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To: NCP

Subject: 1953 Greenland cases

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I'd like to read this into the record - an amazing collection of mystery aircraft reports mixed with UFO reports from Greenland, from official AF unit records for 1953. Note that even some of the airplanes reported are doing things that airplanes couldn't do. And the reports that sound most like UFOs are said by natives to have begun around the time the US air base was constructed. From a page at

http://www.homestead.com/argumentsandfacts/files/Archives.htm#_Hlk470270707

all of which is worth a look.

Joel Carpenter

REPORT FROM SONDRESTROM AB OF UNIDENTIFIED FLYING OBJECTS OVER GREENLAND

(1953)

[Note: This was at the beginning of American "bomber gap" concerns, and also at the height of the UFO craze. There was near certainty that Soviet aircraft were overflying North America. The DEW line defense line was being formulated, and the Ground Observer Corps had been established in the States. At this time, CIRVIS (suspicious activities) reporting was being solicited of all travelers in the Arctic. Some of the reports here are obviously uncorrelated Allied aircraft, whereas others are quite puzzling, and the flying light bulbs leave one truly amazed.)

The first report of the year was information received from Grondal, Greenland, stating that an unidentified aircraft overflew Cape Tobin, 7024N 2158W on 5 January 1953. Two hours and five minutes later, aircraft overflew Aputiteq 6700N 3205W headed in a southerly direction. Aircraft was of the twin-engine type flying low in each instance. Negative information was our reply.

On 26 February 53, Thule AB reported an unidentified GCA sighting. Negative reply was submitted.

An unidentified aircraft overflew Angmagssalik, 6535N-3745W, on 24 Jan 53. Aircraft approached from the west and disappeared in an easterly direction.

A radio message received from Frobisher Bay, reported four vapor trails over Resolute on 1 Mar 53, direction north to south. Negative information was dispatched from this station.

Again on 1 Mar 53, contrails were sighted over Simiutak, Greenland. Contrails were moving northwest to southeast. On 11 Mar 53, Sondrestrom AB, reported unidentified contrails which curved south, approximately 50 miles southwest of this base.

On 8 Apr 53, Sondrestrom reported sighting of an unidentified white light, by pilot and co-pilot of a MATS aircraft enroute from Goose AB to Sondrestrom AB, at 6600N-5330W, approximately 110 miles south of base. Received negative reply from other stations.

It was reported that on 27 Mar 53, by late information from Harmon AFB, that an unidentified object was cited by two civilians in a wooded area near Harmon. The men entered the woods to haul plywood. The area became light, and an object shaped like a light bulb, about six inches long, went past them and put out the lantern that they were carrying. No estimate of speed was given and the object disappeared over the mountains. The object came from a northwest direction. In the same area on 18 Apr 53, Mrs. Anthony Young, observed the same type of glow over her barn. An object described as above came into view and disappeared over the sea. Mrs. Young stated that objects have been observed many times since last fall but never before that time. All objects were noiseless and all traveled at a high rate of speed. No action was taken.

Reports received this station on 12 Apr 53, of an unidentified B-29 type aircraft two miles south of Torbay Airport, Newfoundland, at an altitude of 200 feet above the terrain. The Director of Intelligence, NEAC, evaluated this sighting to be an uncorrelated friendly aircraft.

A jet aircraft was sighted by Capt. R.L. Emberry, pilot, and 1st Lt. J.R. Morin, radar observer, F-94 aircraft of the 59th Fighter Interceptor Squadron, approximately 10 miles south of Goose AB, Labrador, on 2 May 53. The aircraft was approximately 10,000 feet below F-94 which was flying at 24,000 feet. Both aircraft climbed to 40,000 feet. The unidentified aircraft continued to climb until out of sight with a speed well in excess of F-94. The pilot declared aircraft was similar to F-94 with afterburner but further stated it was unlike any USAF aircraft. Negative report from this headquarters.

Another report of sighting from Angmagssalik, Greenland, on 2 May 53, if unidentified aircraft was observed from the ground by observers of unknown experience, flying from northwest to southeast at a very high altitude. NEAC evaluates aircraft as friendly. Check of flight plans showed USAF, C-54, number 2689, was over this area at approximate time of sighting.

Information received this headquarters from Narssarssuaq AB, stated that an unidentified aircraft was sighted through an overcast over Aputiteq, Greenland, on 9 May 53. The aircraft was flying southwest with no identifying markings visible. The Commander of Iceland Defense Force states Iceland Defense Force PBY was in this area and is of the opinion that subject PBY was aircraft sighted at Aputiteq, Greenland.

A report of an unidentified airborne sighting by airborne radar 39 miles NW of Goose AB, Labrador, on 13 May 53. This sighting was made by Lt. D.C. Rogers, pilot, and Lt. J.A. Lane, radar observer who attempted interception but the object was lost before visual contact could be made. Radar presentation was that of a multi-engine aircraft. No information from this station.

On 4 May 53, an unidentified flying object was visually sighted by a

Canadian National female civilian. The object was reflected in the beam of a rotating beacon. This object was travelling south at low altitude and high speed and was the color of light metal, with a shape of a football. It made noise similar to pieces of tin striking each other. The object disappeared in low stratus over the base. NEAC evaluated this as an unidentified object.

On 21 May 53, RCAF airways at Resolute Bay reported that an unidentified aircraft flew over Resolute site at approximately 400 feet altitude in a north to south direction. Due to the low ceiling, the aircraft was not visually sighted. Resolute states that the aircraft must have let down on Resolute beacon to make a low fly path. Negative reply was given from this station pertaining to this sighting. NEAC evaluates this incident as a possible Soviet aerial reconnaissance mission.

The aircraft that overflew Pond Inlet, 7242N-7813W, heading NW at a high altitude and was heard through an overcast, and first believed to be RCAF Lancaster, VC-212, temporarily based at Frobisher on photo reconnaissance missions, is erroneous. Message from Thule AB, Greenland, indicated the unidentified aircraft can be correlated with MATS C-124, which departed Thule AB at 23/0811Z May 53, enroute to McChord via Churchill.

Possible correlation of aircraft sighted over Port Harrison on 29 May 53, is believed to be RCAF Lancaster that departed Rockcliffe. Another report of twin-engine single tail aircraft was reported over Whale River Area, 5120N-7800W, on the 30th of May 53. A preliminary evaluation from Headquarters, Northeast Air Command, stated same aircraft as Lancaster over Port Harrison.

Approximately 25 single blips unidentified flying objects, was sighted by GCA screen radar in the vicinity of Goose Air Base, during the period 0334Z to 0600Z on the 11th of June 1953. Blips represented aircraft with speed of 30-100 knots. Altitudes were unidentifiable. No specific pattern was indicated in.[unreadable]

An unidentified object was sighted 12 June 53, in the vicinity of Goose Air Base, by fighter pilot W.C. Nicholas, on combat patrol. Object appeared to be jet aircraft with afterburner. Object appeared to put on speed and climb through overcast. The pilot followed and saw object through clouds but could not follow because of low fuel.

On 20 June 53, an aircraft was heard but not sighted above clouds over Mint Julep project. The aircraft was identified as friendly by report from AACCS, saying that a SAC aircraft was in that area. Again on 22 June 53, Mint Julep reported that an unidentified contrail was sighted over the cap site at an altitude of approximately 25,000 feet, flying northward at a very high rate of speed. SC-47 at Sondrestrom was dispatched to check for possible identification but was unable to procure additional information. A negative report was received from other stations.

An object collided with and disintegrated a weather balloon at 18,000 feet over Simiutak, Greenland, on 24 June 53. This object was observed through a theodolite by A/2C Richard Hill, weather observer, with three and one half years experience. Object was travelling in southeast to northwest direction at varied speeds. Object described as red, rotating in a circular motion

with shape as either delta or circular. Object hovered after collision, rotating in a circular motion for 15 seconds, then rapidly departed into the wind, direction, 300 degrees. Observers stated object was three times the size of the weather balloon. Negative information reported from this station.

An unidentified aircraft was observed over Tingmiarmiut, Greenland, 6230N-4206W, by **** settlement for approximately ten minutes on 28 June 53. The aircraft disappeared in a westerly direction at an estimated altitude of 9,000 feet. This station had no information of aircraft in that area.