO, ALL NEAC Bases
CANAIRDEF
CANAIRNEW
ANIC
CO, 64th AD
CC, ADC
CC, SADF
CC, AAC
AirA, Canada

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AIR INTELLIGENCE INFORMATION REPORT

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1. A colonial formation, resembling condensation trails (contrails) was observed by the pilot and co-pilot (Colonel J.V. Weaver and Captain Robert C. Kopp) of a NEAC C-54 enroute from Narsarsuaq Air Base to Sondrestrom Air Base on the Southwestern coast of Greenland at a point midway between the two bases (6254N/4650W).

2. The C-54 was on a magnetic heading of 019° at an altitude of 11,000 feet. The contrails were extended on a course approximately 90° to the left of that of the C-54, and at a considerably higher altitude. The observers estimate the altitude of the contrails to be between 50,000 and 60,000 feet.

3. The contrails were first observed high above a bearing of approximately 315° from the NEAC aircraft. Twenty minutes later, the point of origin of the contrails was at right angles to the observing aircraft though at a higher altitude. Total time of observation was about 20 minutes after which time visual contact was lost to the left rear of the aircraft.

4. Both observers agreed that the contrails had a definite point of origin, and could be seen forming, although the extreme high altitude made it impossible to see the object responsible for the formation.

5. The observers reported clear skies and conditions of excellent visibility. A low level of scattered cirrus was reported at 10,000 to 15,000 feet extending in a Southwest/Northeast direction. A higher level of scattered cirrus was reported at 35,000 to 40,000 feet extending in a similar direction. The contrails were thus moving at almost right angles to the cloud formations and at a higher altitude.

COMMENTS of Preparing Officer:

1. Reliability of this sighting is supported by the fact that both observers are experienced pilots and observers. Colonel Weaver, Commanding Officer, 6600th Air Depot Group, Pomeroy Air Force Base is a Command Pilot while Captain Kopp has logged 1647 hours flying time.

2. The 8th Weather Squadron provided the following information regarding winds at 50,000 and 60,000 feet at the time and location of the sighting. At 50,000 feet winds were from 280° at 15 knots; at 60,000 feet, from 270° at 25 knots.

3. The observers estimate of the altitude of the contrails should be treated with reserve due to the difficulty encountered in estimating distance when size and speed of the object judged is unknown.

4. Negative replies were received from all NEAC bases, the Iceland Defense Force and the Air Force Air Command covering the period of the sighting, indicating that the contrails were not formed by any known friendly aircraft.

5. While the exact cause of the contrails cannot be determined, it is considered possible that they were caused by a Soviet aircraft on a reconnaissance mission. The area of this sighting is within the combat radius of TU-16s operating from bases on the Kola Peninsula and Ostrov Rudolphi on Pechora-Joseph Land.

Arthur J. Meyerson
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