

1. DATE - TIME GROUP 12 April 53 12/1401Z	2. LOCATION Torbay Airport, Newfoundland
3. SOURCE Military	10. CONCLUSION AIRCRAFT The Torbay tower operator on GCI unit never located the object visually or electronically. The D/I at Pepperrell AFB Checked in area & located on C-97. He concluded that object was either
4. NUMBER OF OBJECTS One	11. BRIEF SUMMARY AND ANALYSIS a/c. Sources are considered reliable and well experienced in a/c recognition.
5. LENGTH OF OBSERVATION Not Reported	Unidentified target appeared on radar scope approaching on a magnetic course of approx 270 deg. One of the observers looked outside & saw what he thought was a B-29 a/c. When the object disappeared, the observer returned to the radar set where he observed the object taking a 180 deg turn 8 miles W of airport. It faded from radar scope 30 miles away.
6. TYPE OF OBSERVATION Ground-Visual Ground-Radar	
7. COURSE 270 - 180 deg.	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

UNCLASSIFIED

155

COUNTRY Canada	REPORT NO. IR-21-53	CLASSIFICATION UNCLASSIFIED
SUBJECT Multiple Unidentified Aircraft		
AREA REPORTED ON Newfoundland	FROM (Agency) Dir/Int, NEAC	EVALUATION A-2
DATE OF REPORT 20 April 1953	DATE OF INFORMATION 12 April 1953	
PREPARED BY (Officer) NATHAN J. MEYERSON, Captain, USAF	SOURCE Intelligence Officer, 6600th AB Gp Pepperrell Air Force Base, Newfoundland	
REFERENCES (Control number, directive, previous report, etc., as applicable) AF 544201		

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. An unidentified B-29 type aircraft was observed by three GCA operators stationed at Torbay Airport, Newfoundland at 4738N/5249W, two miles north of the airport at 1401Z, 12 April 1953.
2. Based on the known facts, an evaluation of this incident indicates an uncorrelated friendly aircraft.

APPROVED:

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

LETTER FROM NEAC - 30 APR 1953

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

CO, ALL NEAC Bases
CG, ADC
CG, AAC

CG, SAC
CO, 64th Air Div
AirA, Canada

CANADIAN
CANADIAN
COMCEDEFOR

UNCLASSIFIED

AFIC 121943

UNCLASSIFIED

HEADQUARTERS
NORTHEAST AIR COMMAND
PEPPERELL AIR FORCE BASE
APO 862, c/o Postmaster, New York, N. Y.

NECIN 319.1 (T)

30 April 1953

SUBJECT: Correction of NEAC IR-21-53, dated 20 April 1953

TO: Director of Intelligence
Headquarters, United States Air Force
Washington 25, D. C.

1. Reference NEAC IR-21-53, dated 20 April 1953, paragraph 2, Part I is in error, and should be destroyed in accordance with AFR 205-1.

2. Attached IR-21-53 Part I (revised) is in lieu of one mentioned above.

FOR THE COMMANDING GENERAL:

1 Incl:
NEAC IR-21-53,
Part I (revised)

FRED W. SIMERT
Lt. Colonel, USAF
Director of Intelligence

Unclassified
252, AFR 205-1, 14 Mar 49

AF546106

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

UNCLASSIFIED

121943A

UNCLASSIFIED

REPORT NO.

IR-21-53

(LEAVE BLANK)

aj 544201

ate

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

Unidentified Aircraft

AREA REPORTED ON

Newfoundland

FROM (Agency)

Dir/Int, NEAC

DATE OF REPORT

20 April 1953

DATE OF INFORMATION

12 April 1953

EVALUATION

A-2

PREPARED BY (Officer)

NATHAN J. MEYERSON, Captain, USAF

SOURCE

Intelligence Officer, 66th AB Gp
Pepperrell Air Force Base, Newfoundland

REFERENCES (Control number, directive, previous report, etc., as applicable)

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

1. An unidentified B-29 type aircraft was observed by three GCA operators stationed at Torbay Airport, Newfoundland at 4738N/5249W, two miles north of the airport at 1401Z, 12 April 1953.

2. Based on the known facts, an evaluation of this incident indicates a possible Soviet over flight.

APPROVED:

Bertram R. Cowan
for FRED W. STIEBERT *Capt. USAF*
Lt. Colonel, USAF
Director of Intelligence

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

DISTRIBUTION BY ORIGINATOR

CO, All NEAC Bases
CG, ADC
CG, AAC

CG, SAC
CO, 64th Air Div
AirA, Canada

CANAIREF
CANAIREF
COMICEDEFOR

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.

UNCLASSIFIED

CLASSIFICATION

FORM 112-1 1-54 GOVERNMENT PRINTING OFFICE

810 120330

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	2	OF	3	PAGES
Dir/Int, NEAC	IR-21-53					

1. At 121401Z, Master Sergeant Crockett noticed an unidentified target on the GCA scope approaching on a magnetic course of approximately 270 degrees at Torbay Airport, Newfoundland. Airman 1st Class Newland and Airman 2nd Class Benson, assigned to the GCA crew, also witnessed the same targets on the GCA scope. Immediately thereafter, Sergeant Crockett looked outside the GCA trailer in order to observe this unidentified target, and recognized it as a B-29 type aircraft. No markings were visible; the aircraft was flying just below the low cloud surrounding Torbay Airport disappearing from sight on the course of approximately 270 degrees. Sergeant Crockett returned to the scope, and noticed the unidentified aircraft making a 180 degree turn 8 miles west of the airport. Proceeding to the airport on a magnetic course of 90 degrees, the aircraft banked to the left on a magnetic course of 40 degrees before reaching the airport, and continued on the course until it faded from the scope at approximately 30 miles in a Northeast direction. No other person visually saw the aircraft.

2. The Torbay tower operator did not see this aircraft nor did GCI pick up the aircraft on its scope after being notified of the incident. Sergeant Crockett proceeded to Base Operations, notified the officer on duty, and reported the observation to his commanding officer, Major Mosely, who contacted the Intelligence Officer at Pepperrell Air Force Base at 1630.

3. After transmission of the initial message of the sighting, the Director of Intelligence this headquarters proceeded with an exhaustive search throughout all adjacent commands for a possible correlation of this unidentified aircraft. Negative results were received from all Northeast Air Command bases, Strategic Air Command, USAFS Argentina, CANADAF, Gander, Lajes Air Force Base, MATS Keflavik, and COMUSMACV. One C-97 was reported in the area, and a double check was effected attempting to possibly position the aircraft at Torbay at the sighting time. This lead represented possible correlation as the C-97 could have been mistaken for a B-29 as it is the cargo version of the Super Fortress. Upon receiving confirmation from MATS Keflavik placing the C-97 150 miles north of Torbay Airport with positive position reports, all leads were exhausted.

COMMENTS of the Preparing Officer:

1. Weather sequence encompassing the incident sighting time was 10 miles visibility, 500 feet scattered, 1200 feet broken, 2000 feet overcast, wind westerly at 7 knots.

2. Master Sergeant Crockett has 12 years military service. He is a former B-17 pilot with 1200 flying hours of which 1000 were in a B-17. He had previously been stationed at Hunter Air Force Base, Georgia, MacDill Air Force Base, Florida where B-50s and B-29s are assigned, thereby conclusively familiarizing himself with the identity of such aircraft. He is also NCOIC of the GCA unit of Torbay Airport, Newfoundland.

3. The original purpose of Sergeant Crockett's reporting this incident was to report a violation of this unidentified aircraft to the proper authority due to its unconventional approach over the airport. Although initially it was pursued as a report of an operational reprimand, it was phased into a vital intelligence sighting incident.

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

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.

UNCLASSIFIED

(CLASSIFICATION)

16-55570-1 U.S. GOVERNMENT PRINTING OFFICE

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Dir/Int, NEAC	IR-21-53	3	3	

4. From the foregoing available information, there appears to be only three possible explanations of this incident:

a. That subject aircraft was in fact the C-97 referred to in par 3 above; that the pilot, upon discovering that he was off course, had veered to the north to get out of the Torbay traffic pattern; and that he gave a faulty position report.

b. That subject aircraft was a U. S. aircraft on a classified flight, the flight plan on which has not been made available to this headquarters.

c. That subject aircraft was a Soviet TU-4 aircraft whose radius had been extended by aerial refueling.

5. Intelligence presently available on the Soviet TU-4, however, is based on the following:

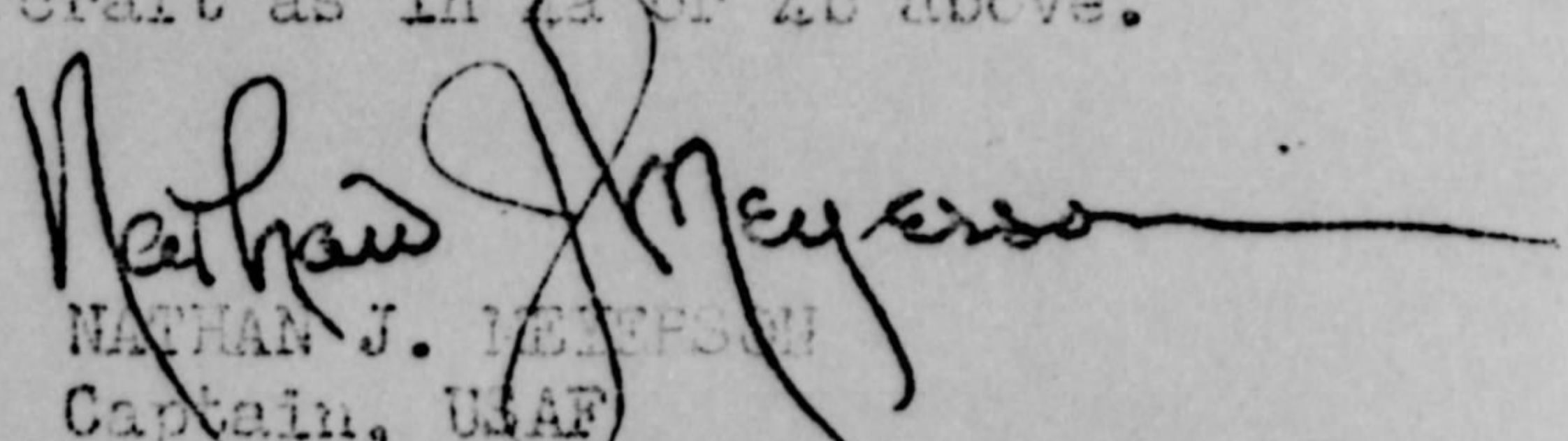
a. The Soviets are in possession of a few U. S. B-29's that were interned during World War II.

b. That recent photographs of the TU-4 show it to be an exact replica of the B-29, insofar as external appearances are concerned.

c. From the known characteristics of the B-29, the characteristics of the TU-4 have been arrived at by deduction.

d. The Soviets have been very careful to conduct TU-4 flight operations within the Soviet Union. Only recently have TU-4's been reported as operating in certain Satellite countries, and then only to a very limited degree.

6. The Director of Intelligence, NEAC, believes it to be very unlikely that the Soviets would risk sending an aircraft of this type into an area where there was a possibility of it being intercepted and forced to land, thereby subjecting it to detailed examination by Western technical experts with the result that factual information on the TU-4 would then be available to supplant that which presently is conjecture, to include information on Soviet aerial refueling know-how. In view of the foregoing, it is the considered opinion of the Director of Intelligence, NEAC, that although subject aircraft could have been a Soviet TU-4, the probability thereof is remote. The Director of Intelligence, NEAC, therefore evaluates this sighting as a friendly aircraft as in 4a or 4b above.


NATHAN J. MEYERSON
Captain, USAF
Chief, Current Intelligence Division

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

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.

UNCLASSIFIED