

1. DATE - TIME GROUP 27 Nov 53 27/1830Z	2. LOCATION KEFLAVIK AFB ICELAND
3. SOURCE MILITARY	10. CONCLUSION ASTRONOMICAL: METEOR
4. NUMBER OF OBJECTS ONE	
5. LENGTH OF OBSERVATION SEVEN SECONDS	11. BRIEF SUMMARY AND ANALYSIS Bluish light moving eastward at 500-600 mph. Climbed from 1000 to 5000 ft and disappeared.
6. TYPE OF OBSERVATION air visual	
7. COURSE east	
8. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input type="checkbox"/> No	

Multi

[REDACTED]

IR-526-53

← 27/1830Z

USA - MATS UNCLASSIFIED

(Unclassified) UFOB Near Keflavik Airport, Iceland

Iceland

Headquarters, Iceland Air Defense Force, Keflavik Airport, Iceland

30 Nov 53

27 Nov 53

B-2

CHARLES J. FOWLEY, Major, USAF

Pilot and Co-Pilot of USAF C-47 51670

CIRVIS WSC 272015Z and CIRVIS EVA 281300Z

1. This report contains information on the UFOB sighted from a C-47 aircraft by two USAF pilots near Keflavik Airport, Iceland 1830Z on 27 Nov 53.

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

APPROVED:

CHARLES J. FOWLEY
Major, USAF
Intelligence Officer

DOWNGRADED AT 8 YEAR INTERVAL
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DOD DIR 5200.10

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[REDACTED]

753-14048

Headquarters, Iceland Air IR-526-53
 Defense Force, Keflavik Airport,
 Iceland

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1. Shortly after taking off from Keflavik Airport in USAF C-47 #1070 on local flight, Major Charles C. MACK, A0791319, Headquarters, Iceland Defense Force called Keflavik Tower operator 1st Lt. A. G. BISSLE, 1971st AAGS Squadron, and reported that he (Major Mack) had observed an unusual sighting at 271830Z. The sighting was described as a bluish light, moving 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 Major Mack who stated that just after he had taken off from Keflavik 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 B-29 aircraft that had taken off from Keflavik at 1824Z. The B-29 was approximately 10 miles from Keflavik Airport on a southwest heading.

3. At 1830Z, as he was completing his turn to pick up a heading of 90° from Keflavik, Major Mack observed a bluish light, oval shape, approximately 2 miles south of Keflavik Airport, at an estimated altitude of 1,500 ft. moving at a speed 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, Captain E. J. GYURITS, 1971st AAGS Squadron, 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 Mack has been flying for 12 years and has flown F-84 type jet aircraft. He stated that the light resembled the flame of a jet aircraft. 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 271830Z was scattered clouds at 2,000 ft., broken clouds at 16,000 ft., visibility 15 miles, wind NNW 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 C-47 were airborne in this area during the time of sighting. Reykjavik control reported that no aircraft were being worked by that facility during the time of the sighting. The 65th 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 Major Mack's opinion that the light may have been a jet flame, this officer evaluates the incident as a possible astronomical phenomenon.

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