

PROJECT 10073 RECORD CARD

1. DATE <u>25 Apr 52</u>		2. LOCATION <u>Thule AFB, Greenland</u>		12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☒ Was Aircraft ☒ Probably Aircraft ☒ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other <u>Vapor Trails</u> ☐ Insufficient Data for Evaluation ☐ Unknown	
3. DATE-TIME GROUP Local <u>0100</u> GMT <u>25/0500 Z</u>		4. TYPE OF OBSERVATION ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar			
5. PHOTOS ☐ Yes ☒ No		6. SOURCE <u>AF Office and male civilian</u>			
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS <u>1</u>		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING <u>Vapor tail shape.</u>				11. COMMENTS <u>Source unable to distinguish a/c at originating point of vapor trail even with binoculars.</u>	

COUNTRY Denmark	REPORT NO. IR-13-52	(LEAVE BLANK) AF 44508567
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT Vapor Trails, Thule Air Base, Greenland		
AREA REPORTED ON Greenland	Dir/Int, NEAC	
DATE OF REPORT 28 April 1952	DATE OF INFORMATION 28 April 1952	EVALUATION C-3
PREPARED BY (Officer) TRUETT V. CANTRELL, Capt., USAF	SOURCE Dir OSI, NEAC	
REFERENCES (Control number, directive, previous report, etc., as applicable) IR-11-52, Hq., NEAC TWX 6300 dtd 28 Apr 52		

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. The following message was received from C.O., Thule Air Base, Greenland:

"Lieutenant [REDACTED], operations and Mr. [REDACTED], civilian employee in United States Air Force as Arctic Rescue expert, state they saw vapor trail originating about 30,000 feet above this station approximately 0100 hours, 25 April. This station had daylight at the time of alleged incident. Weather at the time of the incident was clear sky with visibility unlimited. M/Sgt [REDACTED] was weather man at the time of the incident, stated that an aircraft would have to be above 12,000 feet at the time of the alleged incident to create vapor. 1 RPT 1 vapor trail was seen. No RPT no lights similar to the type used on aircraft were seen. [REDACTED] stated he saw vapor trails as they formed but his binoculars failed to reveal any object at the originating point of the vapor trail because of the altitude of the alleged aircraft. One aircraft, Number 5555 was in the pattern approaching this station for landing at the same time as the alleged incident. [REDACTED] stated he saw aircraft 5555, Charlie 54 at the same time that he saw the vapor trail. Captain Edward Nancy Dahlborg was pilot of Charlie 54, Number 5555 and stated he approached this station south to north at 4000 feet. Dahlborg stated he was too low to cause vapor trail and that he flew directly into pattern upon reaching this station. Preliminary inquiries revealed similar incident was alleged to have occurred at this station in January 1952 but was not reported. Evaluation, Charlie 3; action Base Commander notified. Investigation requested and written report follows."

2. Additional information will be submitted upon receipt.

Truett V. Cantrell
TRUETT V. CANTRELL
Captain, USAF
Chief Production Division

APPROVED:

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

DISTRIBUTION BY ORIGINATOR

AAC-1, ADC-1, EADF-1, AirA, Canada-1.

DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. 31 AND 32, AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.