

1. DATE - TIME GROUP 3 Feb 53 3/1825Z	2. LOCATION Keflavik Airport, Iceland
3. SOURCE AC&W Sq	10. CONCLUSION UNIDENTIFIED
4. NUMBER OF OBJECTS Several	
5. LENGTH OF OBSERVATION 24 Min. (Overall)	11. BRIEF SUMMARY AND ANALYSIS Three plots were observed on radar scope on a general heading of NEM. These plots were observed at 1825Z, 1836Z, and 1849Z respectively.
6. TYPE OF OBSERVATION Ground-Radar	
7. COURSE NEM	COMMENTS: 1. The movement's section of AC&W Sq was unable to identify any of these plots although the Icelandic CAA reported a C-47 in route to Reykjavik at 1840Z.
8. PHOTOS ☐ Yes ☒ No	2. A small amount of frontal weather was also indicated in area.
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	3. Also large flocks of geese were observed in the vicinity. No conclusion reached, case regarded as unidentified.

FORM

FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

MATS-USA

IR-141-53

By Authority of CO IADP
4 Feb 53 Intell 2-
Date Office Initial

UNCLASSIFIED

Unidentified Flying Objects (Restricted)

Iceland

Headquarters Iceland Air Defense
Force, Keflavik Airport, Iceland

4 February 1953

3 February 1953

B-6

Milton Radovsky, Capt, USAF

Official Log of 932nd AC&W Sqd,
65th Air Division, IADP

1. Copies of this report will be furnished the Commanding General, IEDF, and Air Attache, England.

2. The following unidentified radar plots were observed on radar scopes of the 932nd Aircraft Control and Warning Squadron on 3 February 1953:

- a. 1325Z Bearing 345° Range 90 nautical miles (65° 25' N; 23° 36' W).
- b. 1327Z Plot faded after remaining motionless for two minutes.
- c. 1336Z Bearing 341° Range 112 nautical miles (65° 45' N; 24° 03' W).
- d. 1349Z Bearing 348° Range 113 nautical miles (65° 55' N; 23° 38' W).

3. There were no aircraft, either military or civilian, operating in the area of the plots according to all military and civilian sources contacted.

4. These plots remain unidentified, although the possibility exists that civilian aircraft were operating in this area unknown to the Icelandic CAA.

5. The apparent lack of motion indicated during two full minutes is still unexplained.

APPROVED:

DOWNGRADED AT 8 YEAR INTERVAL
DECLASSIFIED 12 YEARS
DOO DEL 200310

MILTON RADOVSKY
Captain, USAF
Intelligence Officer

Overlay of Radar Plots.

UNCLASSIFIED

UNCLASSIFIED

Headquarters
Iceland Air Defense Force
Keflavik Airport, Iceland

IR-141-53

1

1

1. At 1825Z on 3 February 1953, a radar plot was observed on the scope of the radar equipment of the 932nd Aircraft Control and Warning Squadron bearing 345° , range 90 nautical miles. This plot was observed for two full minutes during which time there was no apparent movement of the object observed. At 1827Z the plot faded. The object would appear to have been at approximately $65^{\circ} 25'$ north; $23^{\circ} 36'$ west.

2. It was estimated by the Aircraft Controller observing this plot that altitude of the object causing the radar return was approximately 7,000 feet.

3. At 1836Z a new plot was observed on a bearing of 341° at 112 nautical miles, placing it at approximately $65^{\circ} 45'$ north; $24^{\circ} 08'$ west.

4. At 1849Z another plot was observed on a bearing of 343° at 115 nautical miles, placing it at approximately $65^{\circ} 55'$ north; $23^{\circ} 38'$ west, after which it faded also.

5. Investigation of all possible sources indicated that there were no aircraft, either military nor civilian, operating in the area of the plots. The Movement Identification Section of the 932nd Aircraft Control and Warning Squadron was unable to identify any of the three plots. However, the Icelandic CAA reported a C-47 inbound to Reykjavik at 1840Z approximately 45 miles north of Reykjavik. This aircraft landed at Reykjavik at 1909Z.

6. Weather in the area of the radar plots was as follows:

a. Winds at 5,000 feet were from 270° at 30 knots, and from 10,000 feet they were from 310 to 320° at 40 to 45 knots. A small amount of frontal weather was also indicated in that area.

7. Large flocks of geese were observed in the vicinity of Keflavik Airport at about 0900Z. They were approximately at 1,000 feet and travelling in a west northwesterly direction.

COMMENT:

8. If all these plots were of the same object, a minimum ground speed of 150 knots would have been required for the object to move from the first plot to the second plot and of 75 knots to move from the second plot to the third plot.

9. The possibility that these were magnetic returns were discussed by personnel of the 932nd Aircraft Control and Warning Squadron with no definite conclusions.

10., It is possible that these plots might have been returned by civilian aircraft operating in the area but the Icelandic CAA indicated that there absolutely no planes operating there.

UNCL

18492
+
18362 +
MOUNTAIN
over 2000
1833 +
-18272



CLASSIFIED

66-00 N

21-00 W

4745 MOUNTAINOUS

64-00 N

• K

24-00 W

Enclosure I to 2 R-141-33

RADAR PLOTS
UNIDENTIFIED

MAP: WAC-87

SCALE: 1:1,000,000

DATE PREPARED: 4 FEB 53

DATE OF SIGHTINGS: 3 FEB 53

PLACE: KEFLAVIK AIRPORT, ICEL.

PREPARED BY: CAPT M. RADOVSKY

KEFLAVIK AIRPORT
RADAR SITE

UNCLASSIFIED

[REDACTED] 10N

53-2357