

PROJECT 10073 RECORD CARD

1. DATE 26 Aug 52		2. LOCATION Marrakech French Morocco		12. CONCLUSIONS <input type="checkbox"/> Was Balloon <input type="checkbox"/> Probably Balloon <input type="checkbox"/> Possibly Balloon <input type="checkbox"/> Was Aircraft <input checked="" type="checkbox"/> Probably Aircraft <input type="checkbox"/> Possibly Aircraft <input type="checkbox"/> Was Astronomical <input type="checkbox"/> Probably Astronomical <input type="checkbox"/> Possibly Astronomical <input type="checkbox"/> Other <input type="checkbox"/> Insufficient Data for Evaluation <input type="checkbox"/> Unknown	
3. DATE-TIME GROUP Local _____ GMT 1030 GMT		4. TYPE OF OBSERVATION <input checked="" type="checkbox"/> Ground-Visual <input checked="" type="checkbox"/> Ground-Radar <input type="checkbox"/> Air-Visual <input type="checkbox"/> Air-Intercept Radar			
5. PHOTOS <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		6. SOURCE radar unit			
7. LENGTH OF OBSERVATION		8. NUMBER OF OBJECTS 1	9. COURSE S		
10. BRIEF SUMMARY OF SIGHTING 1157 mph. Rapid descent.			11. COMMENTS Possible malfunction of radar.		

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Directorate of Intelligence, 5AD	5-310-9	2	2	2

The following report of an unidentified flying object was forwarded to this Headquarters by Major Ralph A. Woodcock, 1 September 1952.

1. At 1030 hours, 26 August 1952, an unidentified aircraft was tracked by the operating personnel of this detachment, using AN/MPQ-2 electronics equipment. The aircraft when first contacted was on a southerly heading, approaching the city of Marrakech. I was immediately notified and proceeded to the control van to view the track. In this instance, it was possible to record the track on plotting paper. The recorded speed at one point was 1157 miles per hour, absolute altitude above 50,000 feet; the maximum absolute altitude that the equipment is able to record is the above figure.

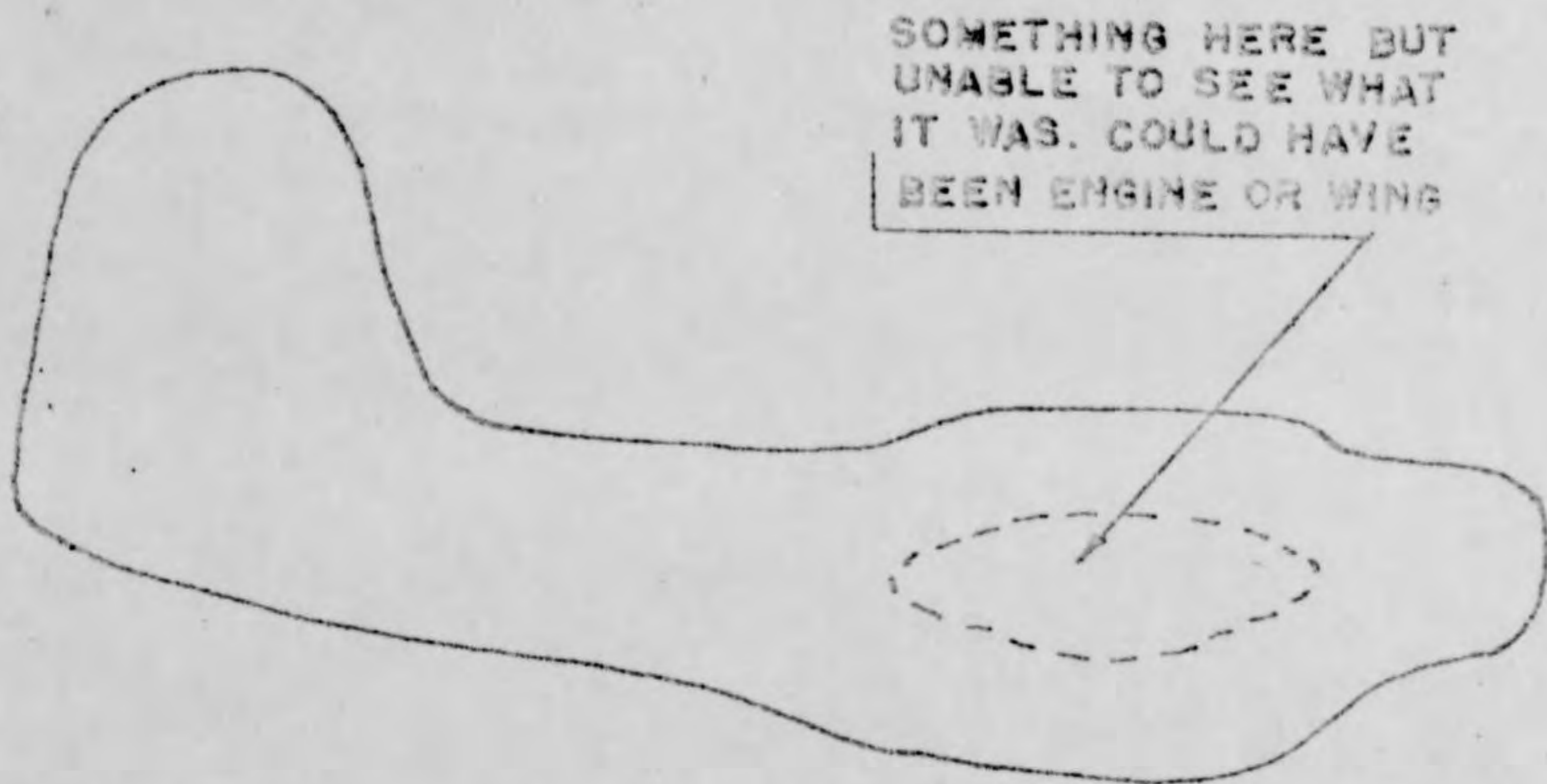
2. The aircraft continued on a southerly heading until past the city of Marrakech and past the radar site; it then started a right turn to a northerly heading. After starting on the north heading, it started to descend, and was at approximately 20,000 feet altitude when radar contact was lost at extreme range.

3. Three detachment personnel viewed the aircraft through the telescope attached to the radar reflector.

4. Requested description of naval aircraft at Port Lyautey to determine if reported aircraft illustrations were similar to any in use there. The answer was negative.

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	PAGES
Directorate of Intelligence, 5AD	5-310-9		



COLOR - GRAY

TAIL SECTION - VERY LARGE IN COMPARISON TO THE OVER ALL SIZE OF THE AIRCRAFT

WINGS - UNABLE TO GET A VIEW OF THE WINGS

ENGINES - UNABLE TO SEE ANY ENGINES

MARKINGS - UNABLE TO SEE ANY IDENTIFYING MARKINGS

OVER ALL APPEARANCE - LOOKED VERY MUCH LIKE A B-26 WITHOUT ENGINES. APPEARED TO BE DESCENDING OR IN A SHALLOW DIVE. WAS GOING ACROSS TELESCOPE AT A FAST RATE. NO VAPOR TRAILS.

AS OBSERVED BY:

ADELBERT C. BEARD I/LT  
AO 941342

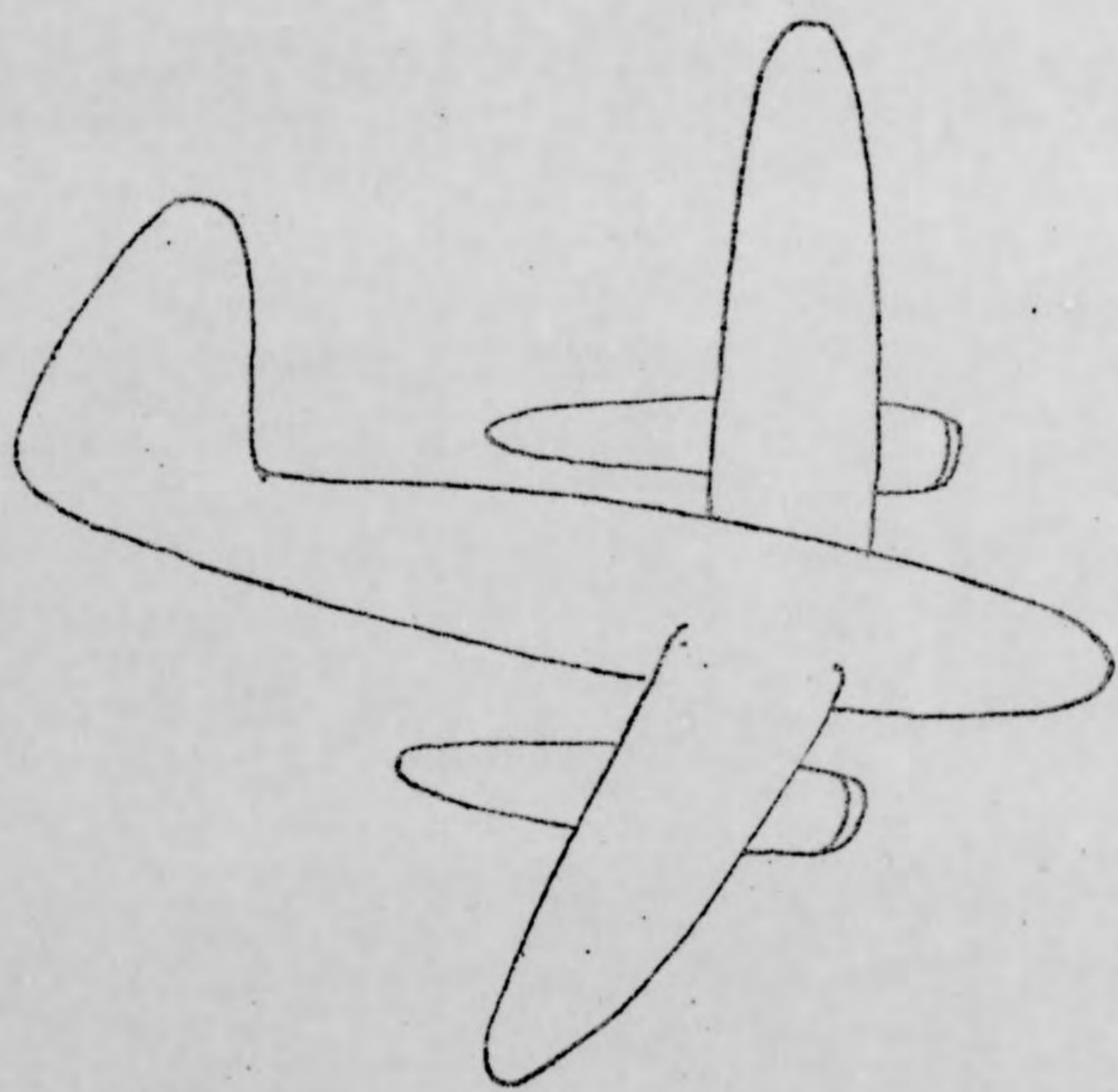
Incl No 1

~~SECRET~~  
CLASSIFICATION

~~CONFIDENTIAL~~

# AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Directorate of Intelligence, 5AD	5-31C-9			



- 1 NACELLES PROTRUDED FAR TO THE REAR
- 2 WINGS SLIGHTLY SWEEPED BACK
- 3 VERY LARGE VERTICAL STABILIZER

AS OBSERVED BY:

CAPT. SANTIAGO  
AO 588080

Incl 10 2 2

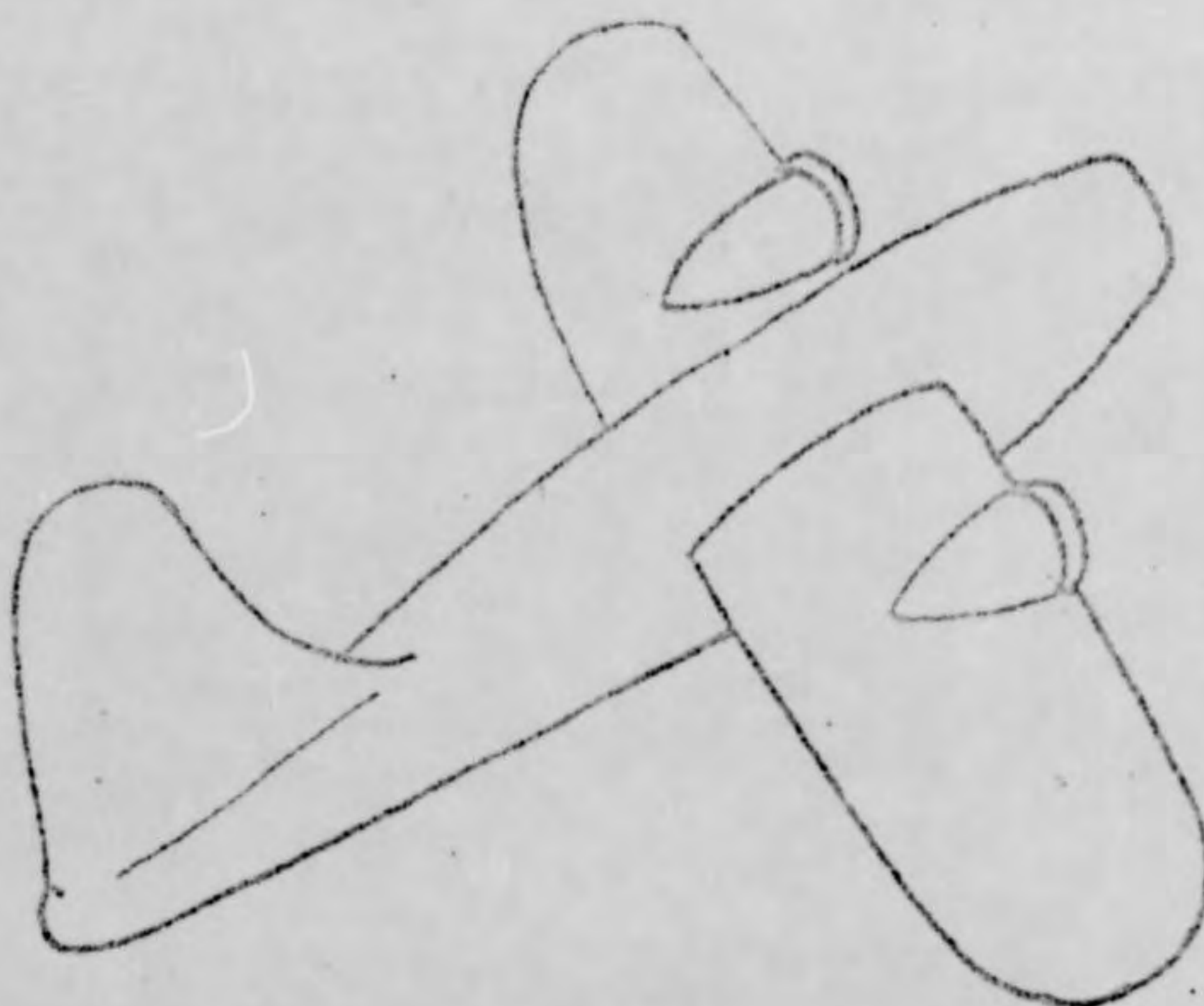
NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U. S. C. — 31 AND 32 AS AMENDED. ITS TRANSMISSION OR THE REVELATION OF ITS CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT MAY NOT BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF INTELLIGENCE, USAF.

~~SECRET~~  
CLASSIFICATION

~~CONFIDENTIAL~~

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
Directorate of Intelligence, SAD	5-31C-9			



- 1 FAT FUSELAGE
- 2 HIGH TAIL
- 3 WINGS SQUARE AND NOT SWEEPED BACK
- 4 ELEVATOR NOT SEEN
- 5 WINGS MIGHT BE NARROWER
- 6 THE CLOUDS PASSING PLANE INDICATED A HIGH RATE OF SPEED
- 7 DID NOT GET A GOOD VIEW OF ENGINES
- 8 SILVER COLORED PLANE
- 9 PLANE BANKED TO RIGHT

AS OBSERVED BY:

A/2C JACK H. SNELLING

AF 11210762

*Ind 1123*

PARAPHRASE NOT REQUIRED. SEE CRYPTO-CENTER  
NBR 13467 BEFORE DECLASSIFYING

C-1 PRIORITY  
FM 5TH AIRDIV WABAT FR MOROCCO 031700Z  
TO CS USAF WASHDC  
CO ATIC ATTN ATIAA-2C  
CG ENT AFB COLO  
CG SAC OFFUTT AFB NEBR FOR D/I  
CINCUSAFE WIESBADEN GERMANY ATTN D/I

ACTION

ATTN

SECURITY INFORMATION

5 SEP 52 08 50

- 1. atia
- 2. atir
- 3. ati
- 4. C. files

CITE DI 12393

SUBJ: FLY OBRPT. FOLG MSG RECD THIS HQ FR DET 13, 3905 RBS GP,  
MARRAKECH, FRENCH MOROCCO. UNIDENTIFIED FLY OBJECT TRACKED ON RADAR  
EQUIP AN/MPQ-2 AT 1230GMT 26 AUG 52. RECORDED SPEED AT ONE PNT 1157  
MPH. ABSOLUTE ALT ABOVE 50000 FT. ACFT SOUTHERLY HEADING STARTED  
RIGHT TURN DESCENDING TO APPROX 20000 FT ALT WHERE RADAR CONTACT LOST  
DUE TO DIS. OBJECT VIEWED THROUGH TELESCOPE ATKND TO RADAR REFLECTOR  
BY RAMON R SANTIAGO, CAPT, AO 583333, ADELBERT C BEARD, FIRST LT,  
AO 941342, JOHN H SNELLING, AMN 2ND CLASS, AF 11210762. TRACKING  
VIEWED BY RALPH A WOODCOCK, MAJ, AO 733255. GARBLED COMM BETWEEN  
RABAT AND MARRAKECH CAUSED DELAY SUBJ REPT. COMPL REPT FOLS ON FOR 112  
24/1815Z

1030 Z

See also 12 June 52 - Marrakech, Morocco

3/Book up of letters  
from Aug 20, 2 case

---

HEADQUARTERS  
72D STRATEGIC RECONNAISSANCE WING, H (SAC)  
RAMEY AIR FORCE BASE, PUERTO RICO

DOI

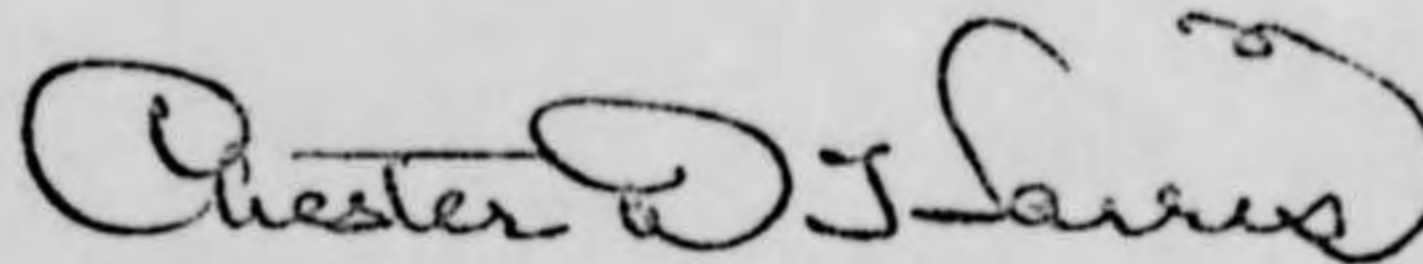
17 JUN 1954

SUBJECT: Unidentified Object Sighting Report

TO: See Distribution

In compliance with last paragraph of our message DOI 223, dated 8 June 1954, Subject, "Unidentified Object Sighting Report" inclosed herewith letter and diagram furnished by Mr Harding Franco-Soto.

FOR THE COMMANDER:



CHESTER D. HARRIS  
1st Lt. USAF  
Adjutant

✓ 2 Incls  
1 Letter  
2 Diagram

DISTRIBUTION:

- 1 copy ea Chief of Staff, Headquarters USAF  
Washington 25, D. C.
- 1 copy ea Commander Air Defense Command  
Ent AF Base, Colorado Springs, Colorado
- 1 copy ea Commander Air Technical Intelligence Center  
Wright-Patterson AF Base, Ohio
- 1 copy ea Commander Strategic Air Command  
Offutt AF Base, Nebraska
- 1 copy ea Commander 2d Air Force, Barksdale AF Base  
Louisiana

4-3719-15



# 75 Huicy St., Condado,  
San Juan, Puerto Rico  
June 4th., 1954.

Col. Radford P. Schuman,  
Hqs. 72nd. Strategic Reconnaissance Wing,  
Ramey Air Force Base, Aguadilla, P.R.

Dear Sir:

The following is my story on what I saw on June 2nd. :

Originally I started on a trip with my family from San Juan to Sabana Grande via Ponce and Guayanilla.

We were getting close to the town of Guayanilla when I detected something in the sky which resembled the moon. I glanced again for I had the impression it was moving. To make sure I stopped the car I was driving and so I confirmed the "moon was moving". Therefore it was no moon and really a flying apparatus. I pointed the "thing" to my mother who was by my side and also to my father and my sister who were riding in the back seat. They also acknowledged the phenomenon. They saw as I saw the flying object coming from inland, from a northeasterly direction towards a southwesterly direction. The "moon" was coming down like a glider swinging from side to side at low speed. It was 8:12PM Wednesday June 2nd and we were close to Kilometer 14 I guess, close to the gasoline piers, the sea on the left side and the mountains at the right: the "moon" coming from the side of the mountains.

As soon as I realized the "moon" was moving I continued our trip but always watching the "moon" thru the treetops. The "saucer" was illuminated in the front and in the half-front sides of the arch. It was dark and the center part though somewhat but real slightly illuminated was rather dark and so the rear of the moving object. The color of the lights was reddish or orange firelike. There was no sound and I guess the height was 4 or 5,000 may be more than that in ft.

When the saucer left the ground area and came into the sea area it did a sharp turn of about 90 degrees and instead of flying sidewise it took a direct course towards the horizon. The lights increased in size with the distance. The farther it got the red burr of the lights became more noticeable and large stains of orange and red were seen in the distance. At the distance I could see it was increasing in altitude and speed.

I did not call the military authorities at that time because I thought they had surely spotted this "visitor" in their radar screen for this location. I am sure is within range of Ramey Air Force Radar system if any.

July 4th., 1954.

I saw the "saucer" for at least 2 or three minutes before it got to the beach then it took around one minute to disappear in the long horizon. I calculate the thing is around 100 feet in diameter or less or more.

My father is a former Postmaster of the town of Sabana Grande and he is now 74, a healthy and strong man mentally speaking and alert. He has a fine background and he knows how to differentiate and appreciate things very well. His name is Miguel A. Franco-Soto. Address: c/o Postmaster Sabana Grande, P.R. My mother is the Assistant of the Postmaster of Sabana Grande who is my brother Junot. She is 61 and as bright and alert as my dad. She can not be fooled easy either. Her name is Carmen Soto, same address.

My sister is a graduate of Siena Heights College of Adrian, Michigan. She is now a Pan American Airways employee and she is bright and clever. As the others she knows to differentiate things. Her name is Leslie Franco-Soto and lives at #605 Miramar Ave. Cadiz Building Apt. #2 Santurce, Puerto Rico. She is 26.

As for me I have two years college Pre-legal course and I work as a Customs Inspector for Uncle Sam. That ~~time~~ I was sick having stomach trouble but this did not interfere with my senses at all. I know pretty well what was going on.

While I stopped my car I tried to stop a car with non-resident plates to make them aware of the saucer. They did not stop but I shouted "flying saucer" and pointed to the sky. The car continued its march.

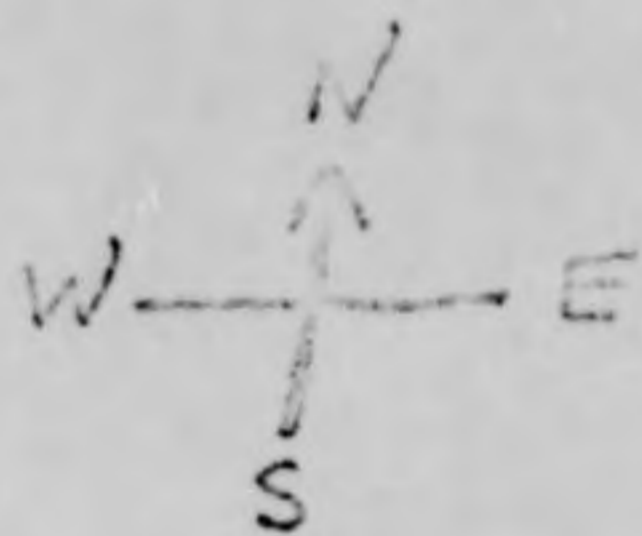
I am enclosing a sketch comparing it with the other saucer I saw on August 26, 1952 at which time I reported it next day to Col. Sanders of CIC in San Juan by telephone. On that occasion the saucer was silvery colored and it shined all over. Had the same direction from northeast to southwest. This one I saw at 2AM over the town of Cabo Rojo, Puerto Rico in the southwest tip of the island of Puerto Rico. I was also with my family. The distance from earth was greater I might say 40,000 ft away and it still looked like a nickel. This one must have been at least 200 ft or more in diameter. The edges were brighter than the belly or the upper part. The movement was always the same sidewise but at great speed. It turn on and turned off the lights at intervals. There was no reflection from the moonlight when it turned off its lights.

I projected the lines of the path of these saucers and on the point of origin it starts from Moscow in Russia and on the point of Destination we have Colombia, Venezuela, the Galapagos Island, the Panama Canal and the Pacific Ocean.

I recommend a 24 hour watch over the island of Puerto Rico for out of two trips at night I have detected two flying saucers. That puts me in 1000 points. That is in case none of our aircraft have been over our area in these positions and time.

Respectfully yours,

Harding Franco-Soto  
U.S. Customs Inspector #7033  
Box 1603, San Juan, Puerto Rico  
Tel. 3-1480 San Juan Air Terminal.



SAUCER  
of  
Aug 26/52



SAUCER  
of  
June 2/54

above  
seen at  
looked in HORIZON  
By Harding  
Granobts

(CLASSIFICATION)

33

COUNTRY: French Morocco  
REPORT NO: 5-310-15  
(GRADE BEARING)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYCERPT

AREA REPORTED ON: Marrakech, French Morocco  
FROM (Agency): Director of Intelligence, Hq 5th Air Div

DATE OF REPORT: 2 October 1952  
DATE OF INFORMATION: 26 August 1952  
EVALUATION: A-1

PREPARED BY: Glenn D. Adams, 1st Lt, USAF  
REVIEWED BY: [Redacted], Major, USAF, AO 733725  
[Redacted], Major, USAF, AO 726728

IR 5-310-9, TWX DI 12393

3. SUMMARY: (List concise summary of report. Give references in final one-sentence paragraph. List inclusions at lower left. Begin text of report on AF Form 112-Part II.)

1. An unidentified aerial object was reported observed on radar equipment (AN-MPQ-2) at the RBS site, Marrakech, French Morocco at 1030 hours, 26 August 1952. This information was reported by TWX DI 12393, dated 3 September 1952 and on AF Form 112, IR 5-310-9, dated 2 September 1952.

2. Reference project "Blue Book", the following supplemental information has been received from Major Ralph A. Woodcock, AO 733725, Detachment 10, 3903d Radar Bomb Scoring Group, and Major Robert N. Alter, AO 726728, Weather Officer, Headquarters, 5th Air Division.

APPROVED:

*William B. Merrill, Jr.*  
WILLIAM B. MERRILL, Jr.  
Lt Colonel, USAF  
Director of Intelligence

7-3719-10

DISTRIBUTION BY ORIGINATOR

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE ACT, 50 U.S.C. 3161 AND 3162 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.

[Redacted]

~~SECRET~~  
~~SECURITY INFORMATION~~  
(CLASSIFICATION)

# AIR INTELLIGENCE INFORMATION REPORT

REPORT NO.	5-31C-15	PAGE	2	OF	2	PAGES
Directorate of Intelligence, SAD						

1. The following supplemental information was received from Major Ralph A. Woodcock:

a. A Southbound aircraft was first contacted at 1030 hours, 26 August 1952 north of Marrakech. Aircraft passed to east of the city, then northbound heading west of city. Let down started during turn and continued down to approximately 20,000 feet in the vicinity of Ben Guerir (32°09'N - 7°55'W). An eight (8) power telescope with an eight degree forty five minute (8°45') field mounted directly on the radar dish varied in elevation and azimuth depending on range height, and azimuth of aircraft. During the turn, the angle of elevation was approximately forty five degrees (45°).

2. The following weather information was received from Major Robert W. Altor:

a. Ben Guerir: 1000Z, 3000 2/10 Sc, 1400 3/10 Ac, E 22,000 6/10 Ci, Pressure E 28,550 in Vis. 15 MI, Temp 88, Dew point 45, Wind NNE 6K, RH 22%.

1100Z, 3000 2/10 Sc, 1400 3/10 Ac, Pressure E 28,540 Vis 15 MI, Temp 93, Dew point 42, NE 7K, RH 17%.

b. Marrakech: 0600Z, 0 Acc 11,000 ft, 10 MI, Temp 75, Dew point 55, Wind calm, Pressure 1010.7 mb.

1800Z, 0 CB 4000, 0 Acc, 11,000 ft, 10 MI, Temp 95, Dew point 57, Wind NW 10K, (10W 80 MI Southeast)

c. Marrakech Area: 0300Z, 20,000 ft, wind 270°/25K, 1500Z, 20,000 ft, wind 250°/25K.

0300Z, 30,000 ft, wind 270°/70K, 1500Z, 30,000 ft, wind 250°/70K.

d. Fort Lyautey Sounding: 1500Z, 500 mb, Temp -09°C, dew point -23°C; 485 mb, Temp -11°C, dew point -28°C; 400 mb, Temp -18°C; 300 mb, Temp -33°C; 200 mb, Temp -51°C; 150 mb, Temp -63°C; 100 mb, Temp -66°C. Tropopause at 150 mb - 46,700 ft.

*Glenn D. Adams*  
GLENN D. ADAMS  
1st Lt, USAF  
Asst Chief, Programs Division

~~SECRET~~  
~~SECURITY INFORMATION~~

7. Returned  
Fournet

AFOIN-2A2  
Maj Fournet/dbv/75990  
Wrtn 7 October 52

AFOIN

67 001

MEMORANDUM FOR THE SECRETARY OF THE AIR FORCE

SUBJECT: Sighting of Unidentified Aircraft over Marrakech,  
Morocco on 28 August 1952

1. Report of subject sighting states that an unidentified target was picked up on an AN/MPQ-2 radar set at 1030 GMT 28 August 1952 over Marrakech, Morocco and that radar crew personnel simultaneously sighted an aircraft through the telescope attached to the radar antenna. The speed of the aircraft, as determined from the set, was 1157 miles per hour and altitude above 80,000 feet, the maximum recording capability of the radar equipment.

2. It was determined that a USN AJ-1 aircraft was over Marrakech at the specified time.

3. The sketches prepared by the three personnel who observed the aircraft through the telescope exhibit very good agreement and together are remarkably similar to the configuration of the AJ-1.

4. Observation is therefore evaluated as an AJ-1 with a malfunction in the radar plotter resulting in an error in the speed and altitude determination on the order of three. Dividing the speed and approximate altitude by three gives a corrected speed of about 350 miles per hour and an altitude of approximately 20,000 feet, both reasonable figures for the AJ-1.

- 2 Incls (Working only)
1. Photo of AJ-1
  2. Rept fr D/I 5th Air Division

JOE B. ALLEN  
Brigadier General, USAF  
Deputy Director for Collection  
and Dissemination  
Directorate of Intelligence



AFOIN 2A2 ComDat- Copy 10/17

[REDACTED]  
[REDACTED]

AFOIN-2A2  
Maj Fournet/dbv/75990  
7 October 1952

MEMORANDUM FOR RECORD

PROBLEM

1. Prepare a Memorandum for the Secretary of the Air Force.

FACTS AND DISCUSSION

2. In a cover sheet comment from AFOIN-3 this office was asked to prepare an evaluation of a report from the Directorate of Intelligence 5th Air Division regarding the radar/visual sighting of an unidentified aircraft on 26 August 1952 over Marrakech, French Morocco.

3. The report stated that at 1030 GMT, above date and place, an unidentified target was picked up on an AN/MPQ-2 radar set and a track recorded on plotting paper. Recorded speed at one point was 1157 miles per hour and altitude above 50,000 feet, maximum capability of the radar set. In addition, three radar personnel observed the aircraft through the telescope attached to the radar antenna.

4. The originator of the report determined that a USN AJ-1 aircraft was over Marrakech at the specified time.

5. The attached memorandum states the evaluation by this office, viz., that the aircraft was the AJ-1 in question and the speed and altitude recorded probably resulted from a malfunction in the radar plotting equipment.

6. A photograph of the AJ-1 is attached to the memorandum along with the report of the 5th Air Division.

7. This item is not considered suitable for inclusion in the Daily Staff Digest.

ACTION RECOMMENDED

8. It is recommended that the attached Memorandum for the Secretary of the Air Force be approved and forwarded for General Samford's signature.

COORDINATION

AFOIN-2A2, Cdr R.T. Boyd Ext. 75990  
AFOIN-2A, Col Adams, Ext. 74072  
AFOIN-2, Col Morrow, Ext. 71110  
AFOIN-, Maj Gen Samford, Ext. 55613

[REDACTED]  
[REDACTED]

AFOIN-2A (Attn: Maj Fournet)

AFOIN-2

1  
Colonel Wilcox/fw/77175

On a trip with Secretary Finletter, General Ackerman, AFOIN-1, was asked by the Secretary to obtain an evaluation. This evaluation should be framed as a Memo for the Secretary of the Air Force and suitable for General Ackerman's or General Samford's signature. Evaluation is due in General Ackerman's office, 1700 hours 7 October.

Reading File



SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO: CG STRATEGIC AIR COMMAND OFFUTT AFB NEB

INFO:

DATE-TIME GROUP 051800Z SEPT 52		SECURITY CLASSIFICATION [REDACTED]
PRECEDENCE FOR:	ACTION ROUTINE	INFORMATION [REDACTED]
<input type="checkbox"/> BOOK MESSAGE	<input type="checkbox"/> ORIGINAL MESSAGE	
<input type="checkbox"/> MULTIPLE ADDRESS	CRYPTOPRECAUTION <input type="checkbox"/> YES <input type="checkbox"/> NO	
REFERS TO MESSAGE:		
IDENTIFICATION DI 12393	CLASSIFICATION Secret	

FROM: AF00IN-ATIAA FOR DIRECTOR OF INTELLIGENCE

Reference message Cite DI 12393 from 5th Air Division, Rabat French Morocco, dated 041815Z Sept 52, subj: FLYCRPT. Request the following items be passed to 5th Air Div, if possible. Include the following in Form 112: (1) Detailed weather data including cloud cover, winds aloft, altitude vs temperature, and moisture lapse rate; (2) Details of path of object on radar scope; (3) Estimated azimuth and elevation of telescope of various times during tracking.

In reply cite Project Blue Book.

ATIAA-5 File

COORDINATION:

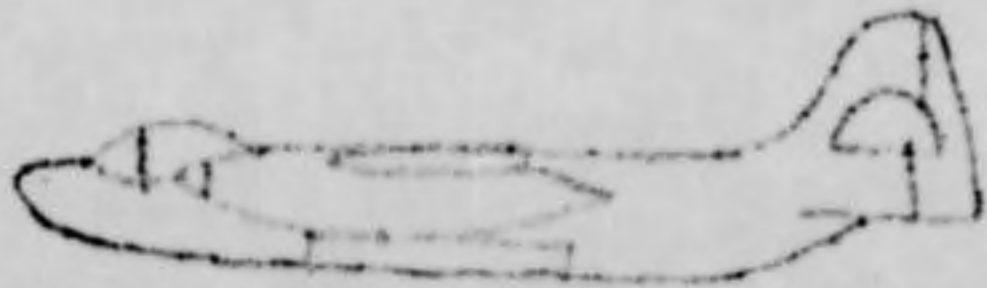
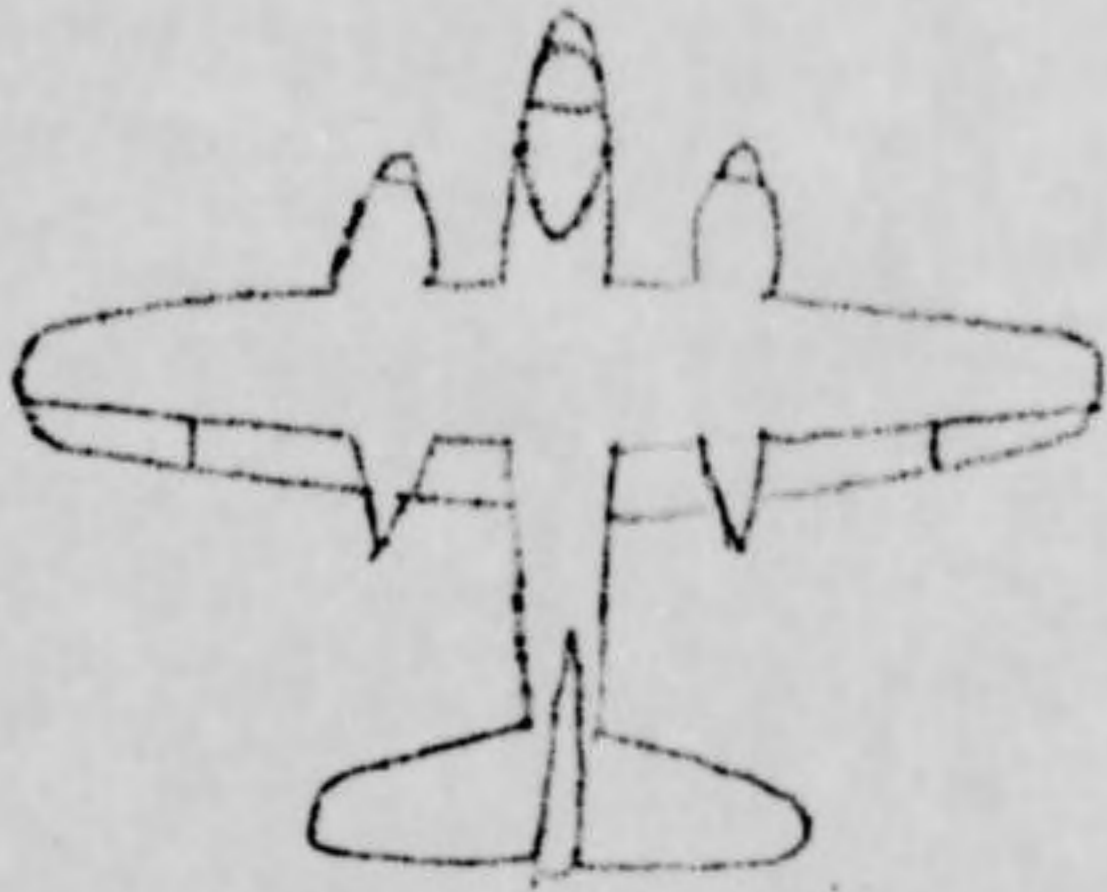
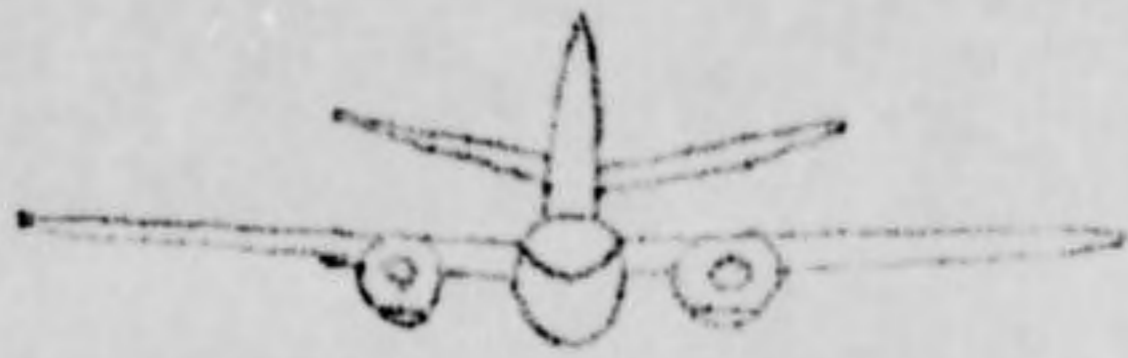
ATIAA \_\_\_\_\_  
 ATIA \_\_\_\_\_  
 \_\_\_\_\_

SECURITY INFORMATION

752-16077-

DRAFTER'S NAME (and signature, when required) CAPT E. J. RUPPELT/73		RELEASING OFFICER'S SIGNATURE ROBERT E. [REDACTED], MAJON, USAF
SYMBOL ATIA-5	TELEPHONE 51132	OFFICIAL TITLE AIR ADJUTANT GENERAL

AJ - 1



SPAN 11'5"

LENGTH 63'1"

Compass

COUNTRY	REPORT NO.	CLASSIFICATION
French Morocco	5-310-9	
<b>AIR INTELLIGENCE INFORMATION REPORT</b>		
SUBJECT		
FLYCBERT		
FROM (Location)	TO (Agency)	
Marrakech, French Morocco	Directorate of Intelligence, 5th Air Division	
DATE OF REPORT	DATE OF INFORMATION	CLASSIFICATION
2 September 1952	26 August 1952	A-1
PREPARED BY (Name)	APPROVED BY (Name)	
Glenn D. Adams, 1st Lt, USAF	Ralph A. Woodcock, Major, USAF	

SUMMARY: (State concise summary of report. Give highlights in form and sentence paragraphs. Use notations of form 112-1, 112-2, 112-3, 112-4, 112-5, 112-6, 112-7, 112-8, 112-9, 112-10, 112-11, 112-12, 112-13, 112-14, 112-15, 112-16, 112-17, 112-18, 112-19, 112-20, 112-21, 112-22, 112-23, 112-24, 112-25, 112-26, 112-27, 112-28, 112-29, 112-30, 112-31, 112-32, 112-33, 112-34, 112-35, 112-36, 112-37, 112-38, 112-39, 112-40, 112-41, 112-42, 112-43, 112-44, 112-45, 112-46, 112-47, 112-48, 112-49, 112-50, 112-51, 112-52, 112-53, 112-54, 112-55, 112-56, 112-57, 112-58, 112-59, 112-60, 112-61, 112-62, 112-63, 112-64, 112-65, 112-66, 112-67, 112-68, 112-69, 112-70, 112-71, 112-72, 112-73, 112-74, 112-75, 112-76, 112-77, 112-78, 112-79, 112-80, 112-81, 112-82, 112-83, 112-84, 112-85, 112-86, 112-87, 112-88, 112-89, 112-90, 112-91, 112-92, 112-93, 112-94, 112-95, 112-96, 112-97, 112-98, 112-99, 112-100)

An unidentified flying object was reported observed on radar equipment (AN/APG-2) at the RBS site at Marrakech, French Morocco. This report was delayed due to faulty communications. The report was forwarded to this Headquarters by Major Ralph A. Woodcock, AO 738325, Commanding Officer, Detachment "10", 3903d Radar Bomb Scoring Group, APO 113, c/o Postmaster, New York, New York.

COMMENTS of Preparing Officer:

1. The following detachment personnel viewed the flying object through the telescope attached to the radar reflector:

- Ramon R. Santiago, Capt, AO 588080
- Adelbert C. Beard, 1st Lt, AO 940 M2
- John H. Snelling, A/2c, AF 11210762

Their impressions of the unidentified flying object observed with personal comments have been reproduced and included with this report.

2. Major Ralph A. Woodcock, AO 738325, was present during observation and viewed the trackings.

3. The Naval Air Station, Port Lyautey, French Morocco, was contacted and it was reported that an AJ-1 type plane was over Marrakech at approximately 1030 GMT. No known French aircraft were reported over site area.

APPROVED:

*Judith Mathias*  
WARREN S. TOGTELIAN  
Colonel, USAF  
Director of Intelligence

*Glenn D. Adams*  
GLENN D. ADAMS  
1st Lt, USAF  
Asst Chief, Programs Division

3 ENCL.

DISTRIBUTION BY ORIGINATOR  
DI/USAF DI/SAC  
ATIC DI/USAF

5-0055

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 IS UNCLASSIFIED. 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.

