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AF FORM 112—PART I
APPROVED 1 JUNE 1948

COUNTRY	REPORT NO.	(LEAVE BLANK)
USA-MATS	IR-110-52	AF-424286

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT
Unidentified Flying Objects Sighted by GCA Radar at Keflavik, Iceland

AREA REPORTED ON	FROM (Agency)	
Iceland	Intelligence Division, Hq MATS Andrews AF Base, Washington 25, D. C.	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
20 March 1952	13 March 1952	C-3
PREPARED BY (Officer)	SOURCE	
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.

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

INCLS.

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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 0717Z. 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 0825Z. 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.

(1) During the periods listed below, 13 March 1952, the following incidents occurred. The GCA unit, AN/MPN - 1C was located on site #16, Keflavik

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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 4720. 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 Hq Sq, Sec. 1400th Air Base Group, APO #81 c/o Postmaster New York, N. Y.

(2) On Thursday morning between 0700 and 0745 hours, I was flying in a C-47, numbered 45879, with Capt. Conrad Hartch of the 1400th ABG. 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

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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 bogy aircraft.

Charles J. Powley
CHARLES J. POWLEY
Captain, USAF

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1 - 31 MARCH 1952 SIGHTINGS

	DATE	LOCATION	OBSERVER	EVALUATION
1065	1	Goose AFB, Labrador	Military	Other (VAPOR TRAILS)
1066	2	National City, California	[redacted]	Astro (METEOR)
1067	3	49.52N - 54.30W (Atlantic)	Military	INSUFFICIENT DATA
1068	4	Sea of Japan	Military	Astro (METEOR)
1069	7	Tulsa, Claremore, Oklahoma	Military	AIRCRAFT
1070	8	33.36N - 156.23W (Pacific)	Military	Astro (METEOR)
1071	13	Keflavik, Iceland	Military (RADAR)	Other (RADAR "GHOSTS")
1072	13	Columbus, Ohio	[redacted]	AIRCRAFT
	15	Albuquerque, New Mexico (CASE MISSING)	Military	BALLOON
1073	20	Clovis, New Mexico	Military	BALLOON
1074	20	Queen Annes City, Maryland	[redacted]	UNIDENTIFIED
1075	22 or 29	Colmar Manor, Maryland	[redacted]	INSUFFICIENT DATA
1076	22	Yakima, Washington	Military(RADAR)	Radar: BALLOON Air-Visual: UNIDENTIFIED
1077	24	Point Conception, California	Military (RADAR)	UNIDENTIFIED
1078	25	Gambell, St. Lawarence Island, Alaska	Military (RADAR)	AIRCRAFT
1079	26	Ft Stockton, Pecos, Texas	Military (RADAR) (SCOPE PHOTOS)	AIRCRAFT
1080	26	Arizona Area	Military (RADAR)	AIRCRAFT
1081	27	San Diego, California	[redacted]	AIRCRAFT
1082	29	Misawa AFB, Japan (CARDS MISSING)	Military	UNIDENTIFIED
1083	29	Belgian Congo (CARDS MISSING)	Multiple	INSUFFICIENT DATA
1084	29	Baltimore, Maryland	[redacted]	Other (HOAX)
1085	30	Japan, Korea Area (missing) (CARDS MISSING)	Military	INSUFFICIENT DATA
1086	31 or 1 Apr	Contra Costa, California	[redacted]	INSUFFICIENT DATA

ADDITIONAL REPORTED SIGHTINGS (NOT CASES)

	DATE	LOCATION	SOURCE	EVALUATION
1087	1952	Hasselbach, Saxsonia	News Clipping	
	15	Iran		
	30	Greenfield, Massachusetts	News Clipping	