

PROJECT 10073 RECORD CARD

1. DATE 17 Sep 51		2. LOCATION 61.30N 68.50W (Atlantic)		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon	
3. DATE-TIME GROUP Local _____ GMT 18/0420Z		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 military		☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical	
7. LENGTH OF OBSERVATION not reported		8. NUMBER OF OBJECTS one		9. COURSE not reported	
10. BRIEF SUMMARY OF SIGHTING 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.				11. COMMENTS Report of unidentified a/c (Not a UFO report.)	

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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 (Officer) 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			

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

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DOD DIR 5200.10

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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:

- 44-92668 - Major Paul E. Gerhart, radar operator.
Major Charles J. Cheever, navigator.
- 44-92066 - S/Sgt Donald E. Jenkins, ECM operator.
- 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°30'N 68°50'W. There was very noticeable jamming at approximately 180420Z. (Our position 63°30'N 70°00'W). 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°40'N 71°40'W 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°30'N 68°50'W." At 180435Z the unidentified aircraft flew along side (right) then crossed over our nose. Our position was 65°40'N 71°40'W 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 Doty 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 39.5 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.

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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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STAFF MESSAGE DIVISION

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ROUTINE

PARAPHRASE NOT REQUIRED. NOTIFY
CRYPTOCENTER BEFORE DECLASSIFYING

FROM: CG NEAC PEPPERRELL AFB NF

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

NR : INT 219209

Info re: this No of unidentified acft at appr 6130 North
6850 West alt 13000 ft on 18 Sep at 0420Z. Acft 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 acft. Evidence indicates that unidentified acft was
being tracked by a grid sta at 6540 North 7140 West. Info concerning
Canadian acft, 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: OIE

CAP IN: 78434

SER/file

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