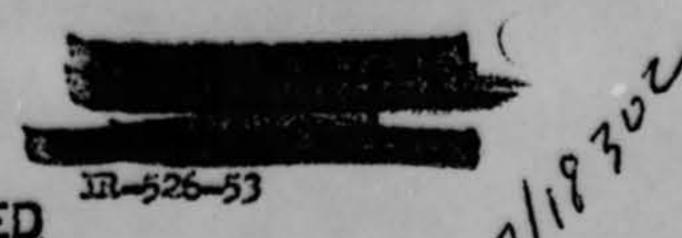
1. DATE : TIME GROUP 27 Nov 53 27/1830Z	2. LOCATION
S. SOURCE HILITARY	10. CONCLUSION ASTRO NOMICAL: METEOR
4. NUMBER OF OBJECTS ONE	
SEVEN SECONDS	11. BRIEF SUMMARY AND AMALYSIS Bluish light moving eastward at 500-600 mph. Climbed from
6. TYPE OF OBSERVATION	1000 to 5000 ft and disappeared.
7. COURSE east	
8. PHOTOS D Y XI No	
9. PHYSICAL EVIDENCE	

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

Multi



USA - MATS UNCLASSIFIED.

(Unclassified) UFOS Hear Keflavik Airport, Teeland

Iceland

Headquarters, Iceland Air Defense Force, Keflavik Airport, Iceland

30 Nov 53

27 Nov 53

B-2

CHARLES J. FUNLEY, Major, USAF

Filet and Co-Hilet of Udar C-47 Jun70

CIRVIS MGC 2720152 and CIRVIS EVA 281300Z

1. This report contains information on the UFOB sighted from a 2-47 sircraft by two USAF pilots near Koflavik Airport, Iceland 1830Z on 27 May 53.

2. Copies have been forwarded to the Commander Iceland Defense Force, ATIC, wright-Patterson AFR, Ohio, and the Air Attache, England.

APPROVED:

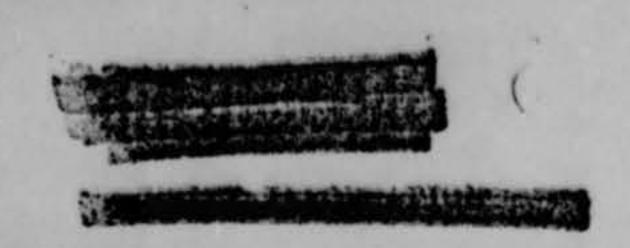
CRARLES J. FOREIX Major, USAF Intelligence Officer

ATIC & Copy

DECLASSIFIED AFTER 12 YEARS.

DOD DIR 5200.10





Headquarters, Iceland Air TR-526-53 Defense Force, Keflavik Airport, Teeland

2

2

- 1. Shortly after taking off from Reflavik Airport in USAF 0-47 :1070 on Local flight, Major Charles C. MACK, A0791319, Headquarters, Iceland Defense Force called Reflavik tower operator lat Lt. A. G. RISELE, 1971st tabs Equatron, and reported that he (Rajor Mack) had observed an unusual sighting at 271830%. The sighting was described as a bluish light, soving in an easterly direction, at an estimated speed of 500-600 mph. The light climbed from about 1,000 ft. to 5,000 ft. then disappeared.
- 2. At 0830 on 28 Nov 53, the preparing officer debriefed Hajor Hack who stated that just after he had taken off from Reflavik Airport, while in a climbing turn at approximately 1,000 ft. altitude, estimated air speed 130 mph, he noticed the flashing navigational lights of a 8-29 aircraft that had taken off from Reflavik at 1824%. The 8-29 was approximately 10 miles from Reflavik Airport on a Southwest heading.
- 3. At 18302, as he was completing his turn to pick up a heading of 90° from Esflavik, Major Mack observed a bluish light, oval shape, approximately 2 miles south of Meflavik Airport, at an estimated altitude of 1,500 ft. moving at aspect estimated 500-600 mph, on a heading paralleling his (east). The light continued moving in that direction, climbing at an angle of approximately 45° until it reached an altitude of approximately 5,000 ft. when it seemed to brighten or diffuse and disappear. Major Mack observed the light for approximately 7 seconds and believed that it was approximately 12 miles from his aircraft when it disappeared.
- 4. The sighting was confirmed by the co-pilot, daptain M. J. GYURITI, 1971st ARCS Equadron, this base. However, he had only observed it for a second or two and had nothing to add except that he had seen a bluish light moving in an easterly direction.
- 5. Major Fack has been flying for 12 years and has flown F-84 type jet alreraft. He alreraft. He stated that the light resembled the flame of a jet alreraft. He added, however, that he had never observed the flame of an airborne jet aircraft at night. Major Mack was convinced that the light was not a celestial body.
- 6. The local weather report at 2713302 was scattered clouds at 2,000 ft., broken clouds at 16,000 ft., visibility 15 miles, wind HNW 4 knots, altimeter setting 29.75. No weather balloons were released during the time Major Mack was airborne in the Keflavik area.
- 7. Records at 1400th Operations Squadron indicate that only the B-29 and 3-47 were airborne in this area during the time of sighting. Saykjavik control reported that no aircraft were being worked by that facility during the time of the sighting. The 55th Air Division reported that no jet aircraft were airborne, and further reported negative radar plots. No correlation of known flights were reported by other commands.

COMMENTS OF PREPARING OFFICER:

8. Lacking information which would tend to support Pajor Mack's opinion that the light may have been a jet flame, this officer evaluates the incident as a possible astronomical phensonenom.

