

PROJECT 10073 RECORD CARD

1. DATE 13 Mar 52		2. LOCATION Keflavik, Iceland		12. CONCLUSIONS	
3. DATE-TIME GROUP Local GMT 0712		4. TYPE OF OBSERVATION RADAR ☐ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar		☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☒ Other <u>RADAR GHOSTS</u>	
5. PHOTOS ☐ Yes ☒ No		6. SOURCE GCA team #1991st AACS plus C-47 crew, MATS		☐ Insufficient Data for Evaluation ☐ Unknown	
7. LENGTH OF OBSERVATION 57"		8. NUMBER OF OBJECTS 8		9. COURSE	
10. BRIEF SUMMARY OF SIGHTING Straight flight maintained by all objects.				11. COMMENTS Eight separate objects picked up on radars on various headings. Velocity exceeded MACH 1. C-47 unable to make visual contact. Radar phenomena called Ghosts or angels are capable of producing such radars returns.	

PROJECT 10073 RECORD CARD

1. DATE 13 Mar 52	2. LOCATION Keflavik Iceland	3. SOURCE GCA TEAM, 1971 ST AACSG + C-47 crew, MATS
4. TIME Local # 0712Z	5. NUMBER OF OBJECTS 8	6. SHAPE Unknown
7. COLOR Unknown	8. COURSE 109° in 270° out	9. ALTITUDE —
10. ANGULAR VELOCITY — ° per second	11. PHOTOS ☐ Yes ☒ No	12. TYPE OF OBSERVATION RADAR
13. LENGTH OF TIME OBSERVED 57 "	14. MANEUVERS NONE, straight flight maintained by all objects	15. CONCLUSIONS Radar
16. COMMENTS I. Eight separate objects picked up on radarscope on various headings II. Velocity exceeded MACH 1. III. C-47 unable to make visual contact. IV. Radar phenomena called ghosts or angels are capable of producing such radar returns		

CSAF ITEM 2/ [REDACTED]

SECURITY INFO

TO ATIAA-2C RUPPELT FM AFOIN-V/TC FOURNET

REF: CSAF ITEM 3 TT-71 DTD 14 MAR 52 UNCLASSIFIED

ATIAA

77/77

TT 73

19 Mar 52

CSAF ITEM 2

CORRECTED COPY OF CABLE QUOTED IN ABOVE

REFERENCED ITEM NOW RECEIVED. PORTION OF MSG

IN QUESTION WAS WEATHER CODING. LATTER

REPORT ESSENTIALLY AS FOLLOWS: OVERCAST

WITH 14 KNOTS WIND AT 120 DEGS, VISIBILITY

GREATER THAN 10 MILES, NO WEATHER, STRATUS

AT 1000 FT.

~~ACTION~~

DECLASSIFIED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 6200.10

INDICATOR ITEM TURNED IN ON THIS INCIDENT
WITH TCB EVALUATION PROBABLY CONVENTIONAL
AIRCRAFT.

REPORT RECEIVED FROM SAC STATES THAT
AN UNIDENTIFIED AIRCRAFT BELIEVED TO BE B-29
TYPE WAS SIGHTED OFF NORWEGIAN COAST ON
14 MARCH. ADC COMMENT ON THESE TWO SIGHTINGS

IS POSSIBLE SOVIET RECONN EFFORT IN ARCTIC

AREA. TCB AGREES WITH THIS AS TENTATIVE

EVALUATION.

UNCLASSIFIED

END VSAF ITEM 2/ [REDACTED]

~~SECRET~~

EXTRACT FROM STATUS REPORT # 5

DATE: 13 Mar 52

TIME (Local): 0722Z

LOCATION: Iceland

UNCLASSIFIED

LENGTH OF TIME OBSERVED: 57 Min.

SOUND: Unknown

SPEED: 250 Knots

ALTITUDE: 8,000'

HEADING: Varied

SOURCE: GCA Crew

ACTION OR COMMENTS: Possibly Soviet recon (evaluation by ADC).

DESCRIPTION OF INCIDENT: Unidentified return on GCA scope.

~~SECRET~~

~~SECRET~~

UNCLASSIFIED

~~SECRET~~

7-3712-44

JOINT MESSAGEFORM

UNCLASSIFIED

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

OO ATTC

TO: BASE OPERATIONS DIVISION, AIR FORCE, WASHINGTON

RAIRNOTE

INFO:

FROM: AFOIN-ATIAA-3-7E

Re your report CAP IN: 85585 dated 13 March 1952, if available the following information is requested:

1. Weather during observations
2. Were any maneuvers observed
3. Size and/or shape of objects
4. Please clarify last sentence of message from "Base Operations Duty

Officer" to completion of message.

DOWNGRADED AT 8 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

UNCLASSIFIED

DRAFTER'S NAME (and signature, when required)		RELEASING OFFICER'S SIGNATURE	
LT J. K. ROTHSTEIN/vs			
SYMBOL	TELEPHONE	OFFICIAL TITLE	
ATIAA-20	61		

DD FORM 173

1 OCT 49

REPLACES NME FORM 173, 1 MAY 49,
WHICH MAY BE USED.

16-58923-3 ★ U. S. GOVERNMENT PRINTING OFFICE

1. ATIAA
2. ATIAA } 2, 2.
3. ATIAA }
4. Cert Files

UNCLASSIFIED

AIR 052

ACTION

RR JEDWP
DE JFICR 4

FM 1400TH AB GP KEFLAVIK ICFLAFD
TO CG AMC WRIGHT PATTERSON AFB OHIO

4

03-ILOPR 1118. REUR 1C-399 DTD 27 MARS52.
1 AT 130710Z ESTIMATED 1000 BROKEN 2000 EVERCAST VISIBILITY 10
MILES WIND ESE 15 KNOTS. 2 NIL. 3 NIL. 4 ALL AFTER BASS OPERATIONS
DUTY OFFICER IN MSG ISSWEATHER REPORT GIVEN AS IN PART 1 ABOVE.

JFICR

UNCLASSIFIED

Cy1

UNCLASSIFIED

AF FORM 112--PART I

APPROVED 1 JUNE 1948

(CLASSIFICATION)

COUNTRY
USA-MATSREPORT NO.
IR-110-52

(LEAVE BLANK)

af-424286

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT

Unidentified Flying Objects Sighted by GCA Radar at Keflavik, Iceland

AREA REPORTED ON

Iceland

FROM (Agency)

Intelligence Division, Hq MATS
Andrews AF Base, Washington 25, D. C.

DATE OF REPORT

20 March 1952

DATE OF INFORMATION

13 March 1952

EVALUATION

C-3

PREPARED BY (Officer)

Charles J. Powley, Captain, USAF

GCA Team, 1971st AACS Sq, and C-47

Crew, 1400th Air Base Group, MATS, Keflavik,
Iceland

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

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.)

Report contains details of a GCA radarscope sighting on 13 March 1952 of unidentified flying objects observed by a GCA team while working a C-47 aircraft on practice runs at Keflavik, Iceland.

The first of the eight unidentified objects appeared on the scope for approximately one minute at 0712Z. The remaining objects appeared on the scope at intervals of approximately 11 minutes. The last object was observed for approximately 15 seconds at 0809Z. The interval between the first and last sighting was 57 minutes. Poor weather conditions existed during this period.

A MATS C-47 was airborne in the vicinity of Keflavik while the objects appeared on the scope. The pilot of this aircraft was instructed to break his pattern and make a visual sighting of the objects. His attempts to intercept the objects were unsuccessful.

The statements prepared by the USAF personnel participating in the attempt to identify the objects are contained in the detailed report on the following pages.

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

William L. Travis
WILLIAM L. TRAVIS
Colonel, USAF
Chief, Intelligence Division

INCL.

DISTRIBUTION BY ORIGINATOR

UNCLASSIFIED

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

DEPARTMENT OF THE AIR FORCE
STAFF MESSAGE DIVISION

INCOMING CLASSIFIED MESSAGE

Summary was rpt (portion
previously garbled) to
ATIC 18 Mar. Also comments
re B-29 type a/c sighted
off Norway 14 Mar (4 ADC
involved incidents) — see
CAF IN 86353

PARAPHRASE NOT REQUIRED. NOTIFY
CRYPTOCENTER BEFORE DECLASSIFYING

OPERATIONAL IMMEDIATE

FROM: BASE OPR AT KEFLAVIK AIR PORT ICELAND
TO : CSAF WASH DC FOR: SEC DEFENSE
MATS ANDREWS AFB MARYLAND
AIR DEF COMD ENT AFB COLO SPRINGS COLO
INFO: ICELAND DEFENSE FORCE
DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
NR : NONE DOD DIR 5200.10 13 Mar 52

To ATIC by
TT 14 Mar 52
(R)

Cir via 6359 north 2241 west unidentified flying objects
unknown; were first sighted at 0712/Z heading 109 degrees, 0722/Z
heading 34 degrees, 0733/Z heading 340 degrees, 0745/Z heading 350
degrees, 0756/Z heading 210 degrees, 0809/Z heading 270 degrees
was last of the unidentified targets seen on the GCA radar scope.
Estimated air speed 250 knots; est alt above 8,000 feet sighting
by radar GCA at Keflavik Airport, Iceland altitude 163 feet.
130712/Z Master Sergeant J W Kelly, GCA Traffic Director at Keflavik,
Iceland and Captain Frank Schreiber, Base Operations Duty Officer
AWNA TFKI 099904018812148002286010886200060511013 MBS QPZ
087361082007770.

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

UNCLASSIFIED

ACTION COPY

Service has been requested

NOTE : Underlined portion typed as received and appears to be
in error. Service will be initiated upon request.

ACTION: OIN

INFO : SEC DEF, ARMY, NAVY, CIA, JCS, AFSA

UNCLASSIFIED

CAF IN: 85535

(14 Mar 52)

Indicator 3/17
(R)

RCN/crw

AFHQ FORM 0-309g
19 JAN 51

PREVIOUS EDITIONS OF THIS FORM MAY BE USED.

TO ATIAA-2C RUPPELT FM AFOIN-V/TC FOURNET

MSG 13 203 0Z MAR 52 FROM BASE OPR, KEF-
LAVIK AIRPORT ICELAND QUOTED FOR YOUR INFO

AND ACTION:

"CIRVIS 6359 NORTH 2241 WEST UNIDENTIFIED
FLYING OBJECTS UNKNOWN; WERE FIRST SIGHTED
AT 0712/Z HEADING 109 DEGREES, 0722/Z HEAD-
ING 34 DEGREES, 0733/Z HEADING 340 DEGREES,
0745/Z HEADING 360 DEGREES, 0756/Z HEADING
210 DEGREES, 0809/Z HEADING 270 DEGREES
WAS LAST OF THE UNIDENTIFIED TARGETS SEEN
ON THE GCA RADAR SCOPE. ESTIMATED AIR
SPEED 250 KNOTS; EST ALT ABOVE 8000 FEET
SIGHTING BY RADAR GCA AT KEFLAVIK AIRPORT,
ICELAND ALTITUDE 168 FEET. 130712/Z MASTER
SERGEANT J W KELLY, GCA TRAFFIC DIRECTOR AT
KEFLAVIK, ICELAND AND CAPTAIN FRANK SCHREIBER,
BASE OPERATIONS DUTY OFFICER

AWNA TFRF 130702/DOWNGRADED AT 3 YEAR INTERVALS;
DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

099904018312148002286012886220060511013

MBS QFZ 087361082607776." SERVICE HAS BEEN
REQUESTED ON LAST PART OF MSG BEGINNING WITH
UNDERLINED PORTION. WILL FWD CORRECT VERSION
WHEN SERVICE COMPLETED.

END CSAF ITEM 3/[REDACTED]

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Division, Hq REPORT NO.

MATS, Andrews AF Base, Washington,
25, D. C.

IR-110-52

PAGE 2 OF 4 PAGES

1. At the time of the first sighting, the GCA team was being utilized by a 1400th Air Base Group, MATS aircrew flying a C-47 type aircraft for their training period time. As soon as the additional blip was noted on the GCA radarscope, the Traffic Controller notified the C-47 to break pattern, climb to 10,000 feet, try to make a visual sighting and to intercept the target. Upon arrival to its new altitude, they tried vainly to make a visual sighting and interception, but this was impossible due to poor weather conditions that existed at the time.

2. The aircraft was vectored in by the GCA team to the headings of the target, but no visual sighting or contact was made of the target.

3. Reproduced below are extracts of certified statements by the personnel reporting this incident:

a. Statement of Captain Frank Schreiber, USAF, Base Operations, 1400th Air Base Squadron, MATS, Keflavik Airport, Iceland, Operations Duty Officer.

(1) On 13 March 1952 the Keflavik GCA Unit was working with a local C-47 on practice runs. At 0715Z M/Sgt J. W. Kelly, the GCA Traffic Director, reported to the Keflavik Tower that an unidentified target was observed on his radar scope.

(2) After the tower relayed this information to me, I contacted Reykjavik Oceanic Aero Control. I asked if any other aircraft had been cleared into this area. No other aircraft had been cleared. At 0735Z I arrived at the GCA Unit. M/Sgt Kelly said he picked up the first unidentified target at 0712Z. It was first seen three miles from the center of the airport inbound on a heading of 109° and outbound on a heading of 260°. It was last seen five miles from the center of the airport. This observation lasted for approximately one (1) minute. At 0722Z he spotted an unidentified target inbound on a heading of 340° and outbound on a heading of 250°. It was last seen five miles from the center of the airport. This observation lasted for approximately thirty (30) seconds. At 0733Z an unidentified target was seen on the same headings as the 0722Z observations, the time and distance elements were the same also. At 0745Z we both spotted an unidentified target on the radar scope inbound on a heading of 360° and outbound on a heading of 310°. This observation lasted for approximately thirty (30) seconds. At 0756Z we both spotted an unidentified target inbound on a heading of 210° and outbound on a heading of 270°. It was last seen five (5) miles from the center of the airport and this observation lasted for approximately thirty (30) seconds. At 0809Z we again saw an unidentified target inbound on a heading of 270° and outbound on a heading of 250°. It was last seen two (2) miles from the center of the airport and this observation lasted for approximately fifteen (15) seconds.

(3) This was the last unidentified target we saw. I monitored the radar scope with Sgt Kelly until 0809Z. After I left, Sgt Kelly monitored the radarscope until 0930Z. During these observations Sgt Kelly transmitted holding and descending instructions to the target.

b. Statement of Master Sergeant John W. Kelly, AF 14064759, USAF, 1971st AACS Squadron, MATS, Keflavik Airport, Iceland, GCA Crew Chief on duty.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Division, Hq

REPORT NO.

MATS, Andrews AF Base, Washington
25, D. C.

IR-110-52

PAGE 3

OF

4

PAGES

Airport, Iceland, conducting GCA runs with local based aircraft C-47, 5879.

(1) At 0712Z the undersigned, as a GCA crew chief, observed an unidentified target on an approximate heading of 109° in the vicinity of the Keflavik Airport Radio Range Station. The target was observed for approximately one minute in a right turn and was last observed on an approximate heading of 260° .

(2) At 0722Z a target appeared at approximately the same position heading 340° and making a left turn. This target was observed for 30 seconds and was last seen heading approximately 250° .

(3) At 0715Z the Control Tower was notified to relay a message to the Base Operations Office for the Base Operations Officer or his assistant to come out to the GCA unit.

(4) At 0733Z a target appeared at approximately the same position heading 340° and making a left turn. This target was observed for thirty (30) seconds and was last seen heading approximately 250° .

(5) At 0735Z the Assistant Base Operations Officer arrived at the GCA unit.

(6) At 0745Z the target appeared for approximately thirty (30) seconds in the vicinity of the Radio Range Station. The inbound heading was approximately 180° , outbound heading 310° .

(7) At 0756Z a target was observed in the vicinity of the Radio Range Station with an inbound heading of 210° and an outbound heading of 270° for 15 seconds.

(8) At 0809Z a target was observed in the vicinity of the Radio Range Station with an inbound heading of 090° and an outbound heading of 250° for 30 seconds.

(9) The undersigned broadcast descent and holding instructions on the following VHF frequencies: 118.1, 121.5, 126.18, 136.8; and on HF frequencies 3105 and 4220. No answer was received to any of these transmissions.

(10) The radar scopes were monitored until 0930Z and no other unidentified targets were observed.

C. Statement of Clyde B. Knipfer, AO - 803221, Captain USAF, 1400th Air Base Group, MATS Keflavik Airport, Iceland, pilot of the C-47 aircraft.

(1) Statement of Clyde B. Knipfer, Capt., AO-803221, 1400th Air Base Group, MATS Keflavik Airport, Iceland, pilot of the C-47 aircraft.

(2) On Thursday morning between 0700 and 0900 hours, I was flying in a C-47, numbered 45879, with Capt. Conrad Farnish of the 1400th Air Base Group. We were practicing GCA approaches during this time. While flying these the GCA man reported another airplane in the vicinity of the field and turning over the range station. A few minutes later he stated that there weren't any airplanes reported in the vicinity, that he had checked with

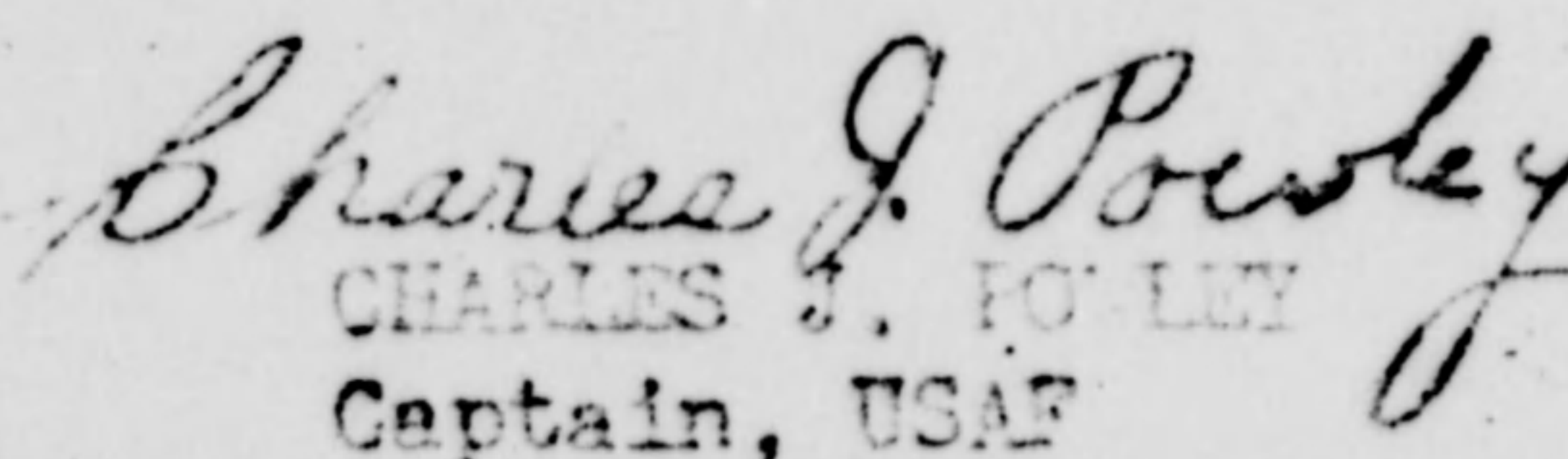
AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Intelligence Division, Hq MATS, Andrews AF Base, Washington 25, D. C.	REPORT NO. IR-110-52	PAGE 4 OF 4 PAGES
---	-------------------------	-------------------

the tower on this. He reported it several more times as showing up in his scope, so we kept our eyes open for this unidentified aircraft. Around 0747 we broke off our practice runs and climbed up to around 3500 feet still keeping our eyes open for this other aircraft. I went back to the navigator's table to fill out the Form 1. A few minutes later Capt. Hartsch called me to come back up and to listen on the earphones. When I placed them on my ears I heard the GCA man or operator describing the speed that this airplane or whatever it was had just travelled across his scope. He stated that he had clocked F-86's on speed runs on radarscope and he knew their speed was over 700 mph. and more, and that this object that had just gone across his scope was much faster than the 86's he had clocked. Capt. Harsch and myself then took the C-47 up higher trying to get above the top layer of clouds to try to see if we could see anything. We climbed as high as 10,000 ft. but the upper cloud layer was still a few thousand feet above us, so we levelled off. We flew around at this altitude for ten to fifteen minutes in the vicinity of the range station but we observed nothing. We then let down and landed.

Comments of the Preparing Officer:

1. This incident was first reported on CIRVIS report DTG 132040Z, from Base Operations, Keflavik, Iceland to Air Defense Command, Ent Air Force Base, Colorado; Secretary of Defense, Washington, D. C. and Hq MATS, Andrews Air Force Base, Washington, with information copy to Iceland Defense Force, Keflavik Airport, Iceland.
2. The report mentioned above stated that the estimated airspeed of the objects was 250 knots and that the estimated altitude of the objects was above 8,000 feet.
3. The statement of Captain Clyde B. Knipfer reveals that the GCA operator, with whom he was in contact, stated that the object crossed his scope at a speed much faster than F-86s that he had clocked on other occasions.
4. No mention of the altitude or speed of the objects was made in the statement of M/Sgt John W. Kelly, GCA crew chief on duty at the time of this incident. The absence of information concerning altitude of the objects is probably due to the fact that no altitude information is available on the search system of the AN/MPN - 1C.
5. Certain radar phenomena called ghosts or angels, the mechanics of which are not thoroughly understood, are capable of producing radar returns which in the majority of cases are indistinguishable from real targets. Ghosts or angels usually are observed in radar located along a sea coast. One characteristic which readily identifies a target as a ghost is the terrific speed of travel sometimes observed. When observed they should be treated as if they were bogey aircraft.


 CHARLES J. POWLEY
 Captain, USAF

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