

1. DATE - TIME GROUP 9 Dec 53 9/1230Z	2. LOCATION Thule AFB, Greenland
3. SOURCE military 2	10. CONCLUSION ASTRONOMICAL: METEOR
4. NUMBER OF OBJECTS one	
5. LENGTH OF OBSERVATION 2-3 seconds	11. BRIEF SUMMARY AND ANALYSIS Bluish white, oblong light, no tail, exhaust. At times obj gave impression of light shining through it. Flight S to N. Speed estimated 1,000 mph.
6. TYPE OF OBSERVATION air visual	
7. COURSE north	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☐ No	

NBR 11912

C-1 ROUTINE [REDACTED]
FM COMDR S4 AD PEPPERRELL AFB NFLD
TO DIR INT HQ USAF WASH DC
COMDR ADC ENT AFB COLO
COMDR AAC ELMENDORF AFB ALA
CINCLANT NORFOLK VA
COMDR USNS ARGENTIA NFLD
COMICEDEFOR KEFLAVIK ICELAND
COMDR ATIC WPAFB OHIO
COMDR 6610 AB GP MCANDREW AFB NFLD
6602 AB GP ERNEST HARMON AFB NFLD
COMDR 660E AB GP GOOSE AB LABR
COMDR 6611 AB GP NARSARSSUAK AB GRNLD
COMDR 6621 AB GP SONDESTROM AB GRNLD
COMDR 6612 AB GP THULE AFB GRNLD
COMDR NEAC PEPPERRELL AFB NFLD FOR COC
COMDR 6600 AB GP PEPPERRELL AFB NFLD
HQ CANAIRDEF ST HUBERTS QUEBEC

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*St. Attn
4. R. File*

NO ACTION REQUIRED.
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CITE ADOIN 2005.

REF MSG FR THULE AB THOPI7610. THIS HQ CONCURS IN THULE BASE INTELL
OFF EVALUATION OF SIGHTING AS METEORITE SHOWER

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T53-14357-

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NR11462

C-1 OP IM

FM COMDR THULE AB GRNLD

TO DIR OF INTELLIGENCE HQ USAF WASH DC

COMDR NEAC PEPPERRELL AFB NFLD ATTN CONC

COMDR ADC ENT AFB COLO

COMDR 64TH AIR DIV PEPPERRELL AFB NFLD ATTN DUTY CONTROLLER

COMDR ATIC WP AFB OHIO

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER
BEFORE DECLASSIFYING

ATIC
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THOPI7623.

MYMSG THOPI 7610. UFOB. FURTHER DETAILS RESULTING FROM INTERROGATION OF OBSERVERS. NUMBER AND LETTER SEQUENCE PER PAR 6B AF REG 200-2.

THIS MSG IN 7 PARTS EVOLVING FROM 6 SEPARATE SIGHTINGS. PART 1.

1. GLOWING LIGHT. A. OBLONG IN GENERAL APPEARANCE. B. HALF DOLLAR

AT ARMS LENGTH. C. BLUESH LIGHT. D. 1. E. NOT APPLICABLE. F. IMPRESSION

OF OBLONG SHAPE WITH LIGHT SHINING THROUGH. G. NONE. H. NONE. I.

NONE. 2. SOUTH TO NORTH. A. LOOKED UP-SAW LIGHT. B. ANGLE OF ELEVATION

20 DEGREES. AZIMUTH 10 DEGREES TO PORT. C. ELEVATION 20 TO 30

DEGREES. AZIMUTH 10 DEGREES STARBOARD. D. STRAIGHT AND LEVEL, SPEED

1000 KNOTS. E. LIGHT WENT OUT, NO FADEOUT. F. 2-3 SECONDS. 3.

A. AIR -VISUAL. B. NONE. C. F-94, 893, 26000 FT, 090 DEGREES, 220

KNOTS, THULE AB. 4. A. 091230Z. B. NIGHT. 5. 25 MILES SOUTH OF THULE

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PAGE TWO

1953 DEC 11

07:59

AIRBASE. 6. A. NOT APPLICABLE. B. WW IRWIN, CAPT, 318 FTR INTERCEPTOR SQ, PILOT, R M ROBERTS, SECOND LT, RADAR OPERATOR,

318 FTR INTCP SQ, FAIRLY RELIABLE. 7. A. CLEAR, NO CLOUDS. B.

SURFACE WIND EAST AT 8 KNOTS, 10000 FT; EAST AT 10 KNOTS, 20000

FT; EAST AT XDN ZERO KNOTS, 30000 FT; EAST AT 8 KNOTS. C. UNLIMITED.

D. 10 MILES. E. NONE. F. NONE. 8. NONE. 9. NONE. 10. PILOT TURNED

IN GENERAL HEADING OF OBJECT. NO INTERCEPT. NO RADAR CONTACT. 11.

ONE F-94, SER NR 846, AIRBORNE APPRX TWO MILES BEHIND OBSERVERS.

12. HAROLD MILLER, CAPT, GROUP INTELLIGENCE OFFICER. PART 2.

INTERROGATION OF DB ZOOK, FIRST LT, PILOT, F-94, SER NR 846, R H

ZEIGLER, SECOND LT, RADIO OPERATOR, REVEALS SAME SIGHTING AND RELATIVELY

SAME INFO AS PART ONE. THIS ACFT ONE SAME HEADING APPRX 2 MILES

BEHIND OBSERVERS PART ONE. ZOOK AND ZEIGLER GOT IMPRESSION OF METEOR

AT RELATIVELY CLOSE RANGE. PART 3. SECOND AND INDIVIDUAL SIGHTING.

1. GLOWING LIGHT. A. ROUND. B. PEA ON WINDSHIELD. C. WHITE. D.

1. E. NOT APPLICABLE. F. IMPRESSION ON ACFT RUNNING LIGHT. G. NONE.

H. NONE. I. NONE. 2. HEAVING 180 DEG. A. LOOKEBAP,

SAW LIGHT. B. ELEVATION 10 DEGREES, AZIMUTH 90 DEGREES TO PORT.

C. ELEVATION 10 DEG, AZIMUTH 45 DEG TO PORT. D. STRAIGHT AND LEVEL

AT 400 KNOTS. E. LIGHT WENT OUT, NO FLAREOUT. F. ONE SECOND. 3.

A. AIR-VISUAL. B. NONE. C. F-94, 893, 26000 FT, 180 DEGREES, 22

KNOTS, THULE AIR BASE. 4. A. 091234Z. BZ. NIGHT. 5. 20 TO 25 MILES

SOUTH SOUTH EAST OF THULE AB. 6. A. NOT APPLICABLE. B. WW IRWIN,

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CAPT, 318 FTR INTCP SQ, PILOT, [REDACTED] 7. SAME AS PART ONE. 8. SAME AS PART ONE. 9. SAME AS PART ONE. 10. PILOT TURNED IN GENERAL HEADING AND LOST OBJECT. NO RADAR CONTACT. 11. ONE F-94, SER NR 846, AIRBORNE APPRX TWO MILES BEHIND OBSERVER. 12. HAROLD MILLER, CAPT, GP INTELLIGENCE OFFICER. PART 4. OBSERVERS ZOOK AND ZEIGLER, SEE PART 2, REPORTED SUBSEQUENT SIMILAR SIGHTINGS AT 091235Z AND 091240Z RESPECTIVELY. DETAILS PENDING FURTHER INTERROGATION. PART 5. SAME OBJECT AS REPORTED IN PART 3. 1. FLAME. A SHAPE OF TAIL BLAST FROM JET AFTER-BURNER. B. SAME AS A. C. YELLOWISH-ORANGE. D. 1. E. NOT APPLICABLE. F. NONE. G. NONE. H. NONE. I. NONE. 2. 160 DEGREES TRUE. APPEARED TO BE MAKING RUNWAY THULE AB. A. LOOKED UP SAW IT. B. ELEVATION 5 DEGREES, AZIMUTH 10 DEGREES. C. DIRECTLY OVERHEAD. D. STRAIGHT. LEVEL, SPEED 1000 PLUS KNOTS. E. DISAPPEARED FROM SIGHT. F. 0.42 SECONDS. 3. A. AIR-VISUAL. B. NONE. C. F-94, 495, 22000 CLIMBING TO 24000, TURNING TO 160 DEG, 20 KNOTS THULE AB. 4. A. 091245Z. B. NIGHT. 5. EIGHT MILES SOUTH OF THULE AB. 6. A. NOT APPLICABLE. B. TIME E GREEN, FIRST LT, PILOT, T G DUNGAN, SECOND LT, RADAR OPERATOR, 318 FTR INTCP SQ, THULE AB, BOTH USUALLY RELIABLE. 7. SAME AS PART ONE. 8. SAME AS PART ONE. 9. SAME AS PART ONE. 10. NONE. 11. (GARBLE) 12. HAROLD R MILLER, CAPT, GP INTELLIGENCE OFFICER. PART 6. INTERROGATION OF OBSERVER DUNGAN, INDICATED A SIMILAR SIGHTING AT 091300Z, TWO MILES EAST OF THULE AB HEADING DIRECTLY TOWARD ELLSMERE ISLAND. PILOT TURNED ONTO OBJECT AND RADAR OPERATOR RECEIVED RADAR INTERFERENCE SIMILAR TO GROUND HARMONICS. PART 7. PENDING FURTHER DETAILED INV. TENTATIVE ANALYSIS IS METEORITE SHOWER

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EMERGENCY JEXW JEHC JEQC JEDWP BEKZC 555

DE JECSU 32

Y 891414Z

1953 DEC 9

12:15

FM COMDR THULE AB GRNLD

TO REPHQ/CHIEF OF INTEL HQUSAF WASH D C

JEXC/COMDR NEAC PEPPERRELL AFB NFDL

JEDEN/COMR ADC ENT AFB COLO

JKDJK/COMDR AAC ELMENDORF AFB ALASKA

REPAC/COMDR USNS ARGENTIA NFDL

JEXC/CO 64TH AIR DIV PEPPERRELL AFB NFDL

JCPDC/CANAIRDEF ST HUBERT QUEBEC

JFIC/COMICEDEFOR KEFLAVIK ICELAND

JEXC/COMDR 6660TH ABGP PEPPERRELL AFB NFDL

JENC/COMDR 6622ND ABGP HARMON AFB NFDL

JEQC/COMDR 6623RD ABGP GOOSE AB LARDE

JEXW/COMDR 6610TH AB GP MCANDREW AFB NFDL

JEHC/COMDR 6611TH AB GP NARSARSSUAK AB GRNLD

JEQC/COMDR 6621ST ABGP SONDRESTROM AB GRNLD

JEDWP/COMDR ATIC WRIGHT PATTERSON AFB OHIO

BEKZC/CINCLANT

ZEN/COMDR 6612TH ABGP THULE AB GRNLD

THOPI 7610 UFOB SIGHTED AT 09/1237Z BY CREWS OF THREE F-94 AIRCRAFT
FLYING LOCAL APPEARED TO BE BRIGHT LIGHT FLYING LEVEL AT 28000 AND 30000
FEET SPEED ESTIMATED 1000 KNOTS APPEARING TO BE ORBITING BASE 25 MILES
OUT INTERCEPTION ATTEMPTED NO CONTACT LAST VISUAL CONTACT 09/1245Z
NO RADAR CONTACT WEATHER CLEAR VISIBILITY 10 MILES SURFACE WINDS
E EIGHT KNOTS 10000 FEET E 10 KNOTS 20000 E 10 KNOTS 30000 E EIGHT
KNOTS THIS HEADQUARTERS NOTIFIED AT 09/1250Z BY AC&W DUTY CONTROLLER
NO CORRELATION LOCAL FLIGHT PLANS AMPLIFICATION FOLLOWS
09/1425Z DEC JECSU

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9 DEC 53 17 02Z

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INTELLIGENCE 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

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 (CCI, 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. Zook, 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 8. This was probably the same object as reported in paragraph 1. Observer Zook 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. W. 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 091234Z. Observer aircraft was at altitude 26,000', heading 180°, speed 220 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 at 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 sequence 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 globe 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 horizon 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 evaluates sighting as a meteor. For preparing officer's evaluation see paragraph 9.

5. The following information was elicited from further interrogation of R. H. Zeigler, 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 2½ miles off the port wing. Flight path of the object was parallel to observer aircraft, straight and level at speed estimated at 500 knots. The object increased in incandescence 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 316th 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:

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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HAROLD R. MILLER
Capt., USAF
Group Intelligence Officer

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