

1. DATE - TIME GROUP 25 Mar 53 25/2123Z	2. LOCATION Rabat, French Morocco
3. SOURCE Air Crew Members Radar Pers	10. CONCLUSION 1. A/C 2. Gd Light 1. Obj meets description of a/c. Confirmed by preparing officer, a French C-54 landed at Nauasseur AFB at 2120 hrs. 2. Obj on ground and stationary for 15-20 min assumed to be ground light.
4. NUMBER OF OBJECTS XXX one	
5. LENGTH OF OBSERVATION 1. 5 min 2. 15-20 min	11. BRIEF SUMMARY AND ANALYSIS White obj was sighted making a traffic pattern while an a/c was making final approach for a landing. Obj passed C-47 at an alt of 2000' at approx 400 mph. Obj was also observed on radar. Light on ground circled for 15-20 min. @ 3 A/c in area, 4 blips on radar.
6. TYPE OF OBSERVATION Gd & Air Visual Gd Radar	
7. COURSE varied	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☐ No	

COORDINATION

INSERT
ORIG. CODE AND
FULL SIGNATUREM.D. Hatch
ATIAE-5

1 Apr 53

R.M. Olson

ATIAE-5

ATIAE-5

2 Apr 53

ATIAE-5

2 Apr 53

Multiple

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MGF/Jos/65365

In reply refer to UNCLASSIFIEDS/2123
AFDIN-ATIAE-5

2 APR 1953

SUBJECT: (UNCL) Electronic Sighting of Unidentified Aerial Object

TO: Commanding General
5th Air Division
APO 118, c/o PM
New York, New York

1. Your message reporting a combined visual and radar sighting of an unidentified aerial object on 25 Mar 53 at 21235 near Bouasseur Air Base (33°22'N-07°35'W) has been received by the Air Technical Intelligence Center. It will be appreciated if you will give us the correlation between the radar and visual contacts.

2. The Air Technical Intelligence Center is attempting to gather all the facts surrounding the incident and, therefore, is inclosing an Electronics Data Sheet to be filled out by the radar personnel involved.

3. This information will be used to attempt an evaluation of the unidentified aerial object. We will appreciate your action in completing the inclosed questionnaire and forwarding it to this Center at your earliest convenience.

FOR THE COMMANDING GENERAL

2 Incls

1. Elec Data Sheet
2. Return Env

ROBERT C. BROWN
Major, USAF
Air Adj. Gen.

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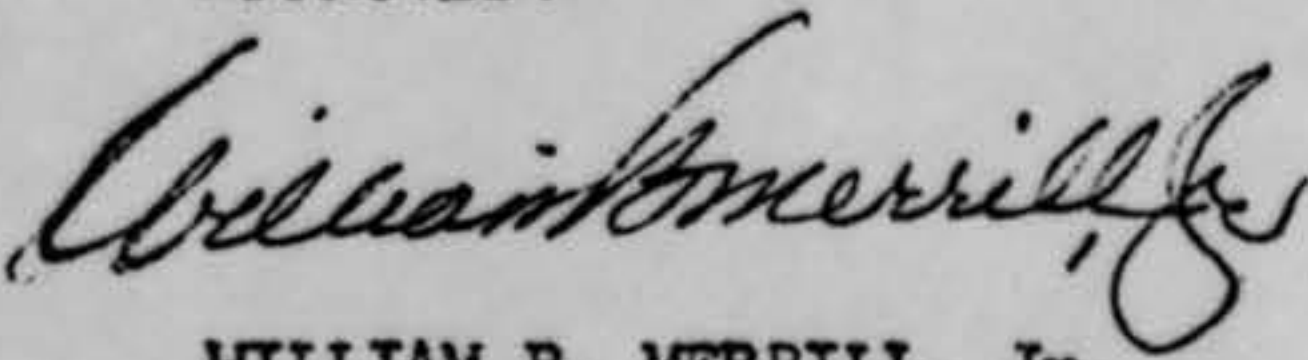
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SECURITY INFORMATION

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COUNTRY	French Morocco	REPORT NO.	28-53	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT				
SUBJECT	FLYOB RPT, Nouasseur Air Base, French Morocco			
AREA REPORTED ON	Nouasseur Air Base, French Morocco	FROM (Type in)	Directorate of Intelligence Headquarters 5th Air Division	
DATE OF REPORT	20 April 1953	DATE OF INFORMATION	25 March 1953	EVALUATION
PREPARED BY (Type in)	Glenn D. Adams, 1st Lt, USAF	SOURCE	Port Lyautey Naval Station Radar Site	
REFERENCES (Control number, directive, previous report, etc., as applicable)	TMX, DIOC 01698, 26 March 1953; Headquarters 5th Air Division IR 23-53, 1 April 1953			
SUMMARY: (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112-Part II.)				
1. An unidentified flying object was sighted at Nouasseur Air Base, 33°22'N 07°35'W, 25 March 1953 at 2123 hours, by the crew of a C-47 on a routine training flight. The air crew of the above aircraft was interviewed and an investigation was conducted at Nouasseur Air Base by the Preparing Officer. 2. Reference letter, Air Technical Intelligence Center, Wright-Patterson Air Force Base, Ohio, AFOIN-ATIAE-5, 2 April 1953, requesting specific electronics data on ground radar, further investigation reveals that the only radar site that observed an unidentified target was the Port Lyautey Naval Station, (34°18'N 06°36'W), from 2200Z to 2355Z, 25 March 1953. The following report is based on ATIC Form 332, Electronics Data Sheet (Ground Radar).				
APPROVED:				
				
WILLIAM B. MERRILL, Jr. Lt Colonel, USAF Director of Intelligence				
1 INCL. Target Track				
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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Directorate of Intelligence Headquarters 5th Air Division	28-53	2	5	

**ELECTRONICS DATA SHEET
(GROUND RADAR)**

- Station observing target: Port Lyautey Naval Station, FPO 214, c/o U. S. Navy, ASR Site.
- Date of report: 25 March 1953.
- Date target observed: 25 March 1953, 2200Z to 2355Z.
- Exact location of station (coordinates): 34°18'N 060°36'W.
- Observers:

Name	Rank	Duty	No. of Years Exp. in Radar
Krzympiec, Joe G.	RDSN	Watch Stand-Radar	5 yrs
Waltenburg, Charles G.	ET3	ASR Technician	3 yrs
- Was a visual sighting made by any personnel of the station? No.
- Have you heard of anyone not at the radar station making a visual sighting at approximately the same time the radar contact was made? Yes.

COMMENT: Navy 214 Air Control Tower reported AF aircraft (C-47) had visual sight of target in the area of Nouasseur Air Base.
- Radar scope photos: Negative.
- Track data: Negative.
- Were aircraft scrambled to intercept the target? Negative.
- Were any nearby radar installations queried whether they had observed the same target or track? Yes.

If so, which stations? 549th AC&W Group, Site 11, with negative results.
- Was the target observed on search radar? Yes.

Nomenclature of equipment: Mobile SPIM (Navy).
- Was the target observed on height finding radar? Yes.

Nomenclature of equipment: Mobile SPIM (Navy).
- Have there been any recent maintenance difficulties? Yes.

COMMENT: 6SG7 was replaced in the receiver 12 days prior to this sighting.
- What type modulator is used in the radar equipment? Line type, wave guide.
- Was the AFC circuit operating Properly? Yes.

COMMENT: AFC was on during this operation and appeared to be in excellent condition.

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Directorate of Intelligence Headquarters 5th Air Division	REPORT NO. 28-53	PAGE 3 OF 5 PAGES
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17. Has interference from another radar set been observed recently? Yes.
COMMENT: "Jack rabbits" on "A" and PPI scope from OCA and TFS1B at ASR site.

18. Are personnel familiar with the effects caused by an interfering signal? Yes.
COMMENT: Past experience includes ship radars in convoys and also ship to shore.

19. Are personnel familiar with the effects of anomalous propagation as they pertain to this type of radar? Yes.

20. Has anomalous propagation been observed to extend the range of the ground clutter of this radar at this site? Yes.
COMMENT: Equipment is supplied with a sea return and ground return depression switch.

21. Was anomalous propagation extending the range of the ground clutter at the time the target was observed? No.
COMMENT: The range and altitude of target did not permit use of depressor.

22. How did the target appear in size and shape as compared to conventional aircraft targets? The size of the blob on PPI scope was the same but appeared much stronger and fluctuated more rapidly. On the "A" scope, it was very strong.

23. Performance of target:

a. Remained consistent in size: Yes	Changed size rapidly: No
b. Speed was constant: No	Speed was variable: Yes
c. Followed consistent track: No	Appeared, disappeared, then reappeared in new location: Yes
d. Fuzzy compared to aircraft target: No	Sharp compared to known aircraft target: Yes
e. Same as aircraft target: Yes	

24. Were other targets (known) observed in the same general area, at approximately the same time and at the same altitude as the unusual target? Yes.
COMMENT: Report was given to the site that a USAF C-47 had spotted and pursued an unusual target. The C-47 and the unusual target were at approximately the same altitude but greater range for about three minutes.

25. What type indicators were used to follow the target? "A" and PPI scopes.
Describe the signal: On "A" scope, it was strength No. 6 (Navy - very strong); on PPI, same as aircraft (jet size).

26. What was the radar scan rate? 6 RPM.

27. What was the frequency of the transmitter? 2800 mc

1
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AIR INTELLIGENCE INFORMATION REPORT

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28. Did any of the observers have any opinions as to the nature of the target? Yes.

Kraympiec, Joe G. - Fast Jet
Waltenburg, Charles G. - Conventional Plane

29. Additional comments of the observers:

The following information was derived from a report written about the unknown target sighted on radar, 25 March 1953:

"As the target approached land, a great deal of radio interference was observed on the PPI and "A" scopes. From past experience, this was not due to weather conditions or normal radio interference. Its appearance suggested jamming. Each time the target faded, this interference became heavy and covered about 5 degrees from 10 to 25 miles and from 0 to 10,000 in altitude. When the target appeared again, the interference faded. The fact that the target changed altitudes quickly caused me to believe it was a jet plane."

The following was extracted from the ASR Site log, Port Lyautay Naval Station, 25 March 1953:

Time	Bearing	Range	Remarks
2200	240	60 mi.	Unidentified..15,000 feet
2205			Target faded.
2210	245	10 mi.	Unidentified, 0 altitude.
2215			Target faded.
2225	286	60 mi.	Aircraft, 5,000 ft..closing.
2231	266	56 mi.	Aircraft, 9,000 ft..closing.
2237	248	58 mi.	Aircraft, 8,000 ft..opening.
2255			Aircraft faded.
2304	235 to 230	10 to 25 mi.	Radio interference, 0 to 10,000 ft.
2310			Interference faded.
2330	255	38 mi.	Aircraft, 9,000 ft..closing.
2335	260	34 mi.	Aircraft, 9,500 ft.
2337	270	30 mi.	Aircraft, 9,000 ft..closing.
2340	280	27 mi.	Aircraft, 9,000 ft.
2344			Aircraft faded.
2347	335	28 mi.	Aircraft, 11,000 ft..opening.
2350	345	33 mi.	Aircraft, 11,000 ft.
2352	333	42 mi.	Aircraft, 13,000 ft..closing.
2355			Aircraft faded. Secured Radar upon notification from Port Lyautay Control Tower.

COMMENTS of the Preparing Officer:

1. This report was checked out with all AC&W sites in the area with negative results. A complete coverage was not made since the Naval Station at Port Lyautay did not come into operation until 2200 hours and the first visual sighting was made at Nouasseur at approximately 2123 hours.

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AIR INTELLIGENCE INFORMATION REPORT

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2. It would appear significant that the light disappeared at approximately 2215 hours, and according to the radar log maintained at the Port Lyautey Naval Station, the unidentified target being tracked faded at 2215 hours.

3. During the tracking of the unidentified object by the Port Lyautey Naval Station and upon transferring the available data to a WAC, the object was at no time over the area indicated in the previous report. It is estimated that the object sighted by radar was from 10 to 60 miles out from the land area where the ASR site is located.

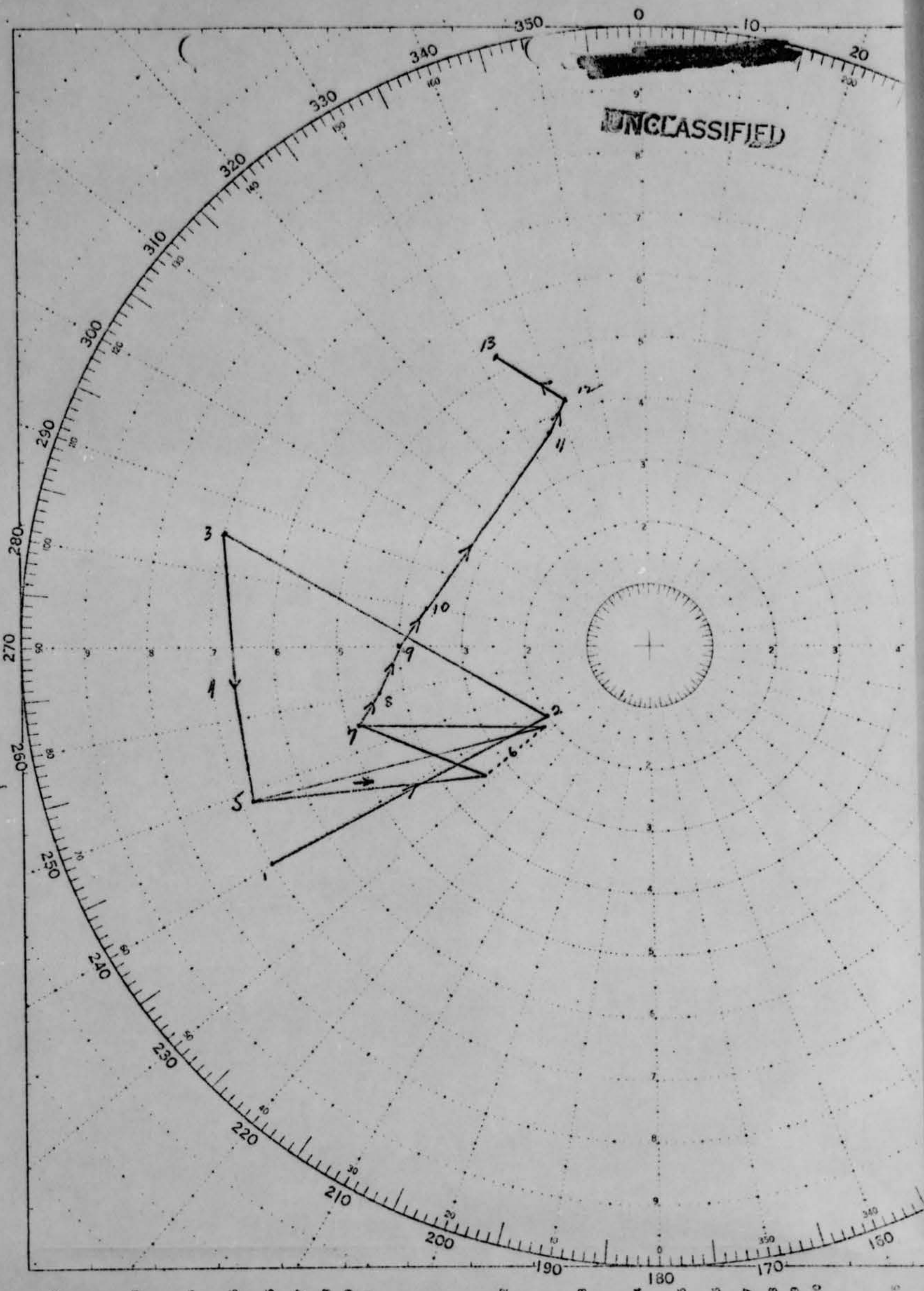
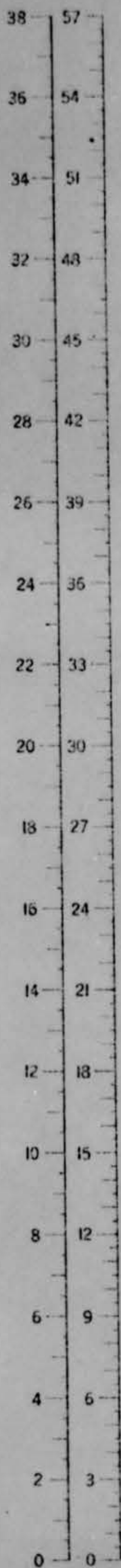
Glenn D. Adams

GLENN D. ADAMS
1st Lt, USAF
Preparing Officer

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SCALES
2:1 3:1



LOGARITHMIC SCALE

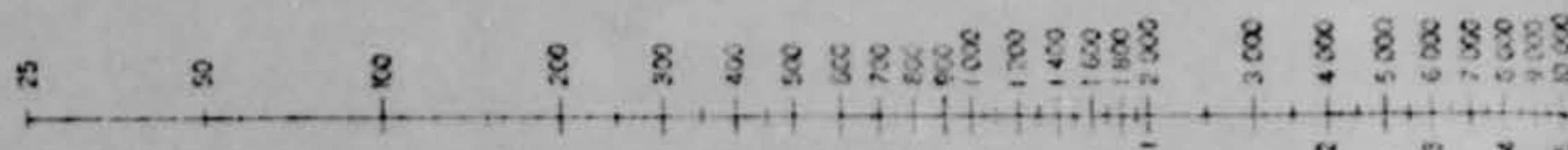
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Given any two corresponding quantities, solve for third by laying rule through points on proper scales and read intersection on third scale.

MANEUVERING BOARD

Price 75 cents (per pad of 50)



Washington, D.C., published May, 1920, at Hydrographic Office,
under the authority of the SECRETARY OF THE NAVY

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SCALES
4:1 5:1



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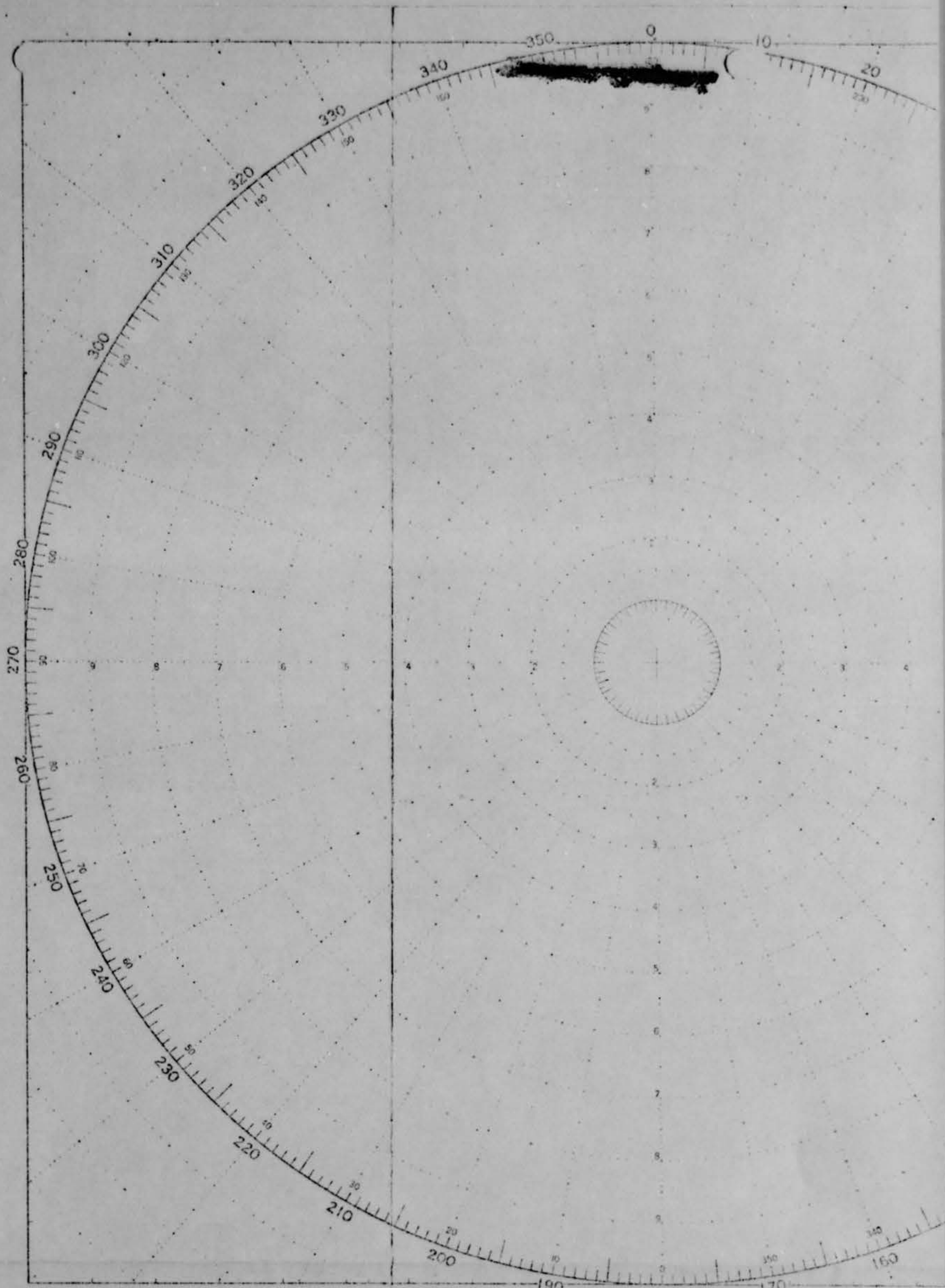
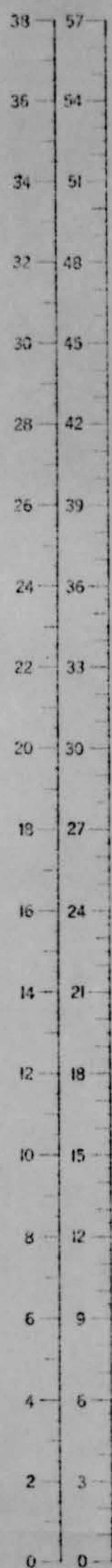
TIME in minutes

DISTANCE in yards
Relative or actual
DISTANCE in miles

Encl 1

SPEED in knots
Relative or actual

SCALES
2:1 3:1



LOGARITHMIC SCALE



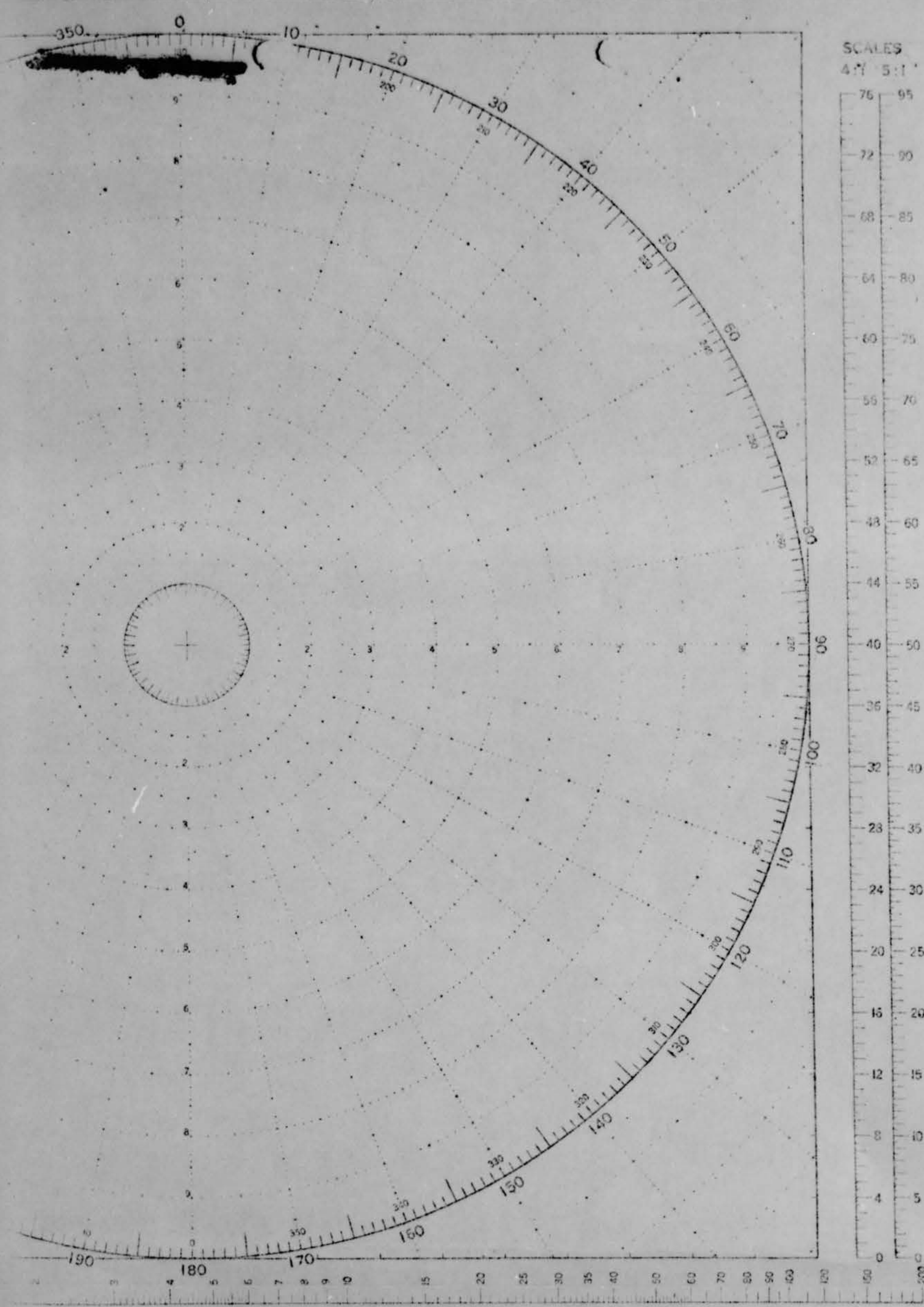
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SCALES
4:1 5:1

TIME in minutes

DISTANCE in yards
Relative or actual
DISTANCE in miles

SPEED in knots
Relative or actual

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AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency) Directorate of Intelligence Headquarters 5th Air Division	REPORT NO. 23-53	PAGE 8 OF 8 PAGES
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COMMENTS of the Preparing Officer:

1. The following personnel made the observations of the unidentified flying object and their identification and flying experience are listed below:

Lt Colonel Gilmer E. Walker, Jr., AO 396494 (Senior Pilot) 8 years flying experience (2,625 hours)

Major Norman I. Radin, AO 802884 (Senior Pilot), 10 years flying experience (2,344 hours)

1st Lt Leo C. Fletcher, AO 683985 (Pilot), 8 years flying experience (2,634 hours)

2. In reference to the statement made by Lt Colonel Gilmer E. Walker, Jr., concerning the fact that GCA could only identify three of the four objects picked up on the GCA, it was later confirmed by the Preparing Officer that the unidentified object was a French commercial aircraft (C-54) which landed at Nouasseur Air Base at 2120 hours.

3. Upon interrogation of the ground party, no further information was available and the Airdrome Officer conducted aerial reconnaissance over the area where the object was last reported with negative results.

4. The Daily Report of the Controller of the Tower at Nouasseur Air Base was inspected by the Preparing Officer with no further information available.

5. A sketch was prepared by Lt Colonel Gilmer E. Walker, Jr. and is reproduced herewith as further details of approximately 45 minutes of personal observation.

Glenn D. Adams
GLENN D. ADAMS
1st Lt, USAF
Preparing Officer

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THE OHIO STATE UNIVERSITY

HOWARD L. BEVIS, President

COLUMBUS 10

EMERSON McMILLIN OBSERVATORY

19 May 53

1st Lt. Robert Olsson
Wright-Patterson AFB.

Dear Lt. Olsson;

This is a belated report on the last batch which I received at the end of April.

Just as soon as our plans for employing Miss Gluck officially go through, I shall be able to send you a sheet with comments on each individual case, so that you will have my comments on each folder. The letter method ~~is~~ has obvious drawbacks. But until that time comes and she can handle my typing and completion of forms, I had better stick to this letter method.

In this latest batch we have only 4 really interesting cases. I might mention a 5th, 28 March 53, Scott AFB, which is the 1st report I've seen of an honest to goodness mirage. 6 Cases have only one observer and I'm following my usual rule of discounting those.

8 April was a meteor.

The Great Falls 3 April case was Venus if reported time~~s~~ was in error.

28 March Albrook AFB was pr/obably Venus.

31 March Honshu, and 30 March Lyle, Wash., are puzzling but could possibly have been balloons.

~~The 8 April~~ Greenland case was an obvious meteor.

This brings us to the interesting cases:

25 March San Antonio could hardly have been a mirage and I'm surprised there was no radar pickup. Was there any aircraft like helicopters that might explain this. Anything more come in on this one? Don't think this is good enough for a pinch-bottle but it should be listed as Nocturnal meandering light.

29 March Spooner, Wisc: Duration times needs checking here. Hard to believe that object could have done all that in 15 seconds. An interesting case and one of the regular questionnaires should be sent to Mr. Gillette.

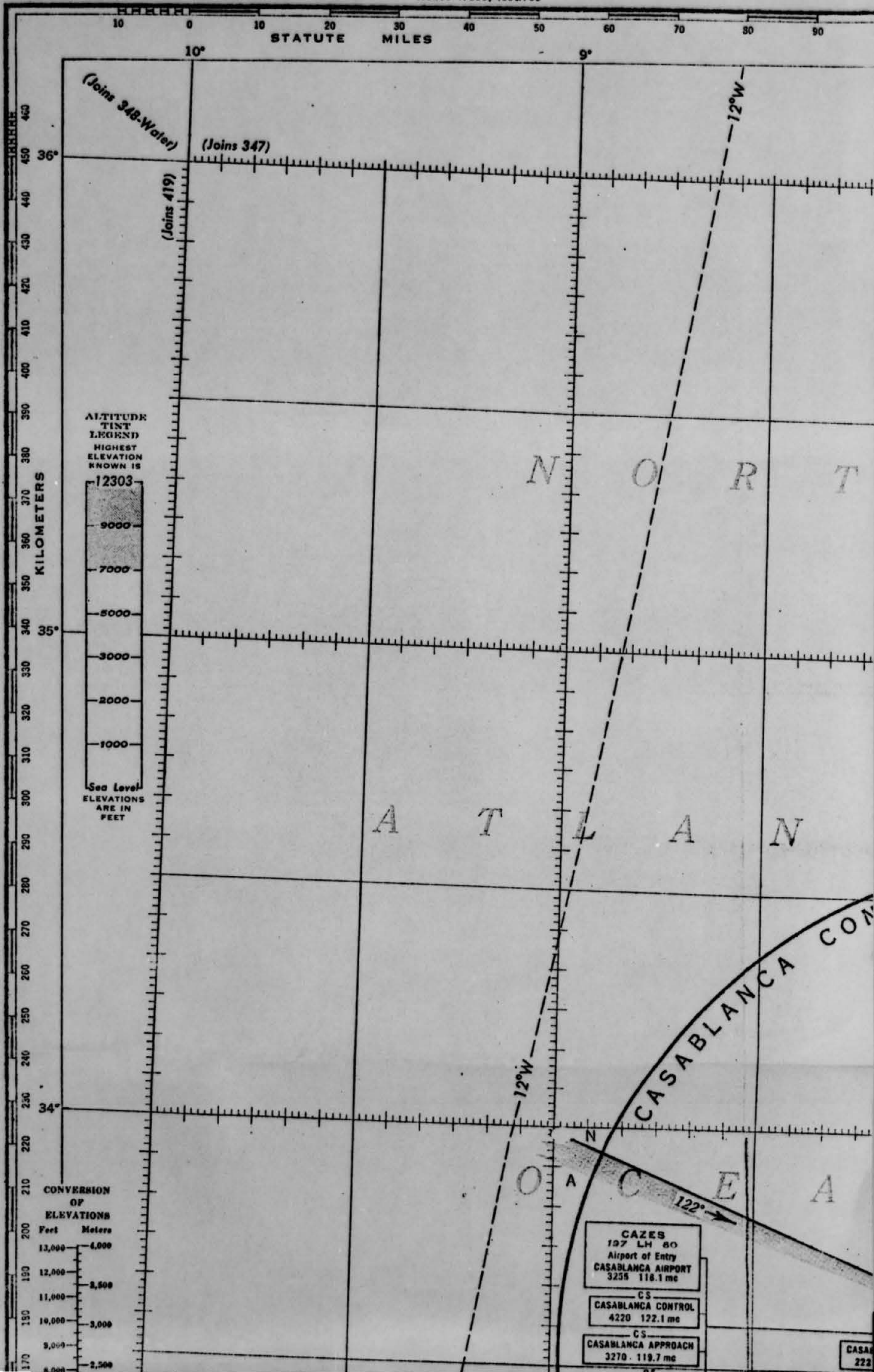
Next is the 12 April Stead AFB. I think this is the most interesting case of the batch, and I hope you receive more dope on it. Questionnaires should be sent. I'd like to see Menzel explain this one! Is there any possibility that these could have been aircraft? Apparently ducks have been eliminated.

As for the 26 March, Equasseur AFB although NML, the data are contradictory and insufficient. Perhaps this was a helicopter? We ought to have much more information on this one. Has this been received?

Sincerely,
Allen Hyatt

(420) GRAND ATLAS

N 3200-W 300/400 x 700





WORLD AERONAUTICAL CHART

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STATUTE MILES

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(Joins 347)
36°

35°

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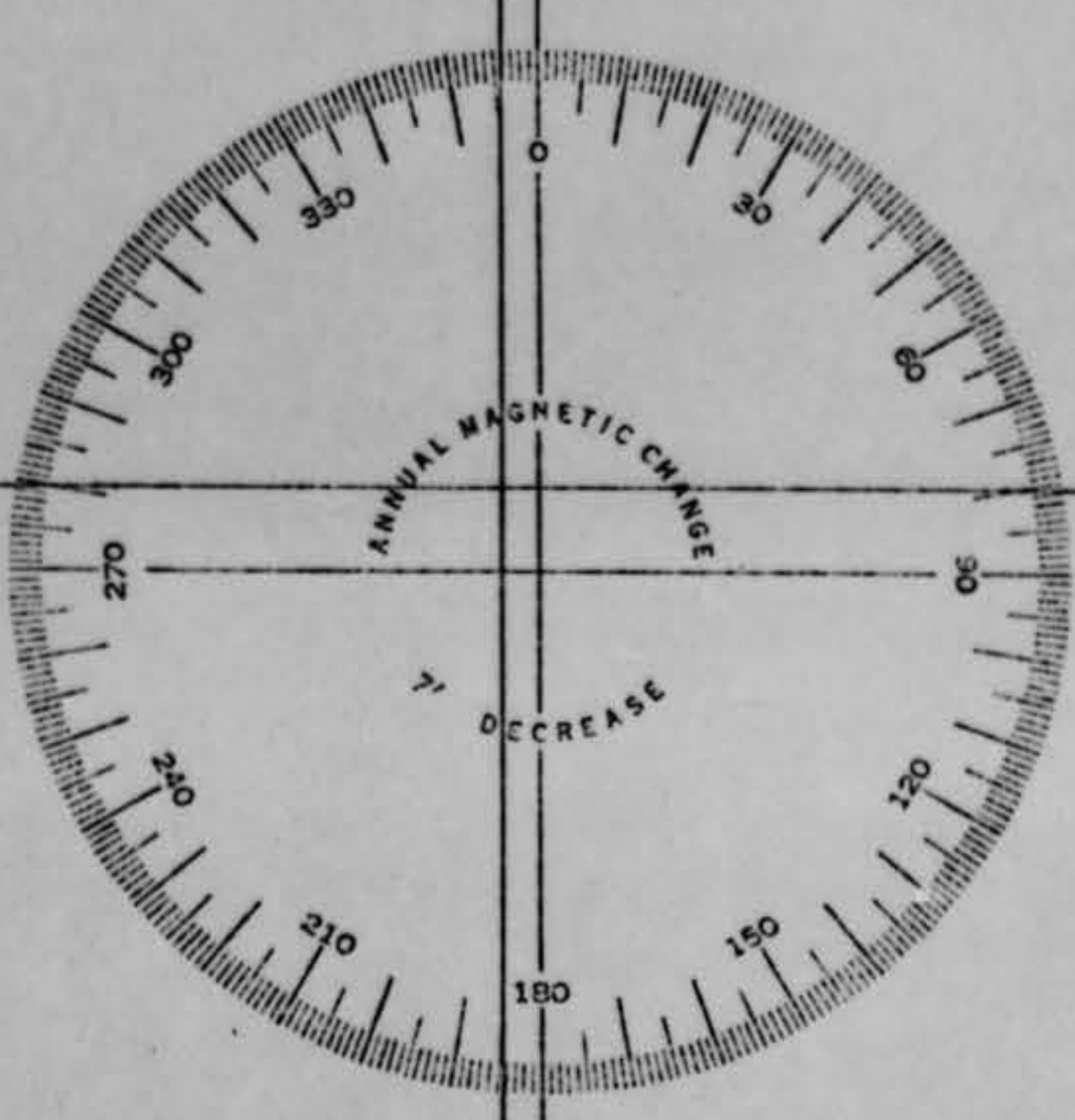
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10°

9°

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PORT LYAUTEY
16 LH 61
GCA
PORT LYAUTEY AIRPORT
3255 118.1 mc

CS
PORT LYAUTEY APPROACH
6440 116.1 mc

RBN
PORT LYAUTEY
414 NHY

RBN
SALE
383 KI

SALE
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SALE AIRPORT
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PORT LYAUTEY RANGE
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SALE RANGE
383 KI

RBN
CASABLANCA
408 CNO

CASABLANCA RADIO
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Saint Hubert

MEDICINA
620 57

Gp Fl 15 sec 162
Cabo de Trafalgar
PROHIBITED AREA

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TANGIER
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Airport of Entry

CS-DF
TANGIER
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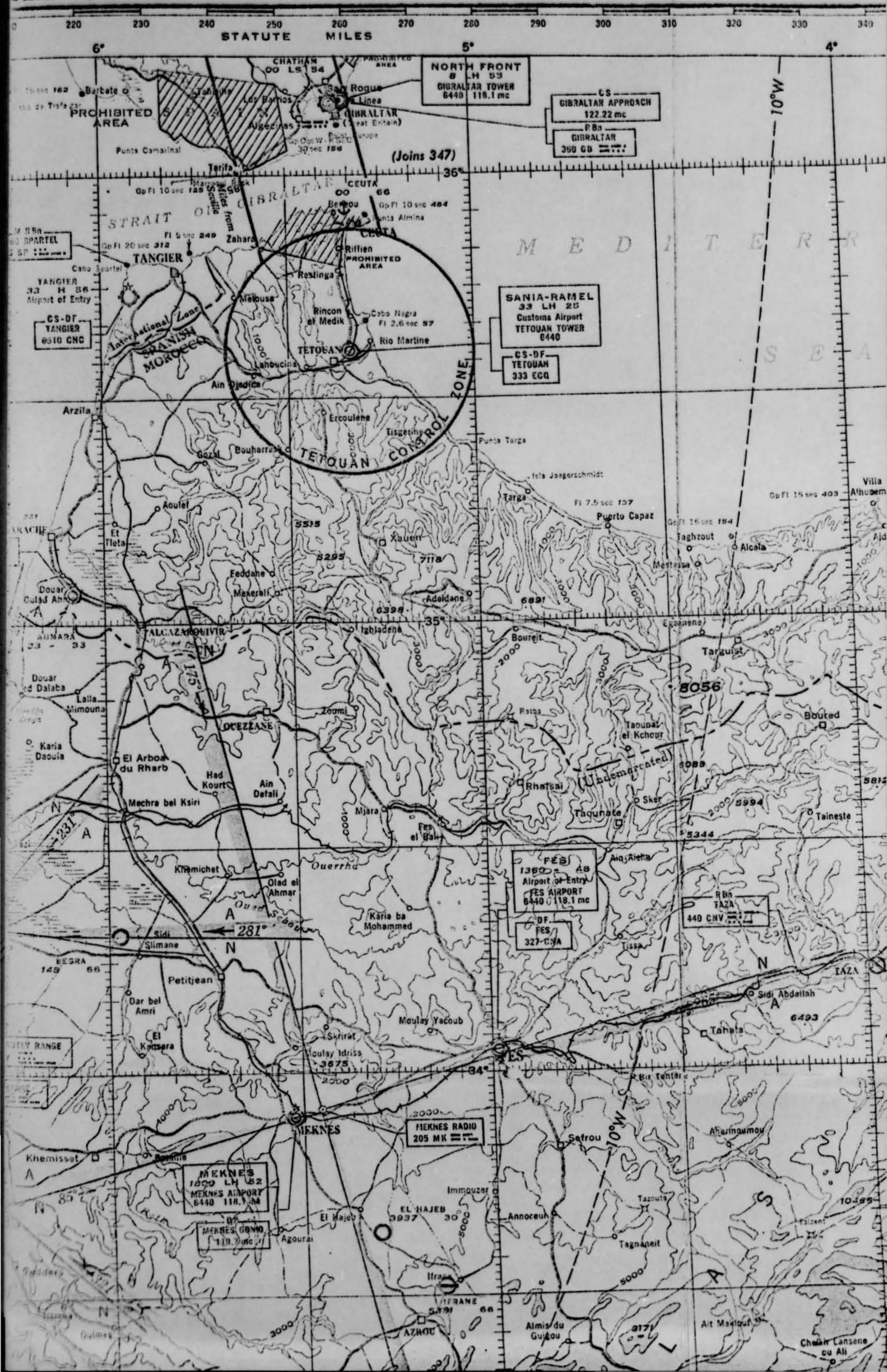
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Cabo de Trafalgar
PROHIBITED AREA

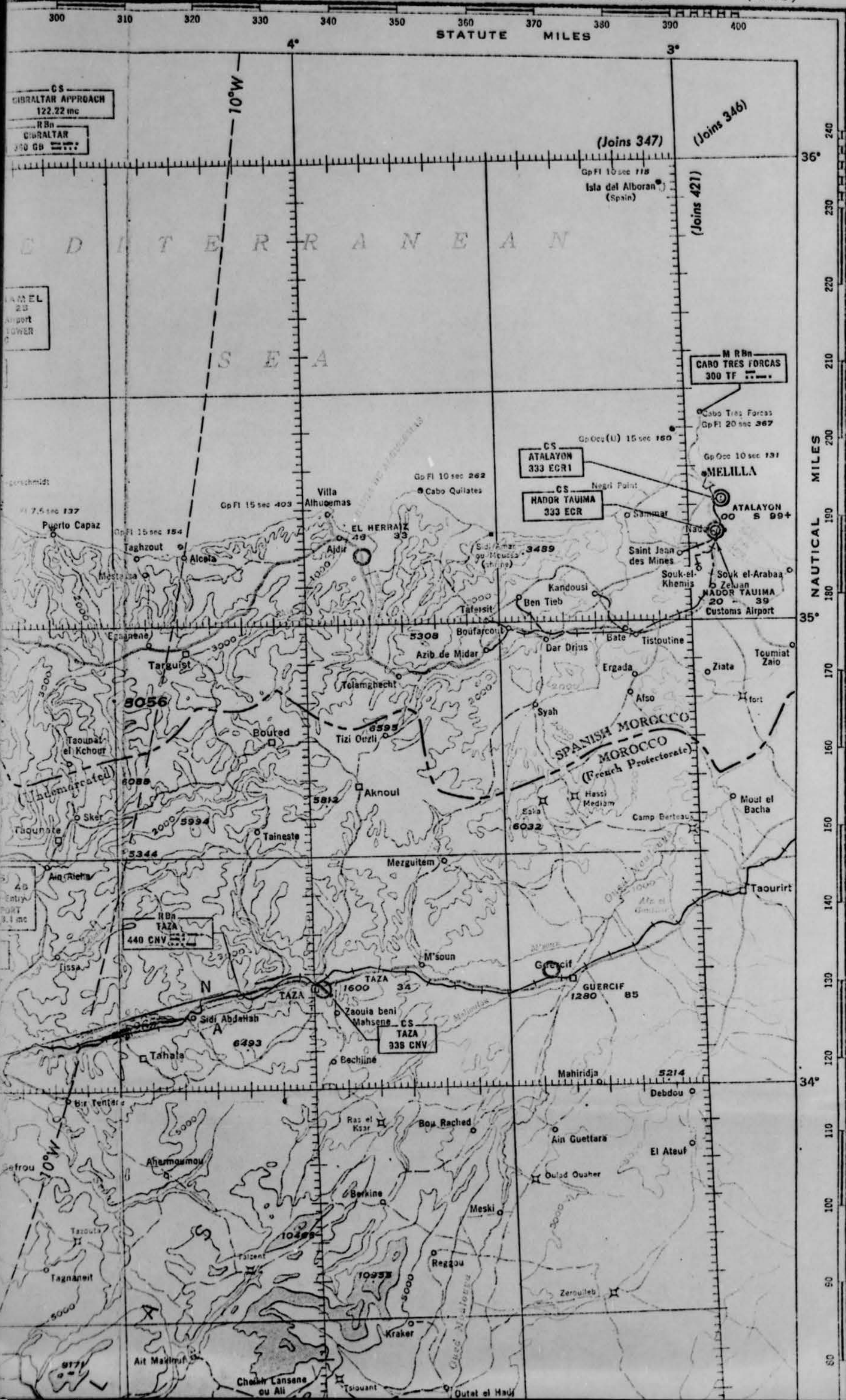
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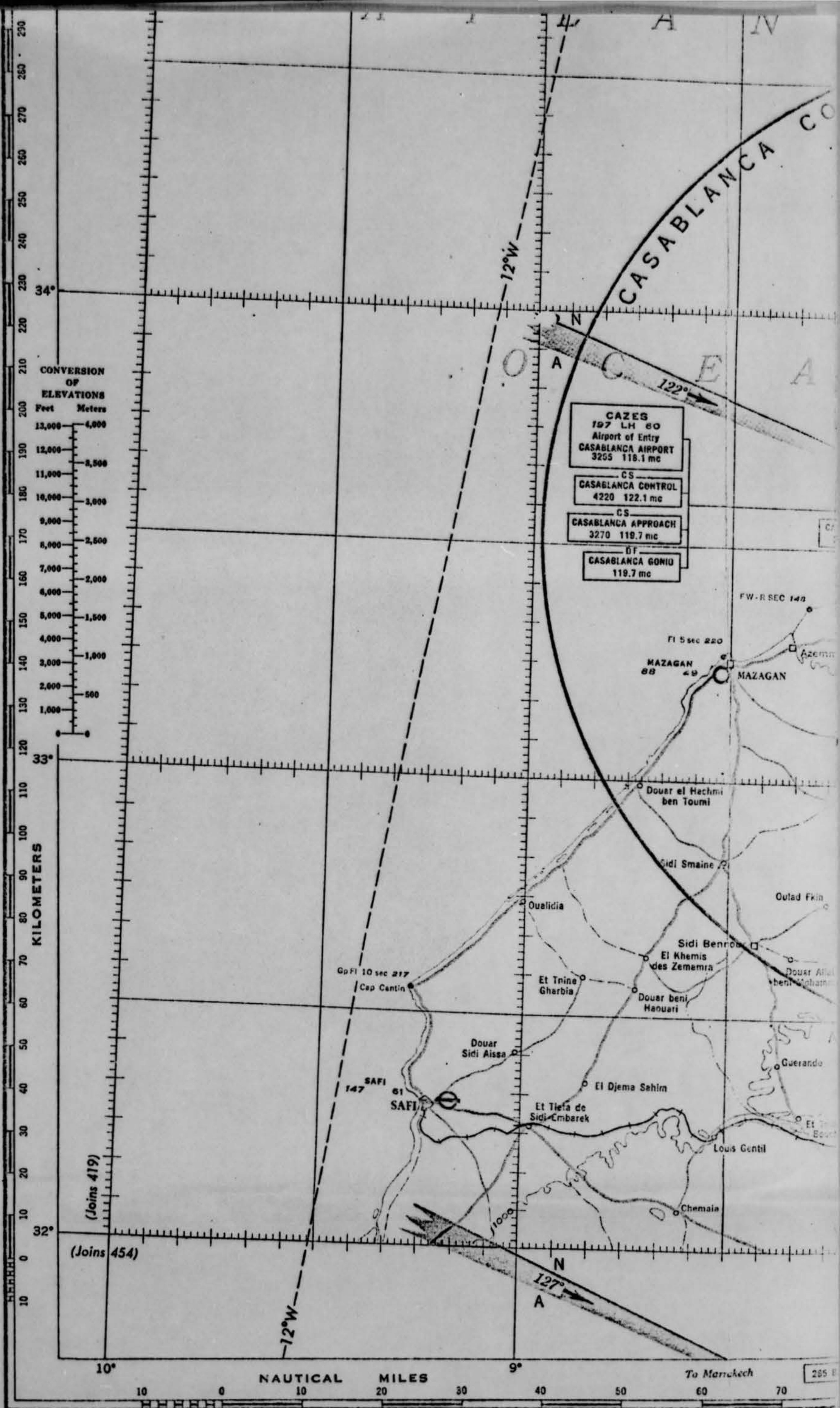
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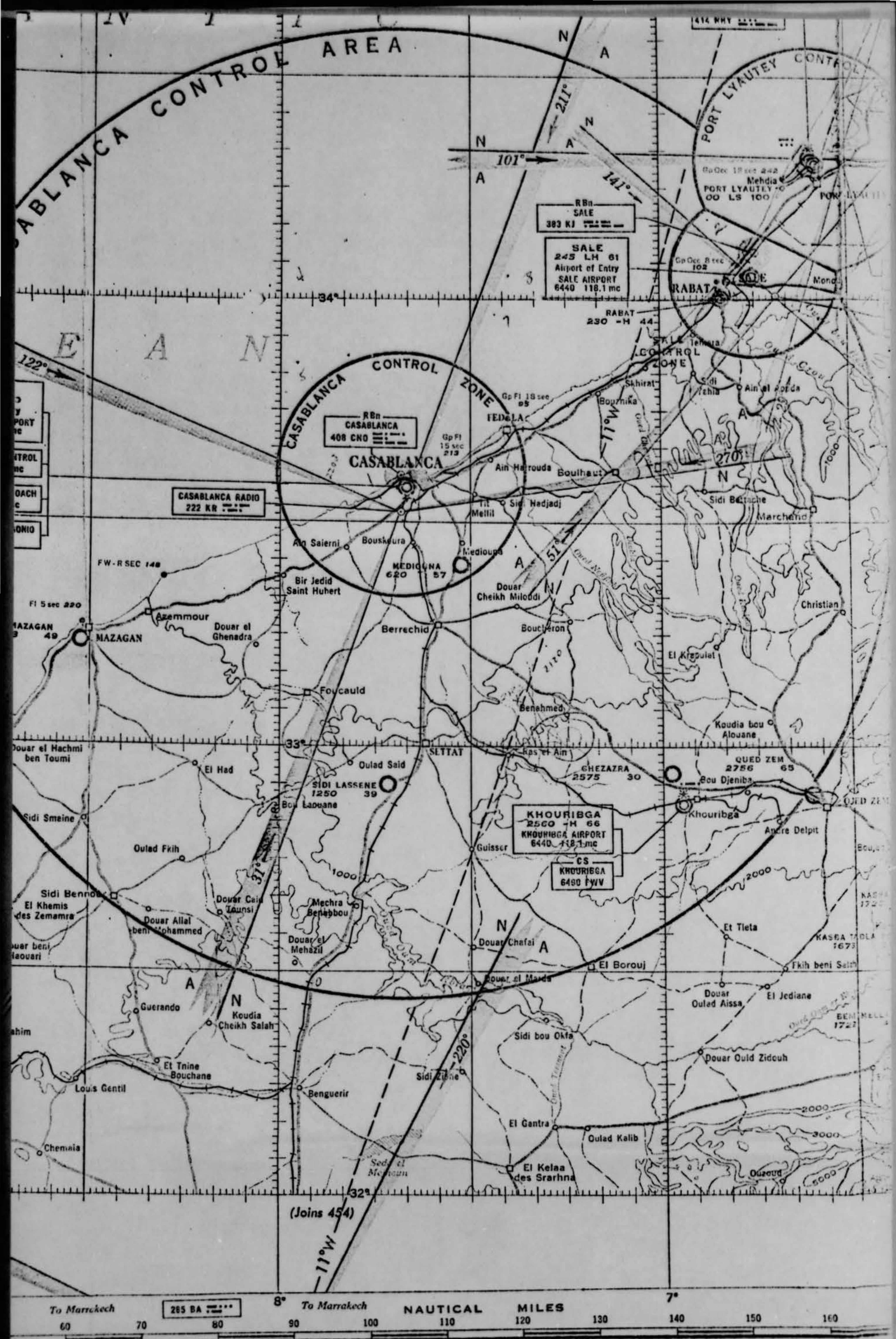




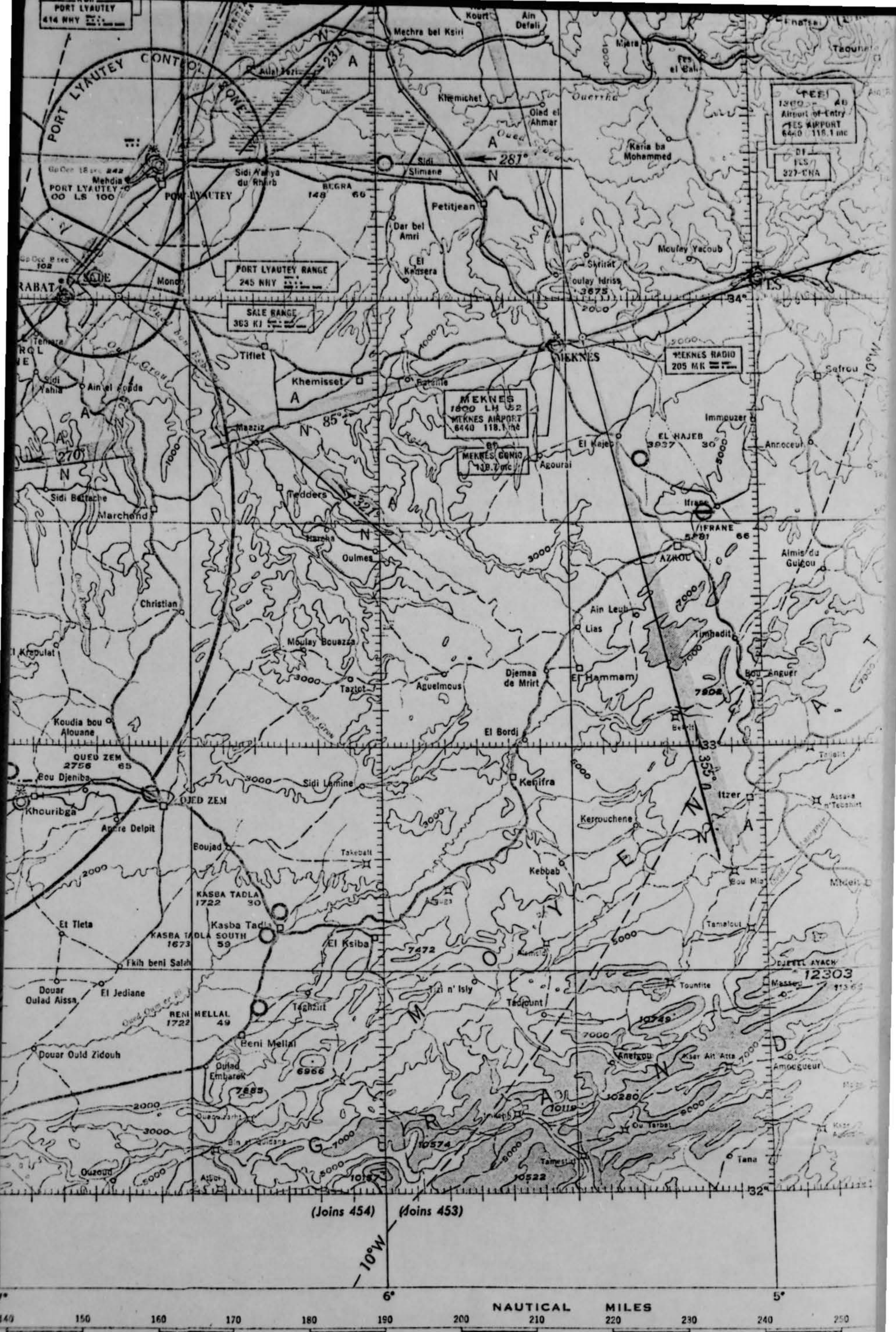
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NOVEMBER 1943 (C&GS) Revised SEPTEMBER 1946 (ACS) BASE NO. 2R

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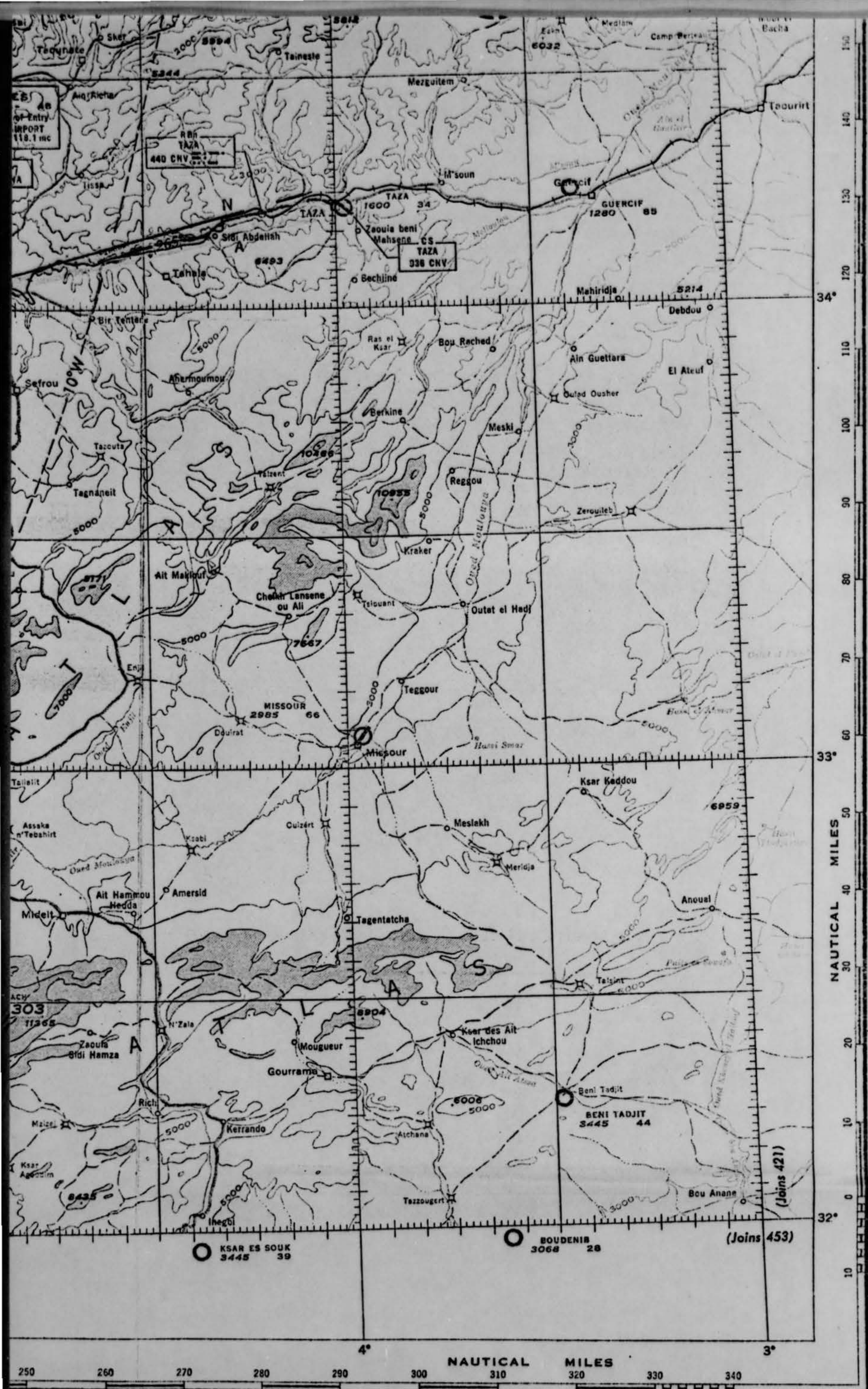
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This chart is prepared for use at night under white, ultra-violet, red, and amber lights.

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by AMS, 8-49, 341455
reprint by AGS, 10-49

N3200-W300/400x700
SCALE 1:1,000,000
7th EDITION
AIR INFO CURRENT OCT 1949

GRAND ATLAS (420)
FRENCH AND SPANISH MOROCCO-INTERNATIONAL ZONE

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(Ref: AAF Reg. 65-82)

1. Aeronautical charts, maps and publications distributed by the Aeronautical Chart Service are indexed or listed in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications."

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PAYMENT OF POSTAGE, \$300

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To:

Commanding Officer
Aeronautical Chart Service, USAF
Washington 25, D. C.

CORRECTION INSTRUCTIONS

1. Military users of this chart are urged to mark hereon any errors or omissions. Corrections of radio and airway information, drainage, cultural features (roads, canals, power lines, etc.) should be marked on the face of the chart or on an overlay of the area. In reporting elevation corrections, state method used by observer in making the determination.

2. Every effort is being made to furnish the user with accurate charts. The user will materially assist in this effort by:

- a. Marking correction on face of chart or under "Remarks", below.
- b. Folding chart along regular fold lines, but with back out.
- c. Making an extra fold along dotted line and stapling at points so marked.

3. Corrected chart may then be dropped in any U.S. mail box.

REMARKS: _____

AIRPORTS—
services, complete
cable passenger
ramp with hauli

SEAPLANE LAN



UNCLASSIFIED

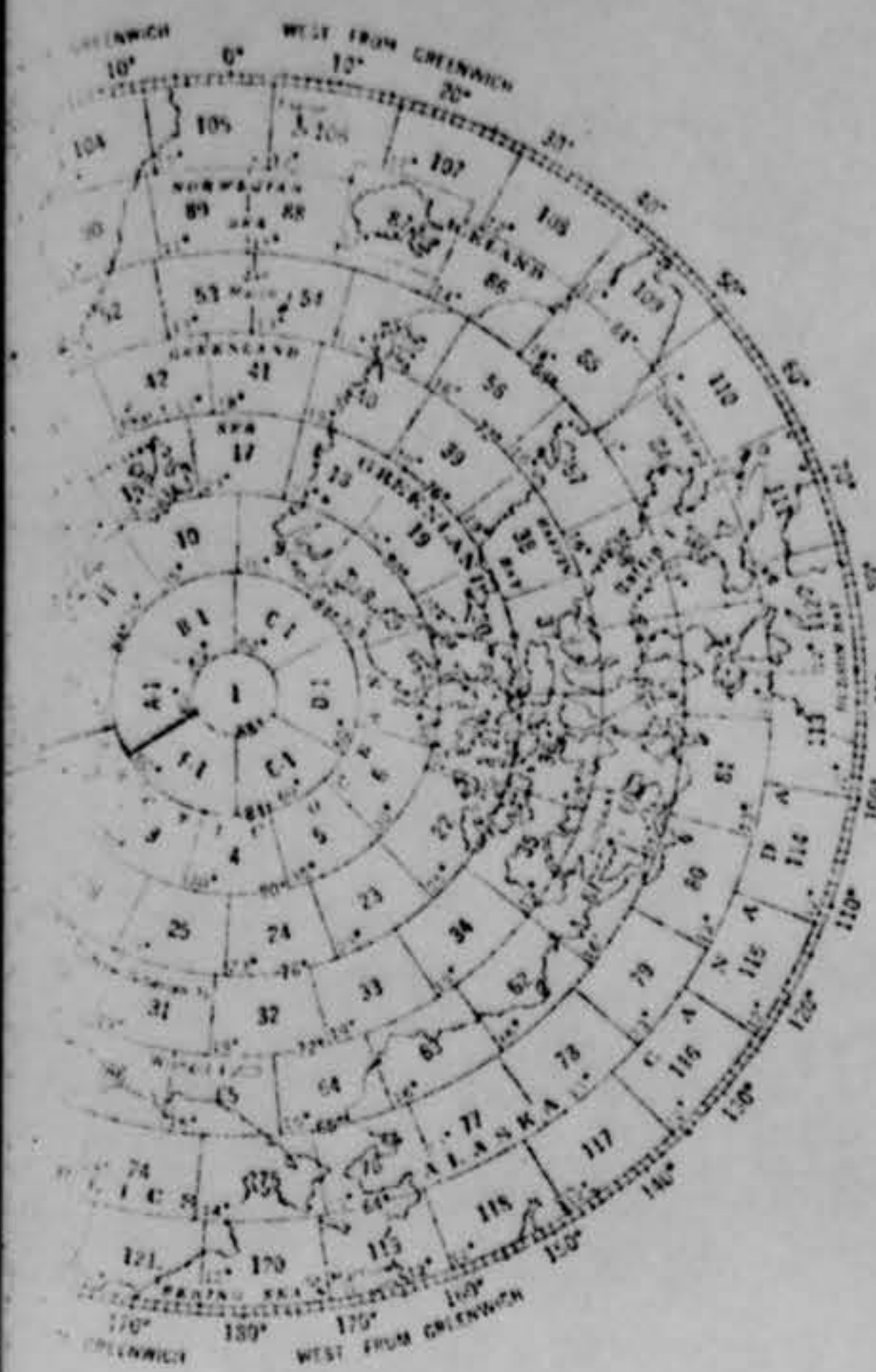
COUNTRY French Morocco	REPORT NO. 23-53	(LEAVE BLANK)
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT FLYOVERPT, Nouasseur Air Base, French Morocco		
AREA REPORTED ON Nouasseur Air Base, French Morocco	FROM (Agency) Directorate of Intelligence Headquarters 5th Air Division	
DATE OF REPORT 1 April 1953	DATE OF INFORMATION 25 March 1953	EVALUATION
PREPARED BY (Officer) Glenn D. Adams, 1st Lt, USAF	SOURCE Air Crew of C-47 Aircraft No. 9181	
REFERENCES (Control number, directive, previous report, etc., as applicable) TWX, DIOC 01698, 26 March 1953		
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.)		
1. An unidentified flying object was sighted at Nouasseur Air Base, 33°22'N 07°35'W, 25 March 1953 at 2123 hours, by the crew of a C-47 on a routine training flight. The air crew of the above aircraft was interviewed and an investigation was conducted at Nouasseur Air Base by the Preparing Officer. 2. The following is the verbatim report derived from the investigation, 27-30 March 1953.		
APPROVED: <i>William B. Merrill, Jr.</i> WILLIAM B. MERRILL, Jr. Lt Colonel, USAF Director of Intelligence		
INCL.		
DOWNGRADED AT 3 YEAR INTERVALS 6297 DECLASSIFIED AFTER 12 YEARS: DOD DIR 5200.19		
DISTRIBUTION BY ORIGINATOR		USAF
CGADC ENT AFB, Col		Naval Intel/FPO 214
CHF Air Tech Intel Cen, Wright Patterson AFB, Ohio		
CofS, USAF		
CG, SAC		

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.

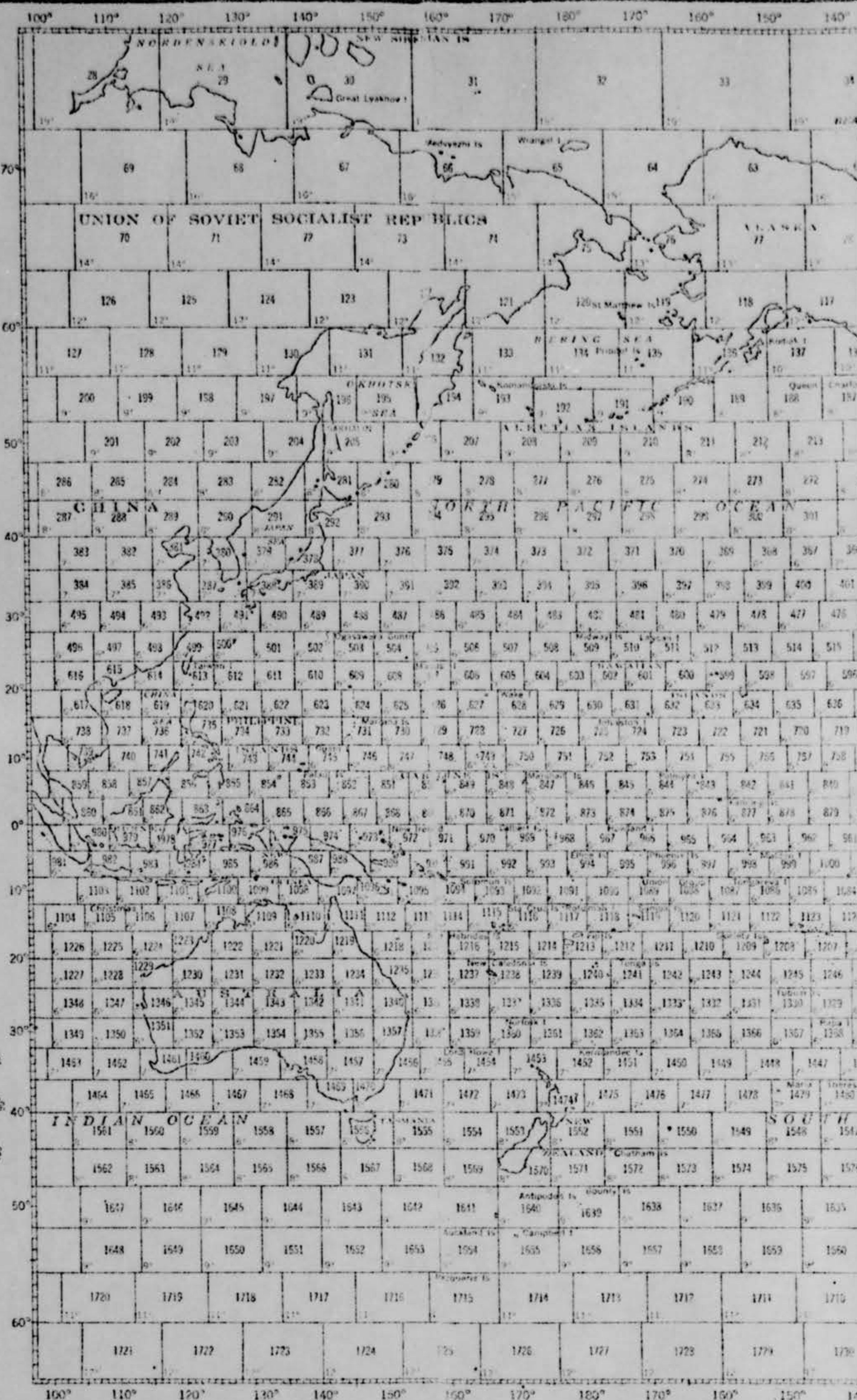
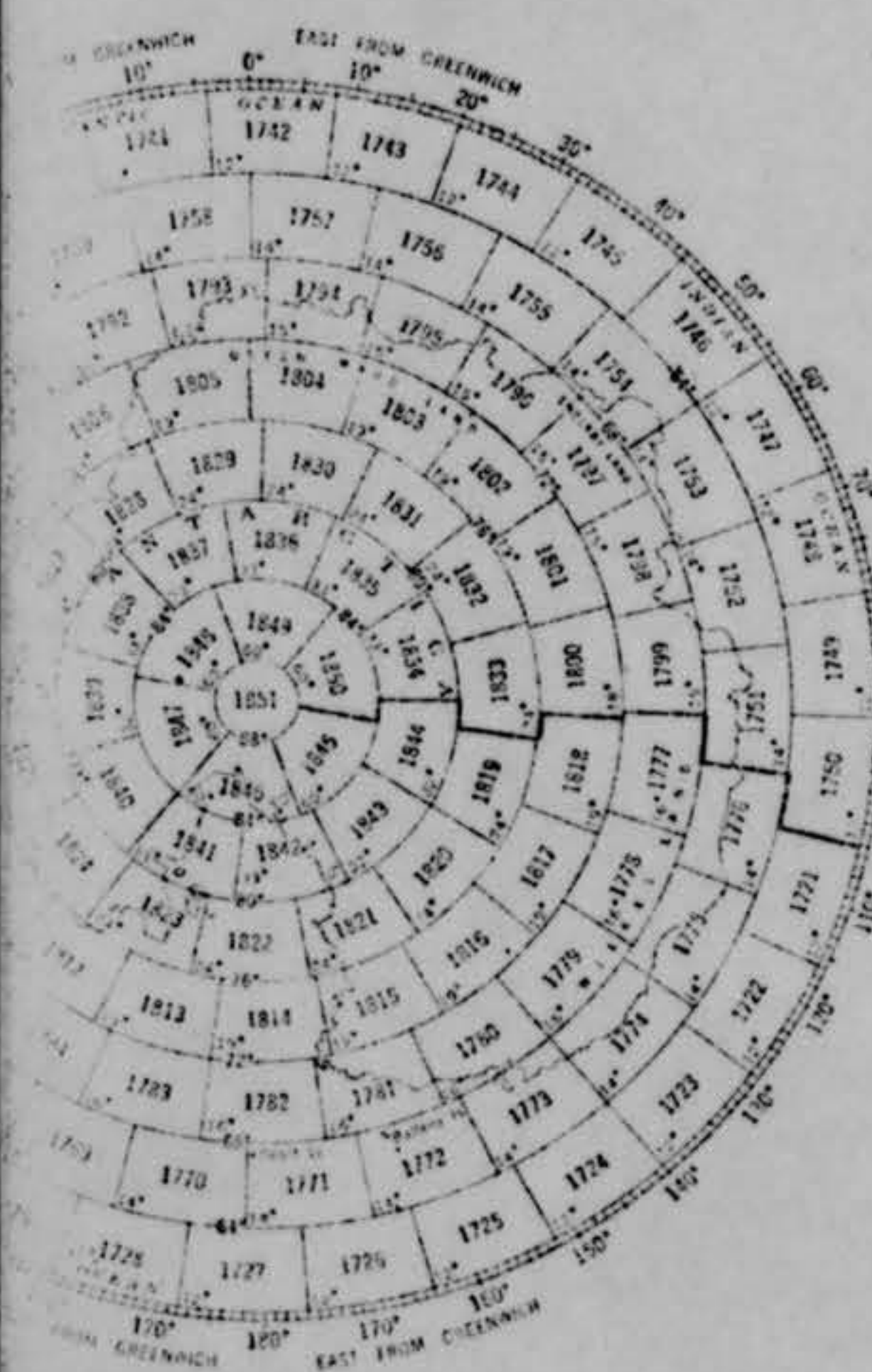
UNCLASSIFIED

ATC 114973

THE POLAR AREA



THE POLAR AREA



WORLD AERO

Scale

AERONAUTICAL SYMBOLS

AERODROMES

THE FACILITIES Refueling
Shelter, and (where appli-
cable) services and/or seaplane
anchorage.

AIRFIELDS—LIMITED FACILITIES Refueling
services for normal traffic and limited repair facilities.

SEAPLANE LANDPLANE

Military Base



Military

Civil



Civil

Joint Civil and Military Base

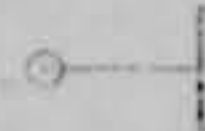


Joint Civil and Military

LANDING GROUNDS and ANCHORAGES

All frequ
Methods of ind

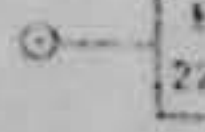
Radio Range
(With voice)

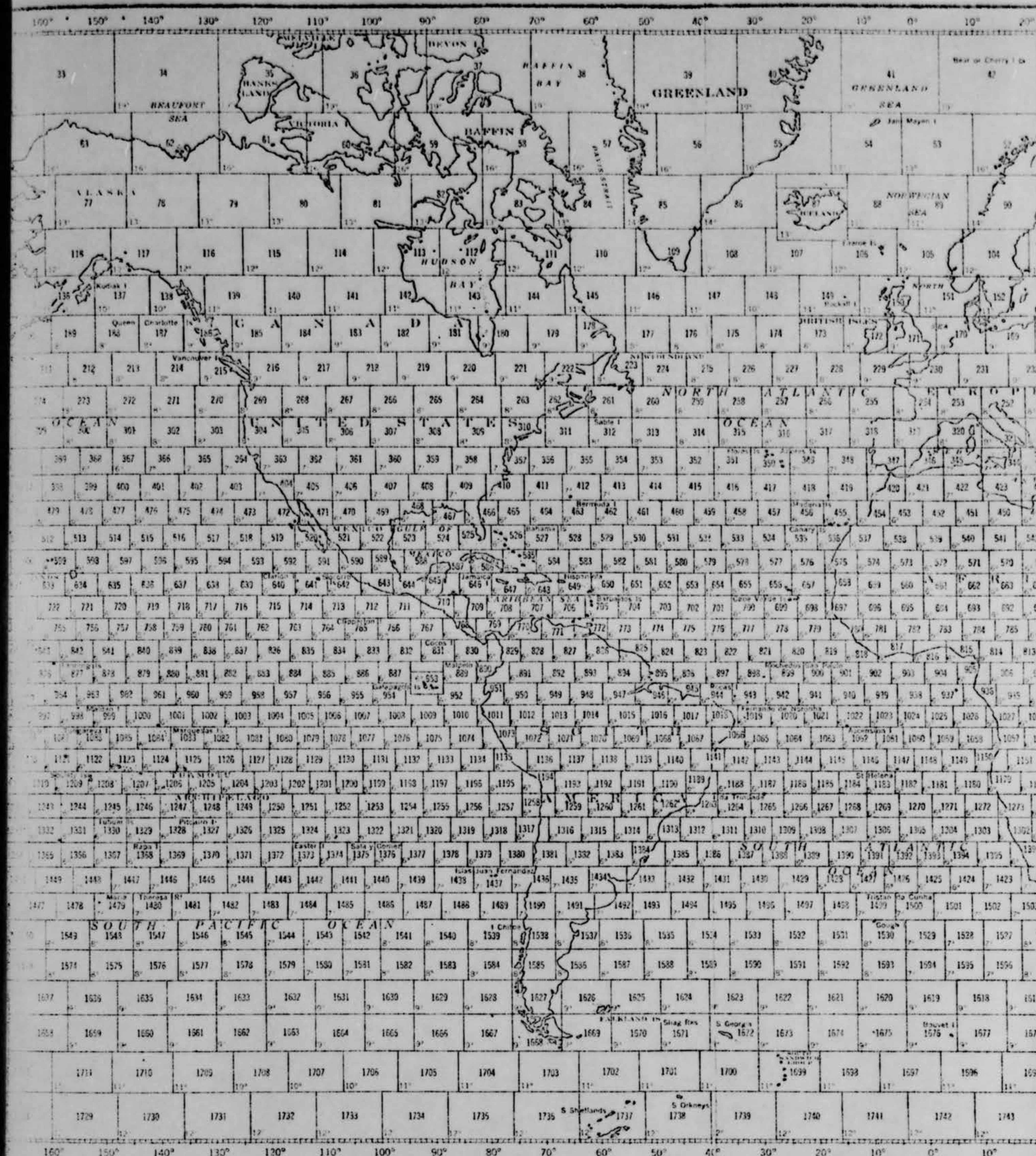


Radio Range
(Without voice)



Non-Directional Radio Beacon
(With voice)





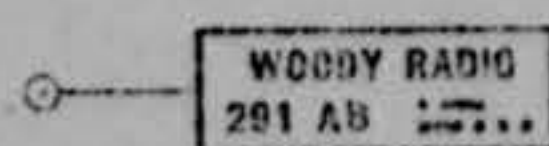
AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

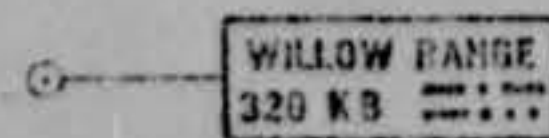
AERONAUTICAL SYMBOLS

RADIO FACILITIES

All frequencies are kilocycles unless otherwise stated
Methods of indicating specific voice and CW calls are shown below



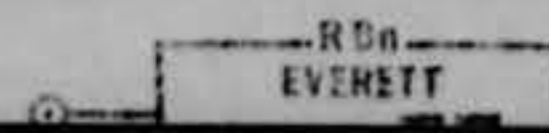
Radio Communication Station
(With voice)



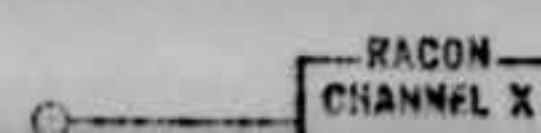
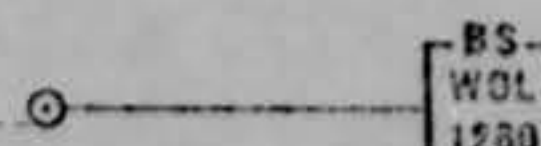
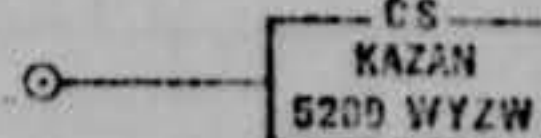
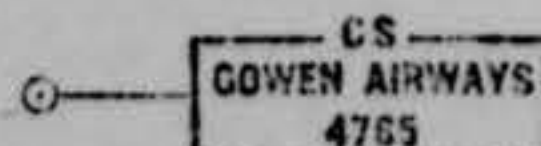
Radio Communication Station
(Without voice)



Radio Broadcasting Station



Radar Beacon (Beacon)



TOPOGRAPHY

CITIES and TOWNS

Metropolitan Areas ----- NEW YORK

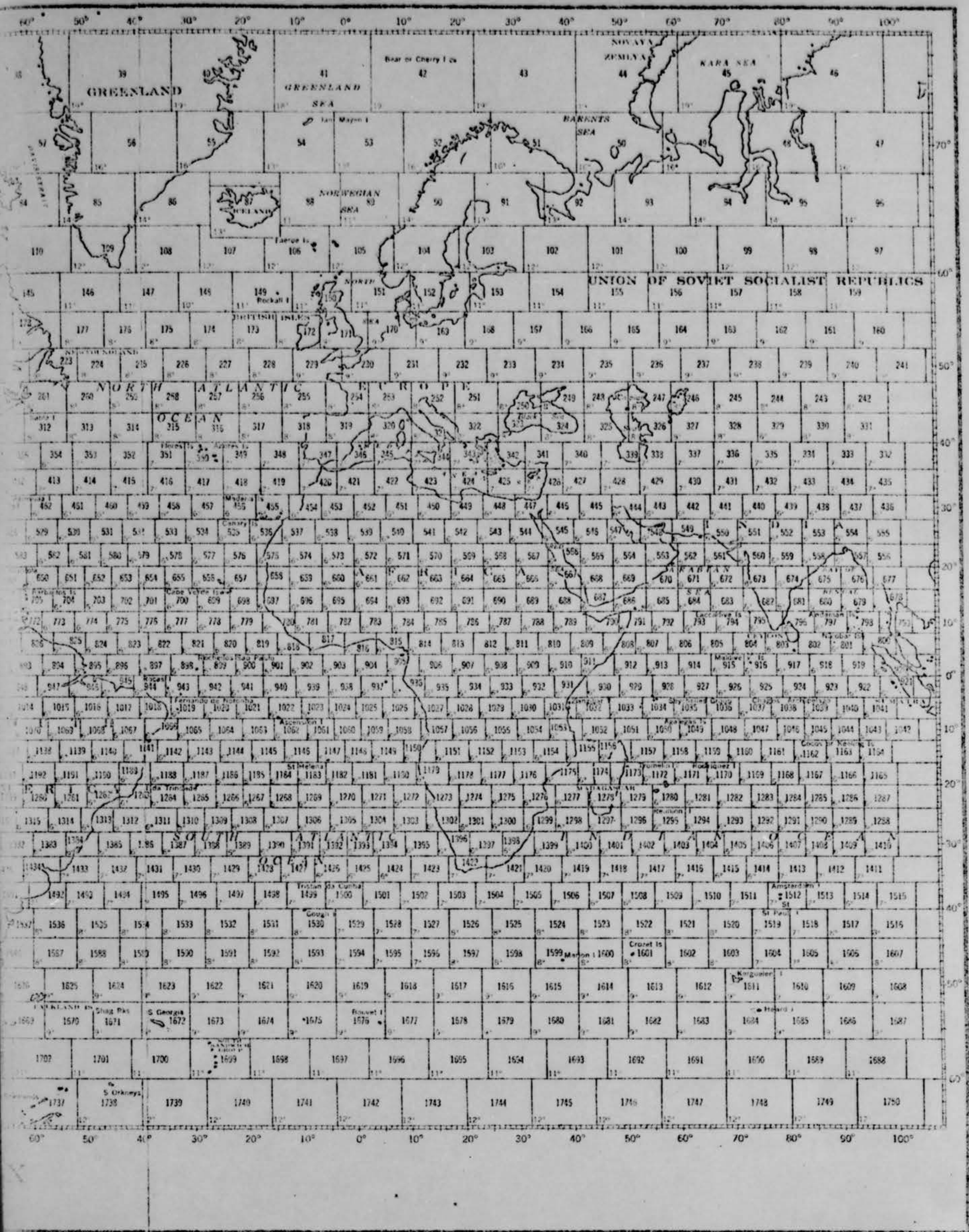
Large Cities ----- RICHMOND

Cities ----- ARLINGTON

Small Cities -----

Large Towns -----

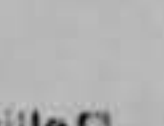
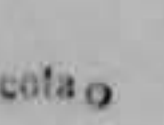
Towns & Villages -----



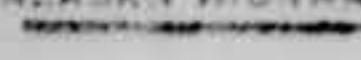
WAC (BU-7)

TOPOGRAPHICAL SYMBOLS

CITIES and TOWNS

- Metropolitan Areas.....NEW YORK 
- Large Cities.....RICHMOND 
- Cities.....ARLINGTON 
- Small Cities.....SANGATE 
- Large Towns.....Corville 
- Towns & Villages.....Arcola 

HIGHWAYS and ROADS

- Dual Lane Highways.....
- Primary Roads.....
- Secondary Roads.....
- Trails.....
- U. S. Road Markers.....
- National, State or Provincial Road Markers.....
- Road Names.....

RELIEF FEATURES

CS
DOWN AIRWAYS
4765

CS
KAZAN
5299 WYZW

CS
WOL
1250

RACON
CHANNEL X

ALASKA HIGHWAY

Commanding Officer
Aeronautical Chart Service, USAF
Washington 25, D. C.

STAPLE HERE

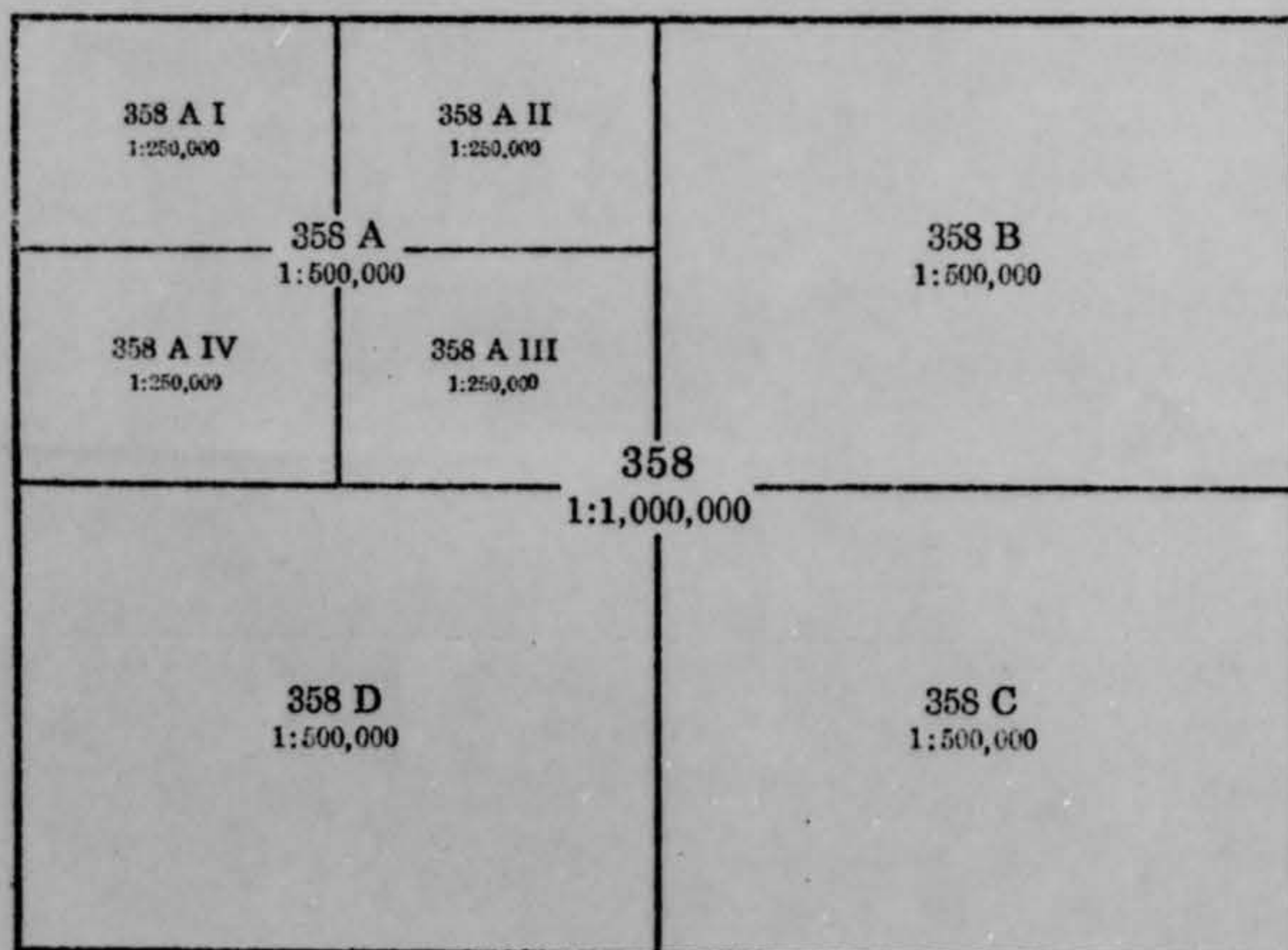
STAPLE HERE

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REMARKS:

INTERCHART RELATIONSHIP



Each chart is a component section of 1:1,000,000 World Aeronautical Chart Series, and is indexed within the series as indicated on diagram.

AIRPORTS
servicer, non-
cable) passenger
ramp with la

SEAPLANE



Rotating

Rotating

Rotating

Flashing

F--Flash

Fl--Flash

Mooring

Dirigible

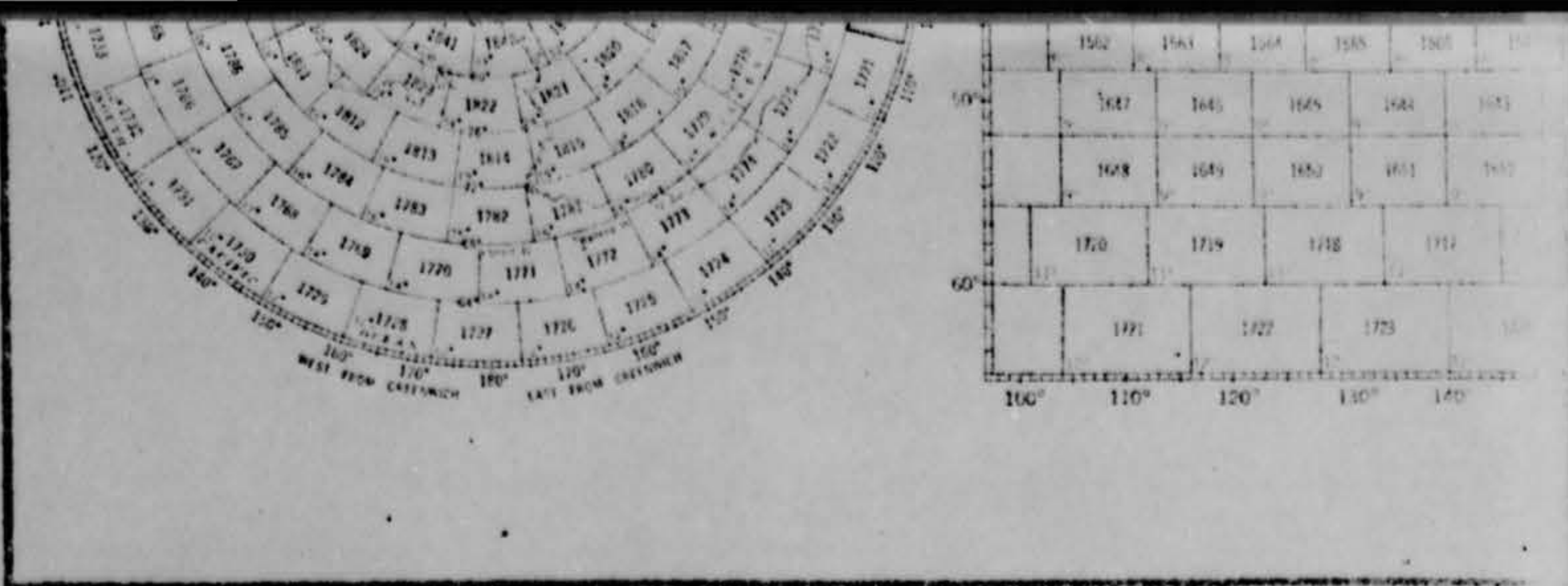
Prominent

Ocean Sta

Lighted

Obstructio

Line of F



STAPLE HERE

of radio and airway
face of the chart or
the determination.
materially assist in this

AERONAUTICAL SYMBOLS

AERODROMES

AIRPORTS—COMPLETE FACILITIES Refueling services, complete repairs, shelter, and (where applicable) passenger or cargo services and/or seaplane ramp with hauling-out facilities.

AIRFIELDS—LIMITED FACILITIES Refueling services for normal traffic and limited repair facilities.

SEAPLANE LANDPLANE

- | | | |
|--|--|-------------------------------|
| | | Military Base |
| | | Civil |
| | | Joint Civil and Military Base |

SEAPLANE LANDPLANE

- | | | |
|--|--|--------------------------|
| | | Military |
| | | Civil |
| | | Joint Civil and Military |

LANDING GROUNDS and ANCHORAGES

- | | |
|--|---|
| | Emergency Landing Ground with Landing Strip — Very limited or no facilities or complete information not available |
| | Emergency Landing Ground — Very limited or no facilities or complete information not available |
| | Sheltered Anchorage — Very limited or no facilities |

AIRFIELD DATA

- | | |
|-----|---|
| 300 | Elevation in feet |
| L | Minimum lighting; obstruction, boundary or runway lights, aeronautical light and lighted wind indicator |
| H | Hard surface runway, normally all-weather |
| s | Normally sheltered take-off area |
| 60 | Length of longest runway to nearest hundred feet |

SKYVIEW
300 LH 60

TARANTO
3 LS 99

When specific information pertaining to airfield data is lacking, or unconfirmed, the respective character is replaced by a dash (-).

ASANSOL
300 -H 60

TARANTO
3 -- 99

AIR NAVIGATION LIGHTS

Numerals in italics indicate elevation above mean sea level.

- | | |
|---|---|
| Rotating or Oscillating Light.....110★ | Flashing Light (With code)..... |
| Rotating Light (With flashing code lights).....* | Obstruction Light..... |
| Rotating Light (With course lights and site number).....15★ | Marine Light (Elevations of marine lights are above high water).....Occ W R G B |
| Flashing Light.....★ | Lightship..... |

F—Fixed Qk Fl—Quick Flashing Occ—Occulting Gp—Group W—White B—Blue SEC—Sector
Fl—Flashing Qk Fl—Interrupted Quick Flashing Alt—Alternating R—Red G—Green (U)—Unwatched sec—Second

Marine lights are white unless colors are indicated; alternating lights are red and white unless otherwise indicated.

MISCELLANEOUS

- | | |
|---|--|
| Mooring Mast..... | Visual Ground Sign..... |
| Dirigible Base..... | Town having Visual Ground Sign.....HOUSTON |
| Prominent Transmission Line..... | High Explosives Area (Marked)..... |
| Ocean Station Vessel (Normal position)..... | High Explosives Area (Unmarked)..... |
| Lighted Obstruction..... | Group Obstruction..... |
| Obstruction (Numerals in italics indicate elevation above sea level of obstruction top. Vertical numerals within parentheses indicate heights above ground.)..... | |
| Line of Equal Magnetic Variation..... | 4°E |

1563	1564	1565	1566	1567	1568	1569	1570	1571	1572	1573	1574	1575	1576	1577	1578	1579	1580	1581	1582	1583	1584	1585
1586	1587	1588	1589	1590	1591	1592	1593	1594	1595	1596	1597	1598	1599	1600	1601	1602	1603	1604	1605	1606	1607	1608
1609	1610	1611	1612	1613	1614	1615	1616	1617	1618	1619	1620	1621	1622	1623	1624	1625	1626	1627	1628	1629	1630	1631
1632	1633	1634	1635	1636	1637	1638	1639	1640	1641	1642	1643	1644	1645	1646	1647	1648	1649	1650	1651	1652	1653	1654
1655	1656	1657	1658	1659	1660	1661	1662	1663	1664	1665	1666	1667	1668	1669	1670	1671	1672	1673	1674	1675	1676	1677
1678	1679	1680	1681	1682	1683	1684	1685	1686	1687	1688	1689	1690	1691	1692	1693	1694	1695	1696	1697	1698	1699	1700
1701	1702	1703	1704	1705	1706	1707	1708	1709	1710	1711	1712	1713	1714	1715	1716	1717	1718	1719	1720	1721	1722	1723
1724	1725	1726	1727	1728	1729	1730	1731	1732	1733	1734	1735	1736	1737	1738	1739	1740	1741	1742	1743	1744	1745	1746
1747	1748	1749	1750	1751	1752	1753	1754	1755	1756	1757	1758	1759	1760	1761	1762	1763	1764	1765	1766	1767	1768	1769
1770	1771	1772	1773	1774	1775	1776	1777	1778	1779	1780	1781	1782	1783	1784	1785	1786	1787	1788	1789	1790	1791	1792
1793	1794	1795	1796	1797	1798	1799	1800	1801	1802	1803	1804	1805	1806	1807	1808	1809	1810	1811	1812	1813	1814	1815

WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

AERONAUTICAL SYMBOLS

RADIO FACILITIES

All frequencies are kilocycles unless otherwise stated
Methods of indicating specific voice and CW calls are shown below

LIMITED FACILITIES Refueling
and limited repair facilities.

- PLANE
- Military

Civil

Joint Civil and Military

no facilities or
information not available

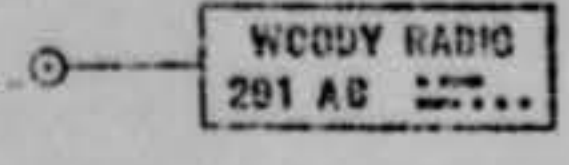
SKYVIEW
300 LH 60

TARANTO
3 LS 99

ANSOL
-H 60

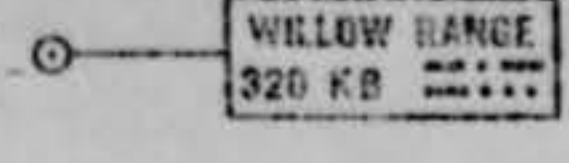
TARANTO
3 -- 99

Radio Range
(With voice)



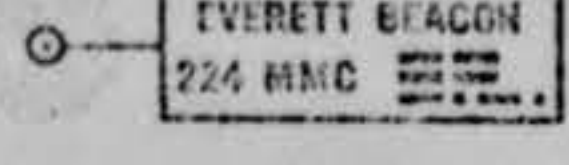
Radio Communication Station
(With voice)

Radio Range
(Without voice)



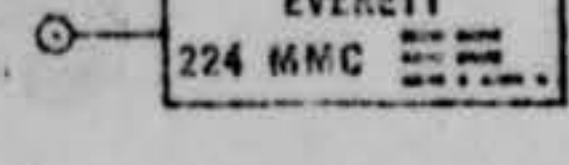
Radio Communication Station
(Without voice)

Non-Directional Radio Beacon
(With voice)



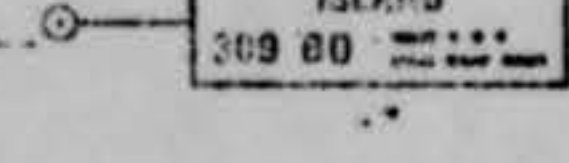
Radio Broadcasting Station

Non-Directional Radio Beacon
(Without voice)



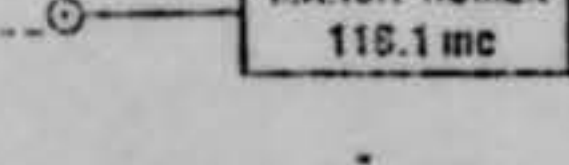
Radar Beacon (Racon)

Marine Radio Beacon



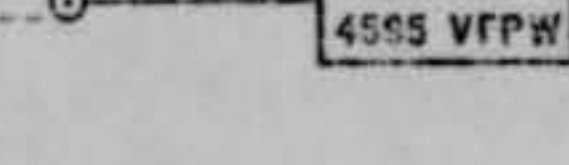
Radio Fan Marker Beacons

Radio Direction Finder
(With voice)



International Boundary

Radio Direction Finder
(Without voice)

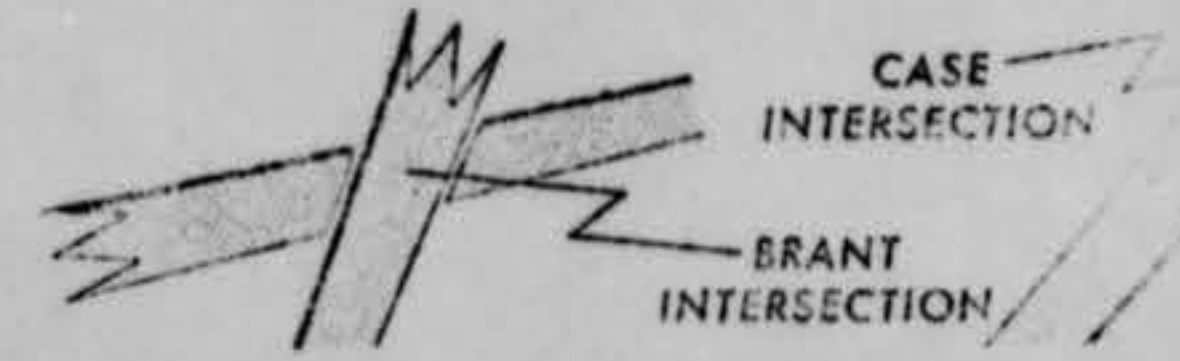
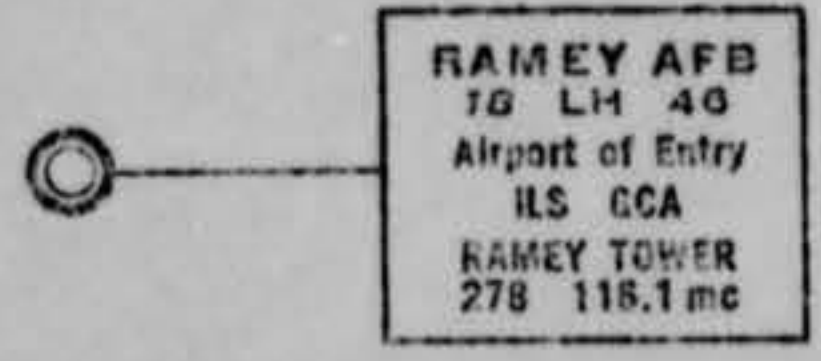


(Closed to passage of aircraft
except through air corridor)

AIRCRAFT LANDING FACILITY INFORMATION

RADIO FIXES

Reporting point.



AIRWAYS & RADIO RANGE (AURAL)

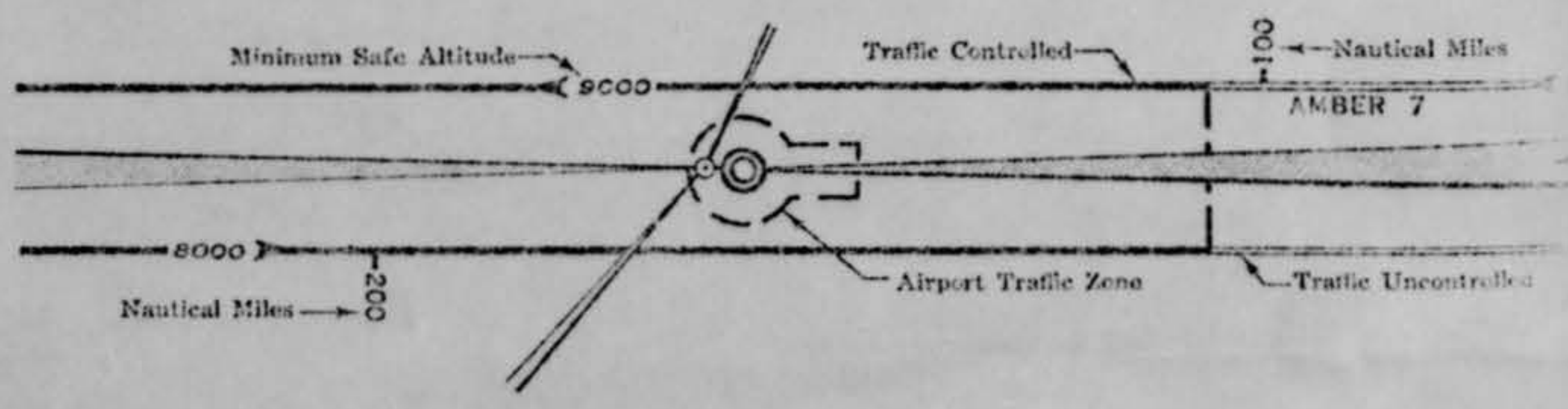
code)

ions of marine lights
(above high water)

B—Blue
(U)—Unwatched

SEC—Sector
sec—Second

unless otherwise indicated.



AIRSPACE RESTRICTED AREAS

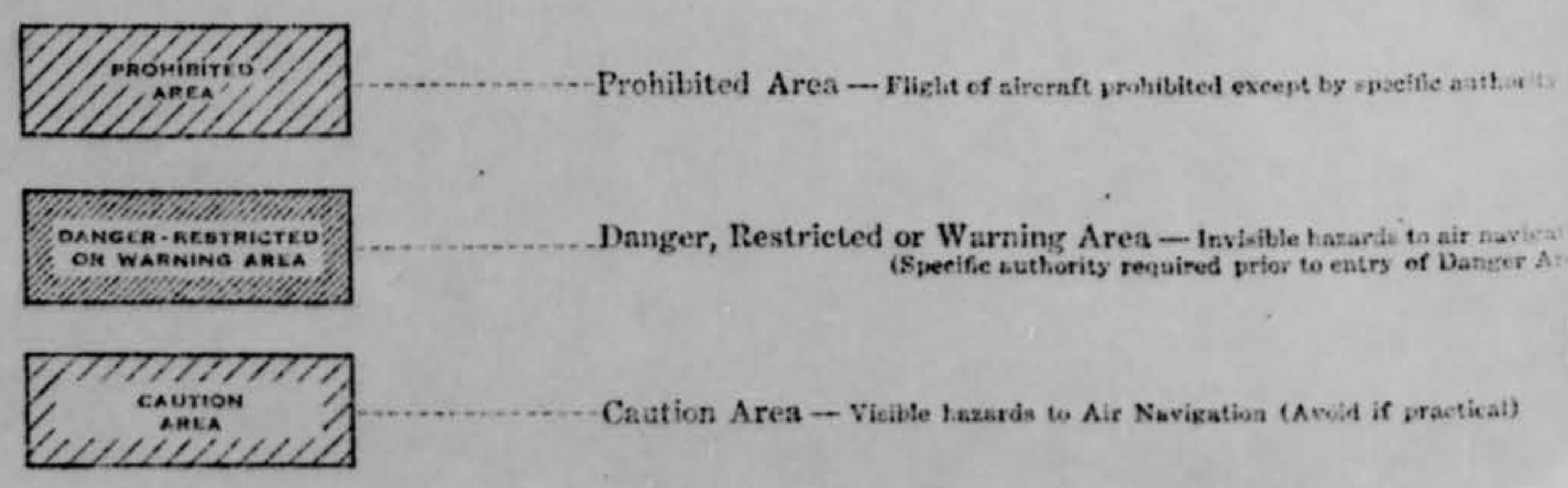
Ground Sign

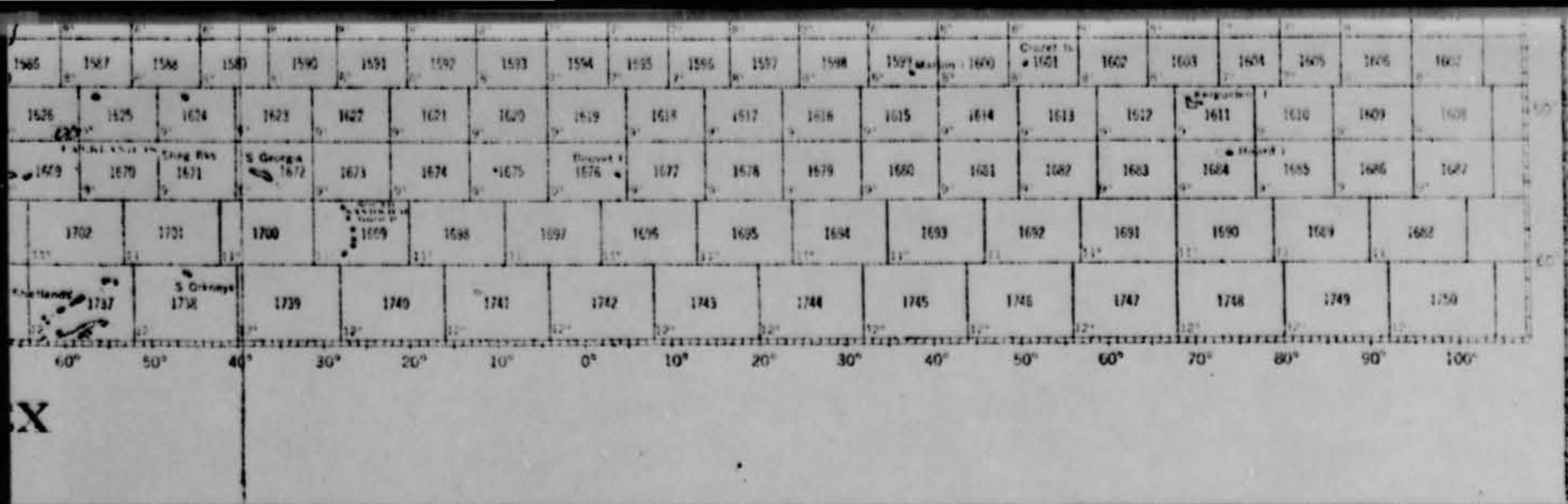
ea (Marked)

ea (Unmarked)

1108
(259)

4°E





WAC (611-7)

TOPOGRAPHICAL SYMBOLS

CITIES and TOWNS

Metropolitan Areas	NEW YORK	
Large Cities	RICHMOND	
Cities	ARLINGTON	
Small Cities	SANGATE	
Large Towns	Corville	
Towns & Villages	Arcola	

HIGHWAYS and ROADS

Dual Lane Highways	
Primary Roads	
Secondary Roads	
Trails	
U. S. Road Markers	
National, State or Provincial Road Markers	
Road Names	ALASKA HIGHWAY

RELIEF FEATURES

Contours	Reliable	
	Depression	
	Approximate	
Bluffs, Cliffs & Escarpments		

HYDROGRAPHIC FEATURES

Swamps & Marshes	
Mud & Tidal Flats (Exposed at low tide)	
Fathom Line (Dots uniformly spaced) (1 fathom, 6 ft. below mean low water level)	
Danger Line (Dots grouped in pairs) (2 fathoms, 12 ft. below mean low water level)	
Charted Rocks	
Shoals, Sand Bars, etc. (Exposed at low tide)	
Springs	
Wells & Water Holes	
Reefs, Coral & Rocky Ledges (Awash at low tide)	
Streams & Rivers	Perennial Intermittent Probable or Unsurveyed Braided
Intermittent Lakes	
Drainage Ditches	
Canals	In use Abandoned
Flood Marked Areas	
Sand Deposits in river bed	
Dry Washes	
Glaciers	

CULTURAL and MISCELLANEOUS

Power Transmission Lines	
Telephone & Telegraph Lines	
Dams	
Elevations (In feet)	Highest in a General Area (Highest on chart is devoid of tint) Spot
Mines and Quarries	
Mountain Passes	
Lookout Towers (Elevation is base of tower) (Height above ground in magenta)	
Forts	
Pipelines	
Race Tracks	
Stranded Wrecks	
Boundaries	International State & Provincial*
Railroads	Abandoned or Under Construction Single Track Double Track Sidings & Spurs Overpass Underpass
Bridges	Railroad Highway
Tunnels	Railroad Highway

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

FROM (12-ncy) Directorate of Intelligence Headquarters 5th Air Division	REPORT NO. 23-53	PAGE 2	OF 8	PAGES
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1. The following information was received from Lt Colonel Gilmer E. Walker, Jr., AO 396494, assigned to Headquarters 5th Air Division:

"a. On the night of 25 Mar 53, I acted as pilot on a routine night training flight from Sale Airdrome, French Morocco, to return Sale via Safi, French Morocco; Nouasseur, French Morocco; Sidi Slimane, French Morocco. Major Norman I. Radin was acting as Instructor Pilot on this night round robin; also aboard was a Lt Fletcher as alternate pilot and the airman engineer. USAF aircraft C-47-D 43-49181 was used for this flight. Following take-off at Sale at 1915Z hours, the flight proceeded without incident with position reports being furnished Casablanca Air Traffic Control over Safi, French Morocco, at approximately 2035Z hours and directly over Nouasseur at 2120Z hours.

"b. The position report rendered Casablanca Air Traffic Control at 2120Z was made directly over Nouasseur Air Base at an altitude of 5,000 ft. on a heading of 061°. The aircraft was on automatic pilot at the time, and a change in course to 071° was made at this time for the purpose of proceeding to Sidi Slimane. The weather conditions were clear and visibility was excellent and there was fairly bright moonlight. There was some evidence of small patches of ground fog in the area. These were relatively few and widely scattered at this time.

"c. At approximately 2123Z, I observed what appeared to be an approaching aircraft directly ahead and some 2,000 to 3,000 ft. above. The automatic pilot was immediately turned to the off position which is customary when passing other aircraft. There were no red and green running lights visible, but the light which was detected appeared to be of the normal size and intensity of a white aircraft running light. The rate of closure was quite rapid, and the light passed overhead and slightly to the right still some 2,000 to 3,000 ft. above our own aircraft. There was no evidence of a trail or exhaust or of any red or green running lights. Major Radin, who was acting as Instructor Pilot and in the right seat watched the light from the right window as it passed overhead and shortly after turned and remarked to me that this appeared to be a very unusual aircraft light. I immediately made a turn to the left to see if the object could be seen again. Upon completion of this turn, we were almost directly over Nouasseur Air Base still at 5,000 ft., and the light was visible at a slightly greater altitude than ours and apparently several miles south of Nouasseur. It was in a turn to the left at this time. We continued to turn and observe the light which continued to turn above us. During this time, the radius of turn was continually decreased and the speed noticeably diminished. At one time we reversed the direction of our turn in order to keep the light in sight and eventually were in an extremely tight turn to the right. During this period of some two to three minutes, I had contacted Casablanca Air Traffic Control and requested any information as to traffic reported over Nouasseur. Receiving a negative reply, I contacted Nouasseur tower and inquired if there were any known jet air traffic in the vicinity. Again, the reply was negative. The behavior of the light at this time was certainly very different from the movement normally associated with aircraft, and this fact was reported to Nouasseur tower. There were noticeable and abrupt changes in direction and in speed, though generally the motion was in a smooth curve. After several 360° turns which were required to retain the light in view, it moved south of Nouasseur at a very rapid rate and in a turn of extremely large radius and began to descend rapidly. The speed at this time appeared to be the maximum, and I would judge it to be well in excess of 400 miles per hour. The light passed through our altitude which was still 5,000 ft. shortly after commencing this descending turn, and this fact was reported to Nouasseur tower. After a rapid descent to a point which I estimate to be some 6 to 8 miles southeast of Nouasseur, the light proceeded to move in a straight line directly toward that air base and at greatly reduced speed. The direction of movement was at an angle of some 40° to the north-south runway which would make the true heading at that time approximately 320°. The light continued on this course at greatly reduced speed until it reached a point approximately one mile south of the south

UNCLASSIFIED

(CLASSIFICATION)

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AIR INTELLIGENCE INFORMATION REPORT

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end of the runway. At that point it made a rather abrupt turn, moved almost due south for what I estimate to be 300 to 400 yards and stopped abruptly. I advised Nouasseur tower that the position of the light was approximately $1\frac{1}{2}$ miles south of the south end of the runway and slightly to the right of the runway center line. The light was stationary and still clearly visible but did evidence a change in intensity immediately after coming to a halt. This change in intensity continued growing alternately dim and bright but with no apparent regularity.

"d. At this time we had advised Casablanca Air Traffic Control that we were remaining temporarily in the Nouasseur local area and were at an altitude of 4,000 ft. We continued to circle the light which remained stationary and appeared to be at ground level. After some five minutes, the patches of ground fog visible in the area were increasing, and the Nouasseur tower advised us that there was only a one point spread in temperature and dewpoint. After reporting the position of the object once again, we advised Nouasseur tower that we were proceeding on course to Sidi Slimane. We returned to 5,000 ft. and so advised Casablanca Control.

"e. During this entire period from the first sighting at approximately 2123Z to the grounding of the object at approximately 2128Z, we were advised by Nouasseur that there were two other C-47 aircraft in the area; one at 6,000 ft. to the north of the field and one in the traffic pattern preparing for a landing. Both of these aircraft were located visually, and their position was checked continually during the period the light was also being observed. The landing C-47 was on base leg and almost directly below us at the time the light approached to the nearest point to the field. The landing C-47 turned almost directly over it, or what appeared to be almost directly over it, on the final approach to a landing.

"f. Outbound from Nouasseur, we were again contacted by Nouasseur tower and requested to furnish our exact position. I would estimate that this contact was made at approximately 2135Z. The tower operator also informed us that Nouasseur GCA was reporting four (4) blips on their radar screen but that only three aircraft were known to be in the area. Shortly thereafter, Nouasseur tower requested that we return to the vicinity of Nouasseur and continue to circle in the vicinity where the object was last reported. This was done after securing the necessary clearance from Casablanca Air Traffic Control.

"g. Upon return to Nouasseur, the light was still plainly visible on the ground and in the same location and still exhibiting the same irregular fluctuation in intensity. This was reported to Nouasseur tower, and we set up a circle at 4,000 ft. above the position. During this time, we were advised that the Airdrome Officer at Nouasseur was directing a ground party to the vicinity. The circling continued for what I estimate to be some 15 to 20 minutes. At approximately 2215Z, my attention was distracted from the point on the ground momentarily; turning back, the light was no longer visible. This was also reported to Nouasseur tower. The ground fog was increasing at this time, and a patch of fog was visible in the vicinity; however, judging from other lights in the area, the fog had not yet reached sufficient intensity to have caused this disappearance. Shortly thereafter, we were requested to fly over the area where the object was last seen and turn on our landing lights directly over the spot. This was accomplished at an altitude of 1500 ft. A second circuit was made at an altitude of 1,000 ft. above the ground, and we discharged a green flare to further identify the location. This green flare was answered with a red flare discharged from the ground party to show their location at that time. The ground fog was increasing in intensity and became obvious that further search of the area was useless. We advised Nouasseur tower that we were returning to Sale and after obtaining the necessary clearance from the Casablanca Control for this change in flight plan, we landed at Sale at approximately 2315Z.

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"h. To the best of my knowledge, there was no meteorological condition which could account for this sighting. At no time was there any evidence of form or shape to the object. It was particularly noticeable because the dark outline of the other two C-47 aircraft in the area could be discerned.

"i. At no time was there any direct movement on the part of the object which would indicate an attempted interception of our aircraft, nor did we take any interception action. As pointed out earlier, there were two other aircraft in the vicinity at the time of the sighting, but both of these were observed and their position noted while watching the course of the unidentified object.

"j. The movement of this object was observed almost entirely during the period in question by all three officers aboard the aircraft including myself. At one time during the contact with Nouasseur tower we were advised of two obstruction lights 1.6 miles south of the south end of the runway and asked to fix the location of the object in relation to these lights. I estimate this location to be 200 to 300 yards north and 150 to 200 yards west of the obstruction lights in question. These lights were clearly visible during the entire time we were in the vicinity of Nouasseur."

2. The following information was received from Major Norman I. Radin, AO 302324, assigned to Headquarters 5th Air Division:

"a. A C-47 aircraft No. 9181, flying a routine training mission from Sale to Safi, Nouasseur, Sidi Slimane and returning to Sale, was flying a 710 course at 5,000 feet from Nouasseur to Sidi Slimane when a white light was sighted over Nouasseur Air Base. At the time of the initial sighting, our air speed indicator reading was 155 miles per hour. Lt Col Walker was piloting at the time on automatic. When the sighting was made, he immediately changed to manual operation.

"b. When we first sighted the object, we assumed the light came from another aircraft in the vicinity because we had passed a number of aircraft during the flight. However, on closer observation of the object and inquiries to Casablanca and Nouasseur Control Tower, we believed it was something other than a light from a conventional aircraft.

"c. The object first passed to the right of the plane at approximately 1,500 feet above our aircraft at high speed. We then circled in the area of Nouasseur Air Base while Lt Col Walker constantly observed the object. During the course of one of these turns, I looked to the south and observed the object moving in a northerly direction at approximately 12,000 feet. We then called Casablanca Control who is supposed to know the location of all aircraft. They had no record of aircraft in that vicinity at that altitude. We continued to circle for approximately 15 minutes and observed the object making a pattern similar to an aircraft traffic pattern at Nouasseur Air Base and the object stopped near the south end of the runway. Another C-47 was then making a final approach landing.

"d. We reported to Nouasseur tower and then departed for Sidi Slimane Air Base. Approximately 30 miles northeast of Nouasseur, we were requested to return to aid in attempting to locate the object that had been sighted. We then returned and observed the object in the same position of rest about 1.5 miles south of the runway near two red lighted obstruction markers. We circled the object for approximately 45 minutes and we were in contact with Nouasseur tower during this time.

"e. A ground crew was sent out in a jeep to locate the object from the air strip. We fired a flare to identify the spot and blinked our landing lights while making a pass over the object. The fog started rolling in and we lost sight of the object. The Nouasseur Tower informed us that their GCA had picked up four objects on their scope but could only account for three aircraft in the area."

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3. The following information was received from 1st Lt Leo C. Fletcher, AO 683985, assigned to Headquarters 5th Air Division:

"a. The light was first observed at a position just five miles northeast of Nouasseur Air Base at an approximate altitude of 7,000 feet on a heading of approximately 240° at about 2123 hours. The only indication at this time was a rather bright yellow white light. No other running lights, or features, were visible. Estimated speed was about 400-500 miles per hour. The maneuvers seemed to be conventional with no particular erratic movements.

"b. After passing overhead, and slightly to right of our aircraft, the light circled behind us and began descending in a series of spirals. The descent was fairly rapid and when near the runway appeared to slow abruptly and on reaching a point approximately 1.5 miles south of Nouasseur Air Base runway, appeared to stop or 'hover'. The light remained stationary at this point until our aircraft departed and at times varied in intensity; however, with no particular time interval. Ground fog began forming at about 2245 hours and light was no longer visible.

"c. Weather at time of sighting was clear with no cloud formations in view.

"d. Attempt was made to locate light for ground party from Nouasseur Air Base, but no report was received of results of search."

4. The following Controllers's Special Journal was received from the Directorate of Operations, Headquarters 5th Air Division:

"252158Z - From CZ Flight Service - Radar at Nouasseur picked up an unidentified aircraft over Nouasseur at 2150Z. C-47 number 9181, on a local flight from Sale, over Nouasseur and in contact with Nouasseur tower and standing by for instructions. Pilot Major Radin. Called Staff Duty Officer.

"252204Z - From CZ Flight Service - Pilot of 9181 reports a stationary light approximately one to one and one-half miles South of Nouasseur and it does not seem to be a conventional aircraft. Called Staff Duty Officer.

"252223Z - Called Nouasseur Operations (Sgt Callan) - C-47 number 9181 over object which is stationary. Airdrome Officer and CSI, with a radio controlled jeep, going out to investigate. Called-Staff Duty Officer.

"252225Z - From CZ Flight Service - Light is on the ground. 9181 circling the spot. Airdrome Officer and OSI going out to the area. Called Staff Duty Officer, no instructions. Asked if I should get in touch with Director of Operations. Negative.

"252240Z - Called Flight Service, CZ - No further information.

"252245Z - Called Nouasseur Control Tower - Airdrome Officer and OSI have not returned as yet. C-47 number 9181 cleared from Nouasseur due to fog. No further information. Called Staff Duty Officer.

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- "252309Z - From CZ Flight Service - Port Lyautay picked up an unidentified object between 5,000 and 9,000 feet over Casablanca, on their radar and they believe that it is a jet aircraft. CZ says we do not have any jet aircraft flying in this area. C-47 number 9181 departed the Nouasseur area back for Sale approximately twenty minutes ago. Called Staff Duty Officer.
- "252320Z - Called Site 11, Lt Gaylord, at Colonel Hudson's suggestion, and tried to get some information from them. They would not give me any so I transferred the call to Colonel Hudson. Called M Sgt McDowell.
- "252335Z - Called Nouasseur Operations (Sgt Callan). Airdrome Officer and CSI returned from their investigation. Fog came in so fast that they could not locate the object. Sgt Callan believes that the base is on an alert for the remainder of the night.
- "252341Z - Called Port Lyautay, (ZEP). Same object or a different one at a heading of 280 degrees 27 miles, closing. Called Staff Duty Officer.
- "252347Z - Port Lyautay called. Same object just faded from the screen at the same heading and same distance as above.
- "252350Z - From Port Lyautay. Objects picked up on radar at 235 degrees, 28 miles, 11,000 feet, opening; 345 degrees, 33 miles, 11,000 feet, opening; 333 degrees, 42 miles, 13,000 feet, closing. Called Staff Duty Officer. He informed me that Site 11 and Port Lyautay are working in coordination with each other.
- "260057Z - Colonel Harvey was notified of all the above information by M Sgt McDowell and T Sgt Ociepka. Was told to keep monitoring, maintaining a complete log and if anything further develops to notify him immediately, otherwise have a complete log ready for Colonel Harvey in the morning.
- "260150Z - Called HJI at Site 11 and they stated that the last time they had contact with an unidentified object was at 252330Z.
- "260315Z - Called HB at flight service to see if there were any aircraft between the hours of 251200Z and 260300Z flying locally, departing or entering French Morocco which were unaccounted for. All aircraft were accounted for.
- "260725Z - Called HB at flight service requesting the following information:
- a. Altitude of object
 - b. Direction from Nouasseur
 - c. Intensity of light
 - d. How long object was seen
 - e. Person who first observed object"

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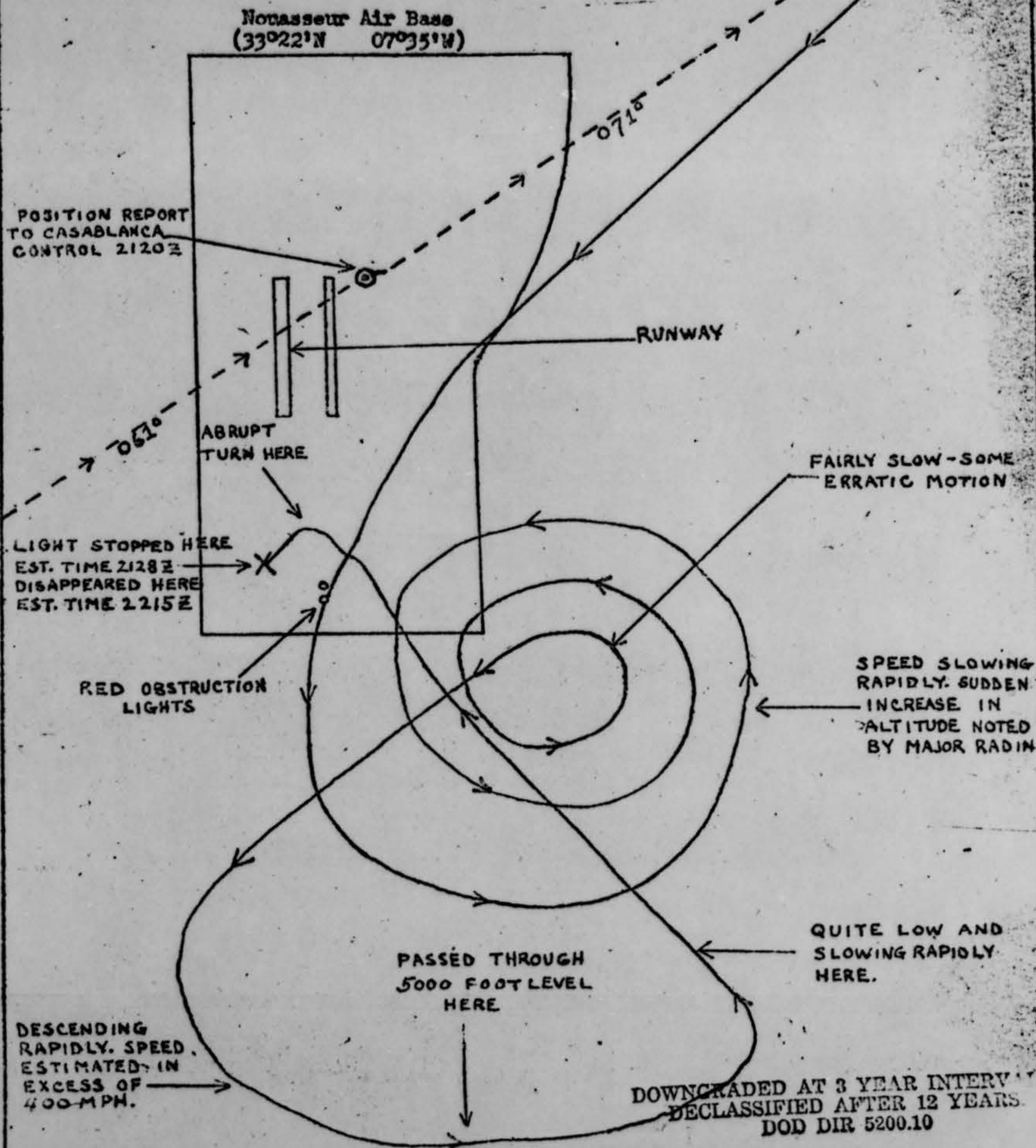
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LEGEND:

--- FLIGHT PATH OF C-47 #7181
— PATH OF LIGHT

APPROACHING LIGHT INITIALLY SIGHTED AT "X".
OBJECT CLOSED RAPIDLY AND PASSED
OVERHEAD SLIGHTLY TO RIGHT.
ESTIMATED ALTITUDE 7-8000 FEET
TIME APPROX. 2123Z.



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