

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 XXXX 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 <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
9. PHYSICAL EVIDENCE <input type="checkbox"/> Yes <input type="checkbox"/> No	

COORDINATION

INSERT
ORIG. CODE AND
FULL SIGNATURE

M.D. Hatch
ATIAE-5

1 Apr 53

R.M. Olson
ATTN: USAF

Wk
ATIAE

2 Apr 53

Joseph A. Colton

ATIAE

2 Apr 53

Multiple

~~CONFIDENTIAL~~

2/23
BOUASSEUR AB
MGF/Jos/65365
FRENCH
MORITZ

10

In reply refer to UNCLASSIFIEDS
APOIN-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 Adm. Gen.

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DECLASSIFIED AFTER 12 YEARS.
DOD DIR 5200.10

Handwritten initials

UNCLASSIFIED

~~CONFIDENTIAL~~

OFFICIAL FILE COPY

DESIGNATE AUTHD OFFICE OF RECORD

SECURITY INFORMATION

UNCLASSIFIED

COUNTRY: French Morocco REPORT NO: 28-53 (LEAVE BLANK)

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOBRPT, Nouasseur Air Base, French Morocco
AREA REPORTED ON: Nouasseur Air Base, French Morocco
DATE OF REPORT: 20 April 1953
DATE OF INFORMATION: 25 March 1953
PREPARED BY: Glenn D. Adams, 1st Lt, USAF
SOURCE: Port Lyautey Naval Station Radar Site
REFERENCES: TWX, 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.
WILLIAM B. MERRILL, Jr.
Lt Colonel, USAF
Director of Intelligence

1 INCL.
Target Track

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DISTRIBUTION BY ORIGINATOR
CGADC ENT AFB, Col USAFE
Chf, ATIC, Wright-Patterson AFB, Ohio Naval Intel/FPO 214
Cof3, USAF
CG, SAC UNCLASSIFIED

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AIR INTELLIGENCE INFORMATION REPORT

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

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

5. Observers:	Name	Rank	Duty	No. of Years Exp. in Radar
	Krzypiac, Joe G.	RDSN	Watch Stand-Radar	5 yrs
	Waltenburg, Charles G.	ET3	ASR Technician	3 yrs

6. Was a visual sighting made by any personnel of the station? No.
7. 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.

8. Radar scope photos: Negative.
9. Track data: Negative.
10. Were aircraft scrambled to intercept the target? Negative.
11. 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.

12. Was the target observed on search radar? Yes.
Nomenclature of equipment: Mobile SP1M (Navy).

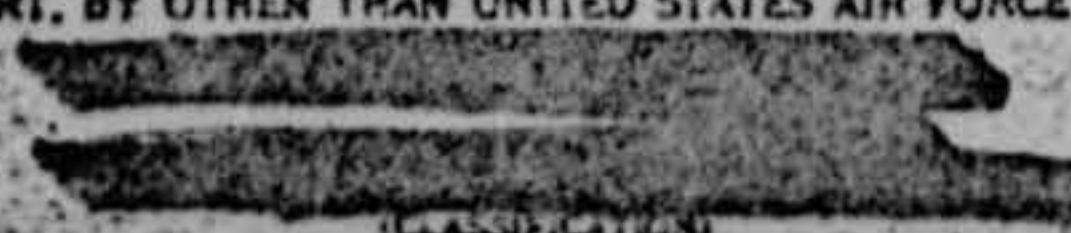
13. Was the target observed on height finding radar? Yes.
Nomenclature of equipment: Mobile SP1M (Navy).

14. Have there been any recent maintenance difficulties? Yes.
COMMENT: 6SG7 was replaced in the receiver 12 days prior to this sighting.

15. What type modulator is used in the radar equipment? Line type, wave guide.

16. 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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[REDACTED]

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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 GCA and TFSLB 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

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AF FORM 112—PART II
APPROVED 1 JUNE 1948

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE	OF	PAGES
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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 Lyautey 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 Lyautey 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 Lyautey 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

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

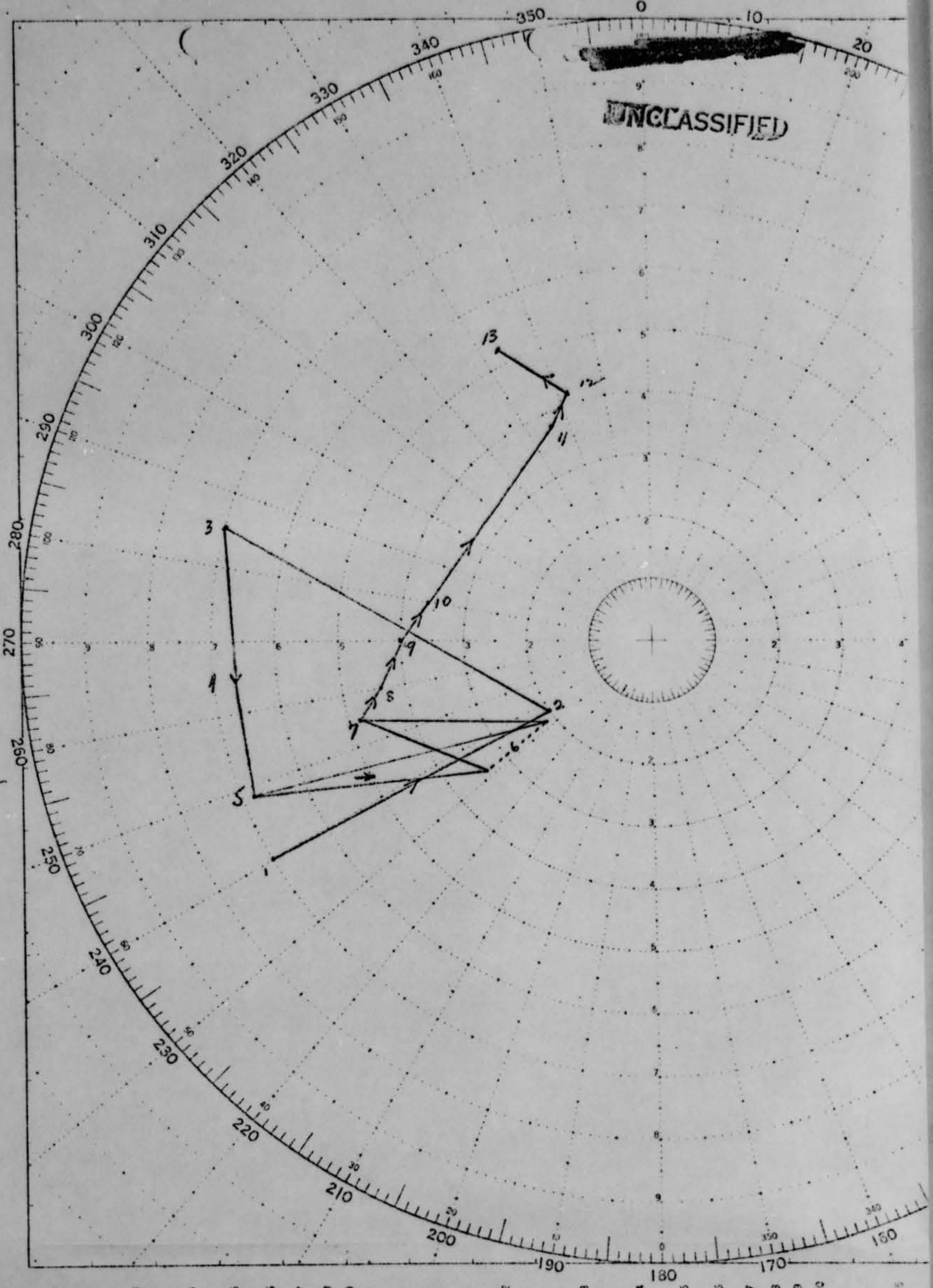
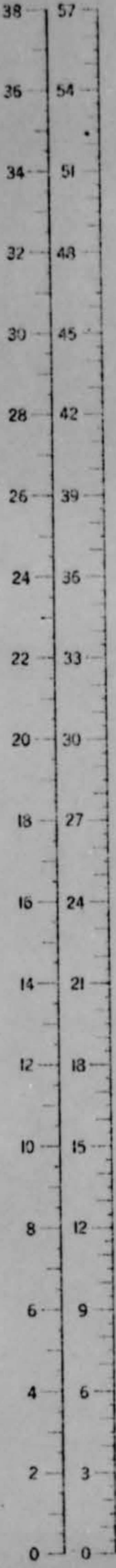
Glenn D. Adams
GLENN D. ADAMS
1st Lt, USAF
Preparing Officer

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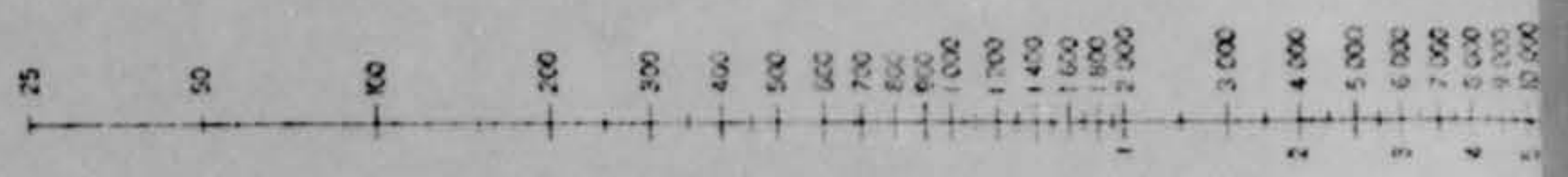
SCALES
2:1 3:1



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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

New York



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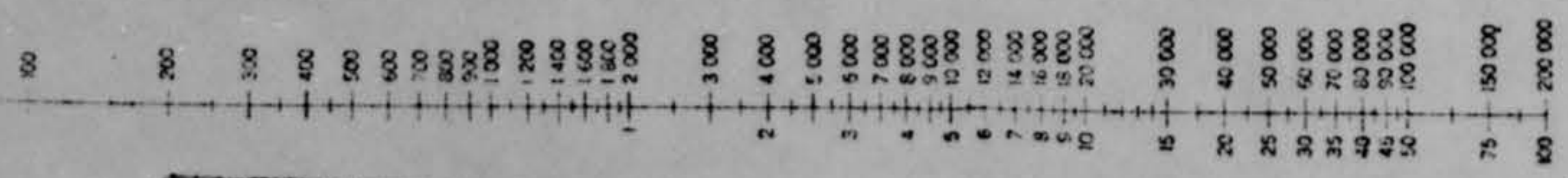
SCALES
4:1 5:1



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TIME in minutes



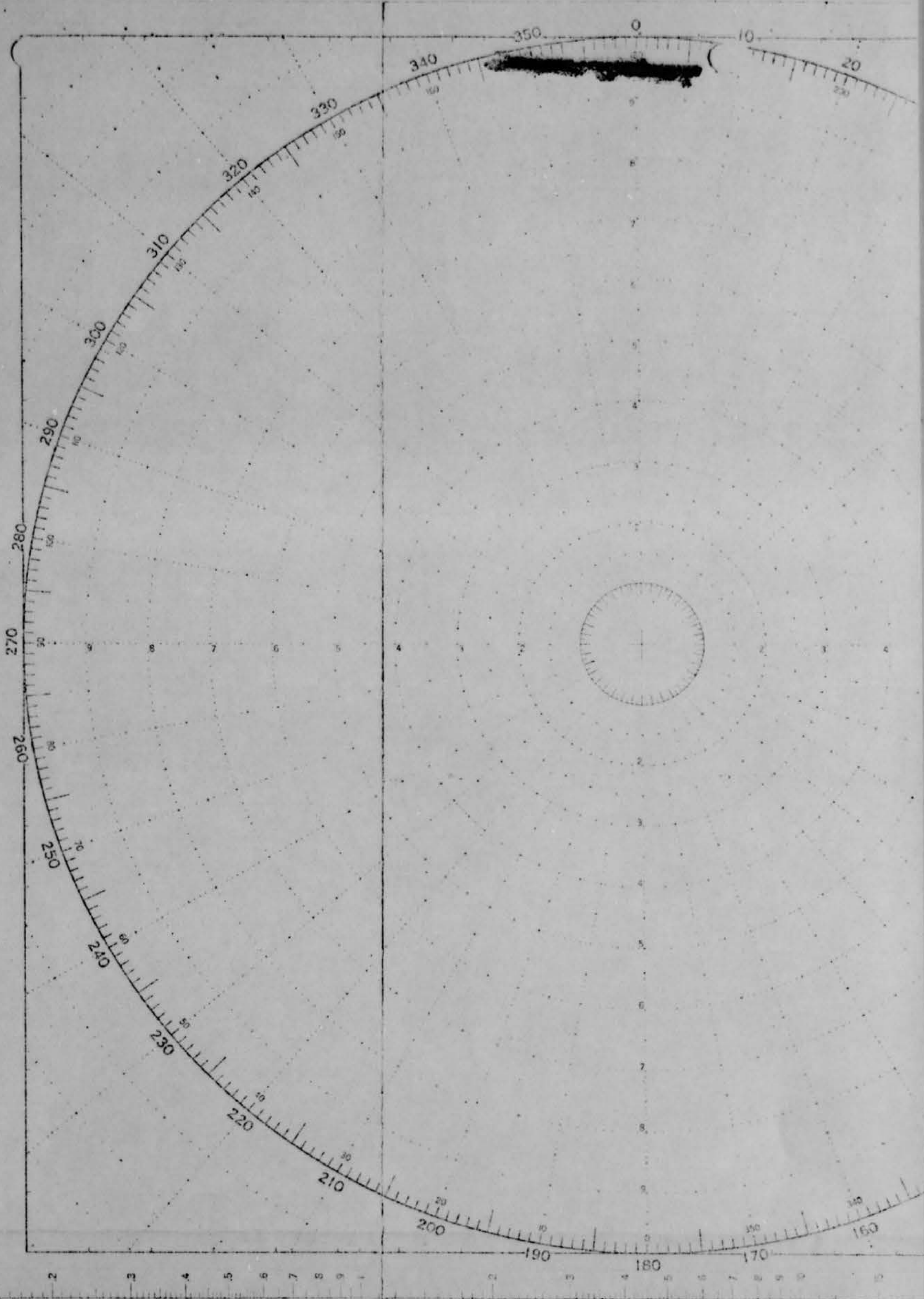
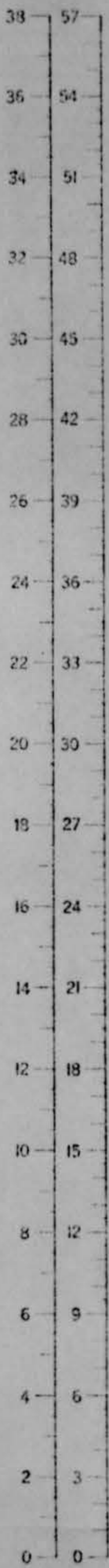
DISTANCE in yards
Relative or actual
DISTANCE in miles

Encl 1

SPEED in knots
Relative or actual

SCALES

2:1 3:1



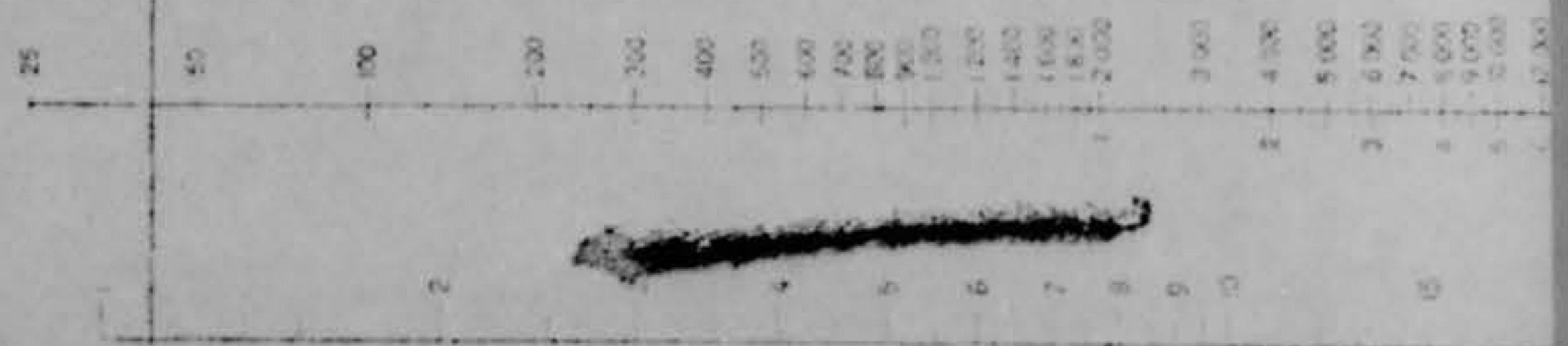
LOGARITHMIC SCALE



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

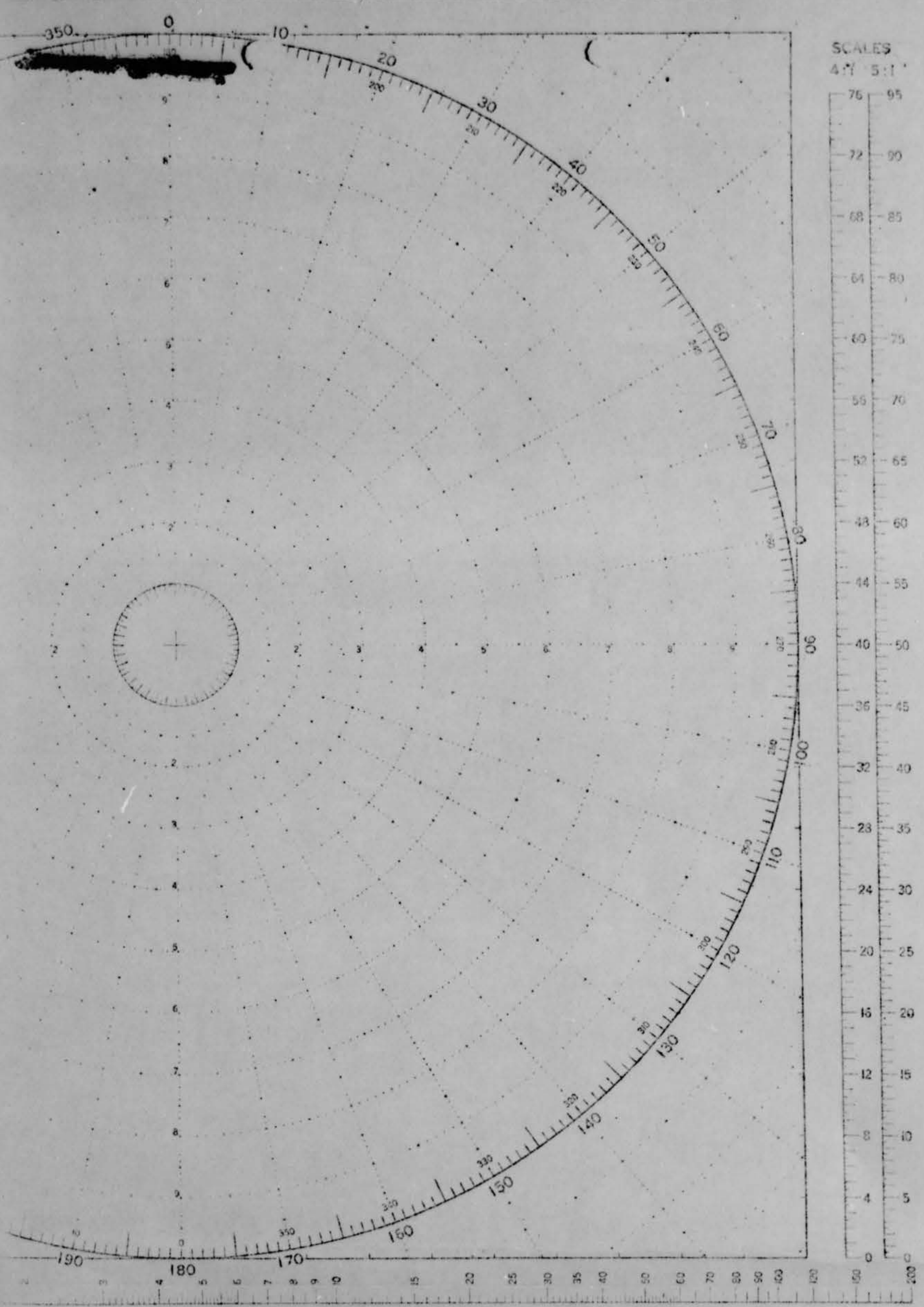
MANEUVERING BOARD

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

Nav 7520



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 times was in error.

28 March Albrook AFB was probably 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 Antonia 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

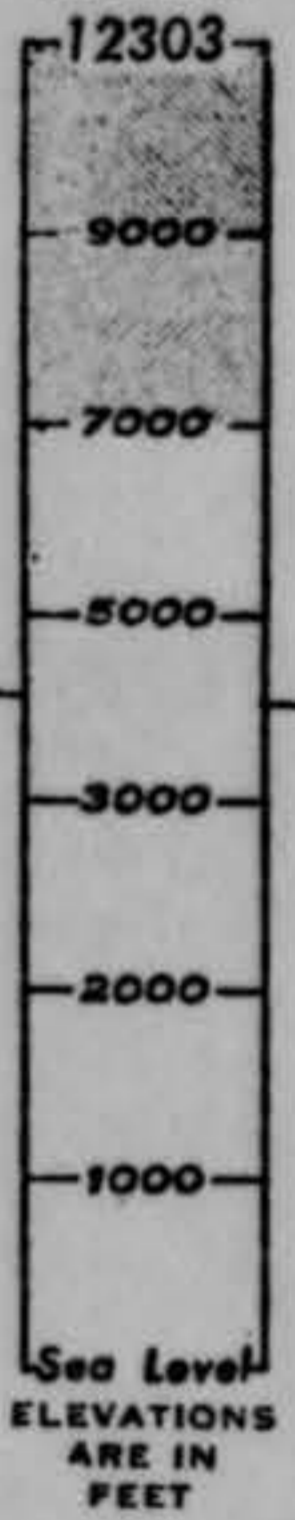
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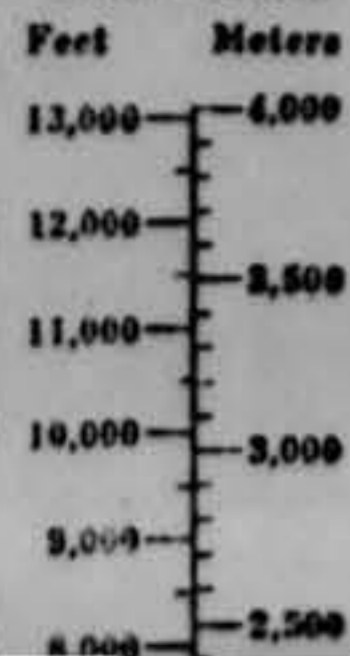
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KILOMETERS

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CONVERSION
OF
ELEVATIONS



(Joins 34B-Water)

(Joins 347)

(Joins 419)

N O R T

A T L A N

CASABLANCA COM

12°W

12°W

12°W

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Cazes
197 LH 80
Airport of Entry
CASABLANCA AIRPORT
3255 118.1 mc

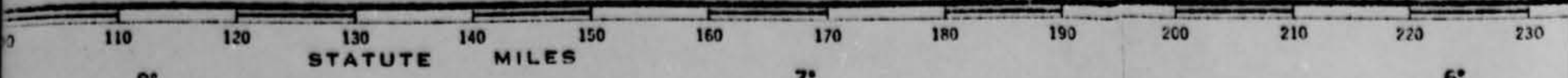
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CASABLANCA CONTROL
4220 122.1 mc

CS
CASABLANCA APPROACH
3270 119.7 mc

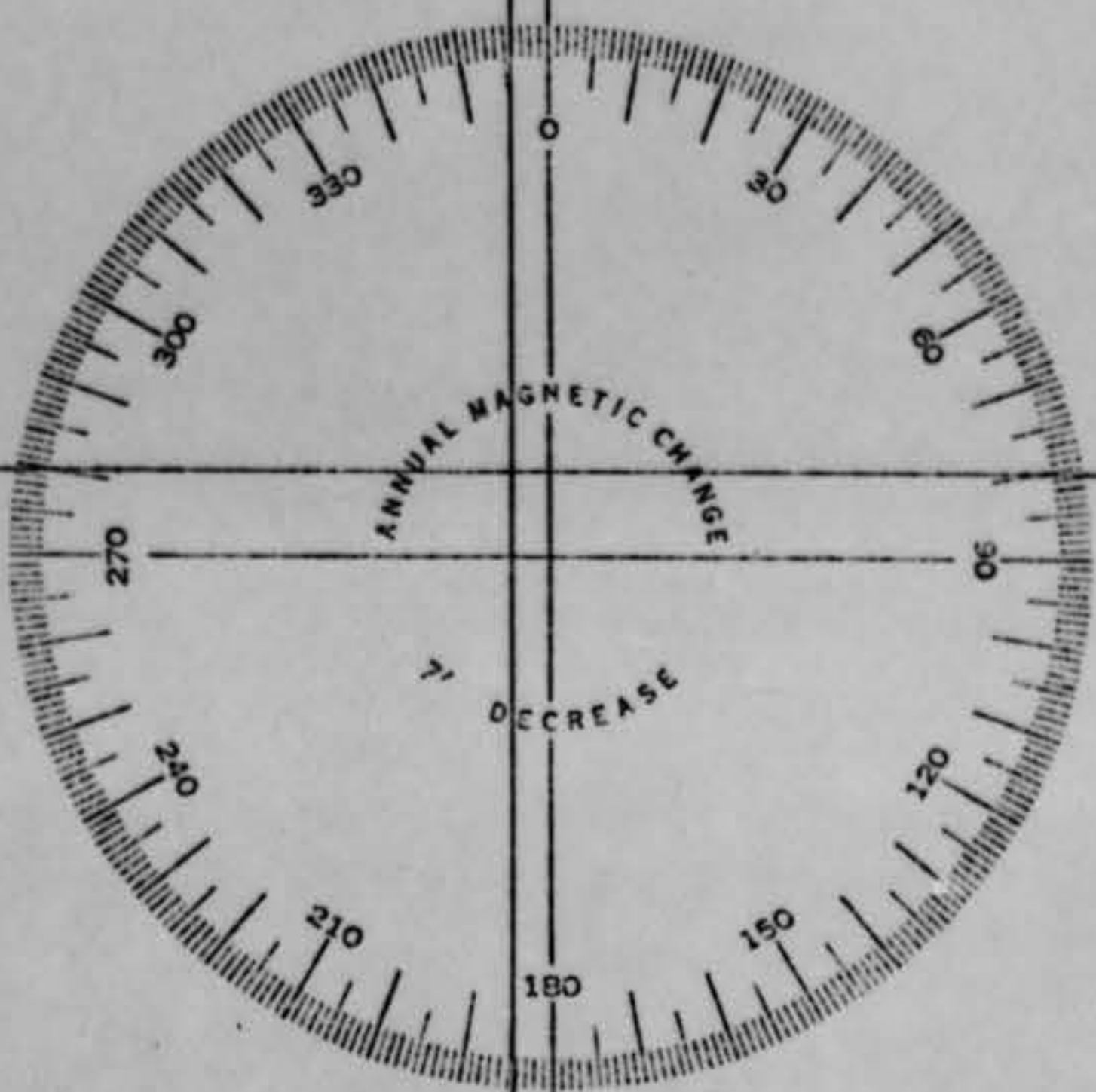
CASA
222



WORLD AERONAUTICAL CHART



(Joins 347)



M RBN
CABO SPARTEL
294.5 SP

TANGIER
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Airport of Entry

CS-DF
TANGIER
6510 CNG

CS
LARACHE
333 ECS

PORT LYAUTEY
16 LH 61
GCA
PORT LYAUTEY AIRPORT
3235 118.1 mc

CS
PORT LYAUTEY APPROACH
6440 116.1 mc

RBN
PORT LYAUTEY
414 NHY

RBN
SALE
383 KI

SALE
245 LH 61
Airport of Entry
SALE AIRPORT
6440 118.1 mc

PORT LYAUTEY RANGE
245 NHY

SALE RANGE
383 KI

RBN
CASABLANCA
408 CNG

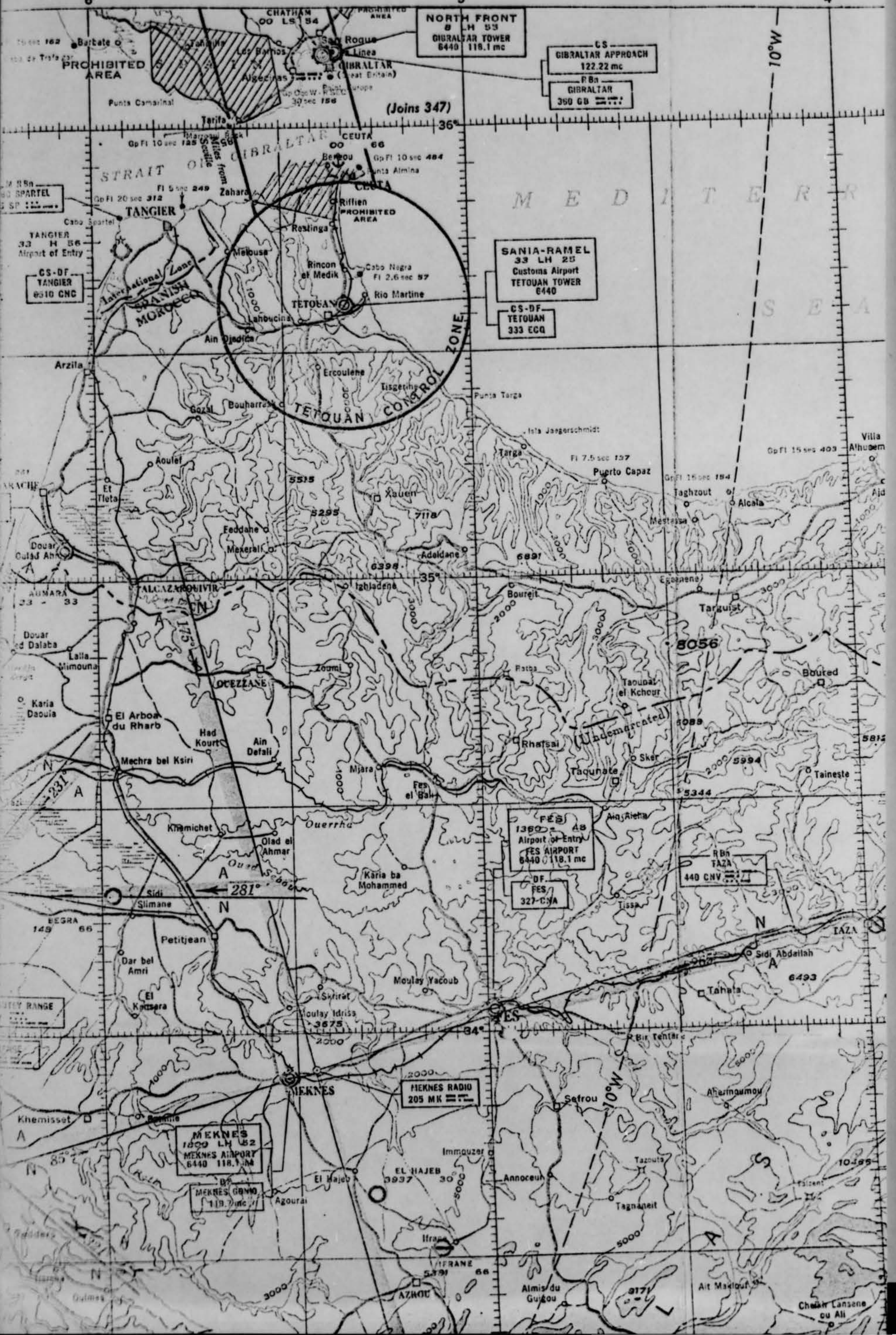
CASABLANCA RADIO
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MEDICINA
620 57

AL CHART



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STATUTE MILES



NORTH FRONT
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GIBRALTAR TOWER
6440 118.1 mc

CS
GIBRALTAR APPROACH
122.22 mc
RBN
GIBRALTAR
360 GB

(Joins 347)

SANIA-RAMEL
33 LH 25
Customs Airport
TETOUAN TOWER
6440

CS-DF
TETOUAN
333 EQ

FES
1360 AS
Airport of Entry
FES AIRPORT
6440 118.1 mc

DF
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327-CYA

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440 CNV

MEKNES RADIO
205 MK

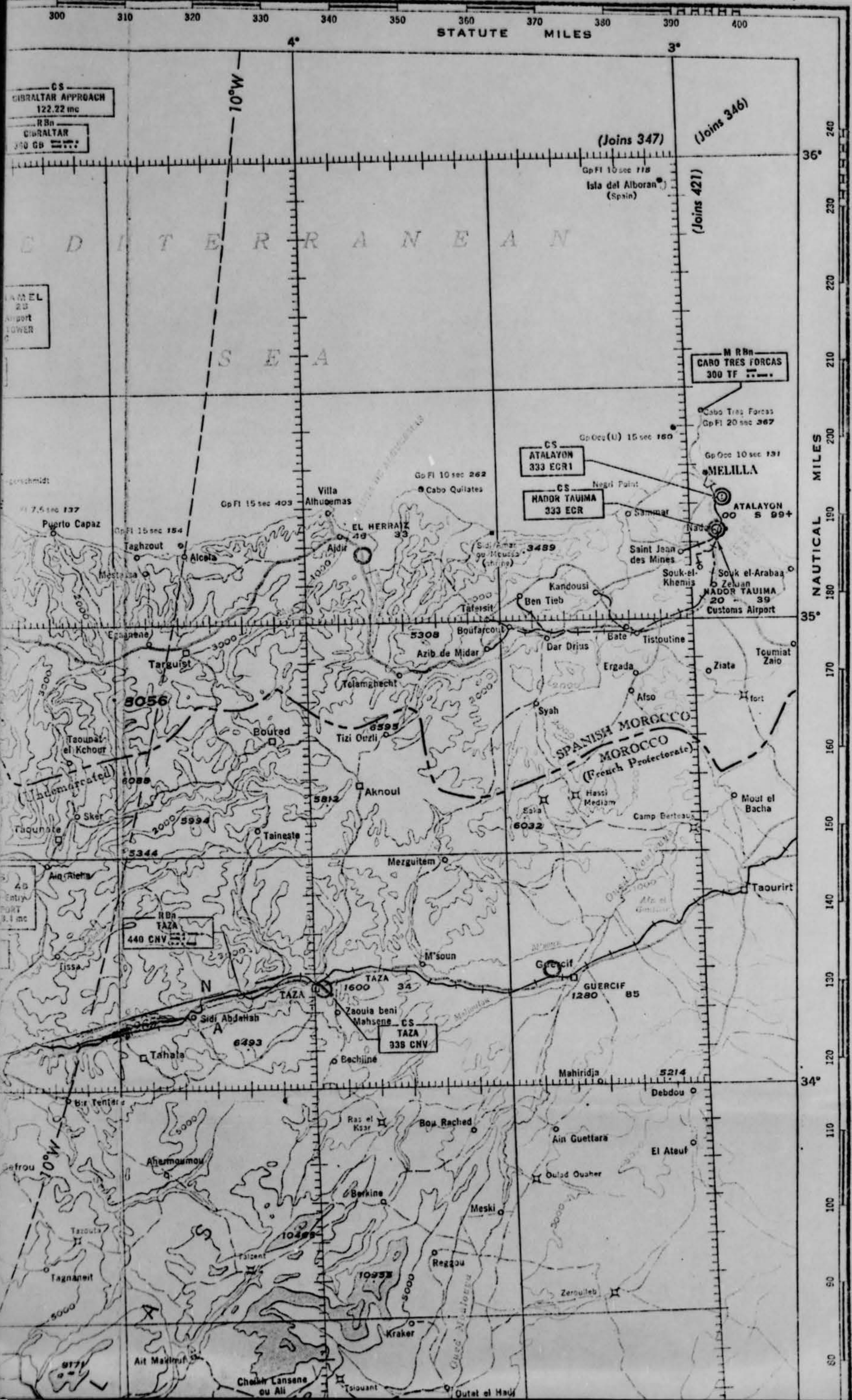
MEKNES
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MEKNES AIRPORT
6440 118.1 mc

DF
MEKNES GQND
119.7 mc

EL HAJEB
3937

IFRANE
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Chouh Lansene
ou Ali



CS
GIBRALTAR APPROACH
122.22 mc

R Bn
GIBRALTAR
350 GB

MELILLA
20
Airport
TOWER

M R Bn
CABO TRES FORCAS
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CS
ATALAYON
333 ECR1

CS
HADOR TAUIMA
333 ECR

R Bn
TAZA
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TAZA
338 CNV

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100
90
80
NAUTICAL MILES

STATUTE MILES

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3°

10°W

MEDITERRANEAN SEA

SPANISH MOROCCO
MOROCCO
(French Protectorate)

(Joins 347)

(Joins 346)

(Joins 421)

Gp Fl 10 sec 118
Isla del Alboran
(Spain)

Gp Occ (U) 15 sec 160

Gp Occ 10 sec 131

Gp Fl 10 sec 262
Cabo Quilates

Gp Fl 15 sec 403
Villa Alhucemas

Gp Fl 15 sec 154
Taghzout

Gp Fl 15 sec 154
Alcala

5308
Boufarco

3056
Targuist

6595
Tizi Ouzli

6088
Tahana

5812
Aknoul

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Taineste

Mezguitem

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TAZA

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10395
Tahala

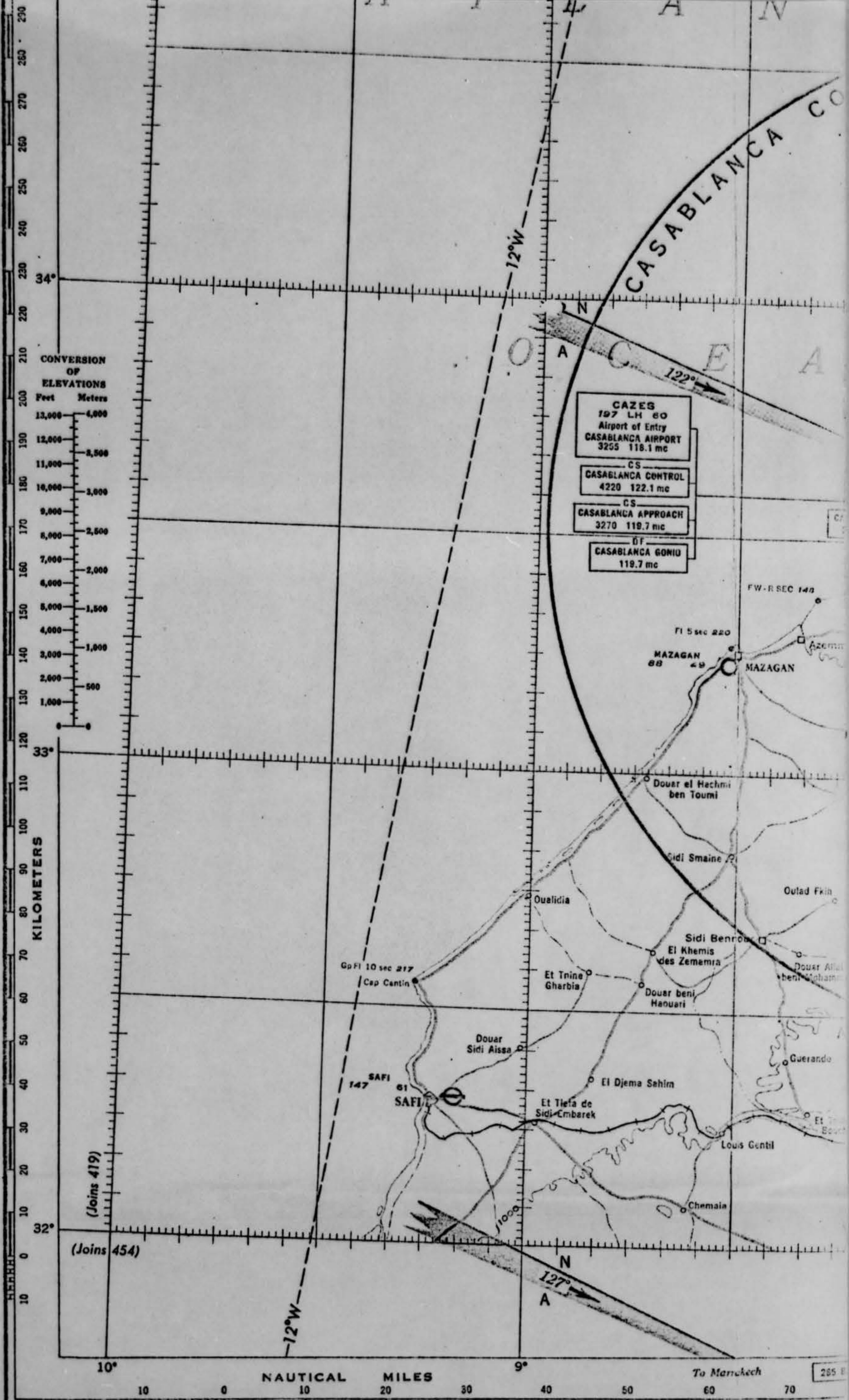
10395
Tahala

5214
Debdou

9171
Tahala

9171
Tahala

5214
Debdou



(420)

PUBLISHED BY THE AERONAUTICAL CHART SERVICE,
U. S. ARMY AIR FORCES, WASHINGTON, D. C.,
NOVEMBER 1943 (C&GS) Revised SEPTEMBER 1946 (ACS) BASE NO. 2R

Lines of equal magn.



PORT
CONTROL
OACH
ONIO

CASABLANCA RADIO
222 KR

CASABLANCA CONTROL ZONE
RBN CASABLANCA
408 CNO
CASABLANCA
MEDICINA 620 57
Gp Fl 15 sec 213

RBN SALE
383 KJ

SALE
245 LH 61
Airport of Entry
SALE AIRPORT
6440 118.1 mc

RABAT
230 -H 44

KHOURIBGA
2560 -H 66
KHOURIBGA AIRPORT
6440 118.1 mc

CS
KHOURIBGA
6490 FWV

285 BA

NAUTICAL MILES

Lines of equal magnetic variation for 1945

NOTE: Military users of this chart will mark which come to their attention and must AERONAUTICAL CHART SERVICE, ARMY AIR FORCE, WASHINGTON, D.C.



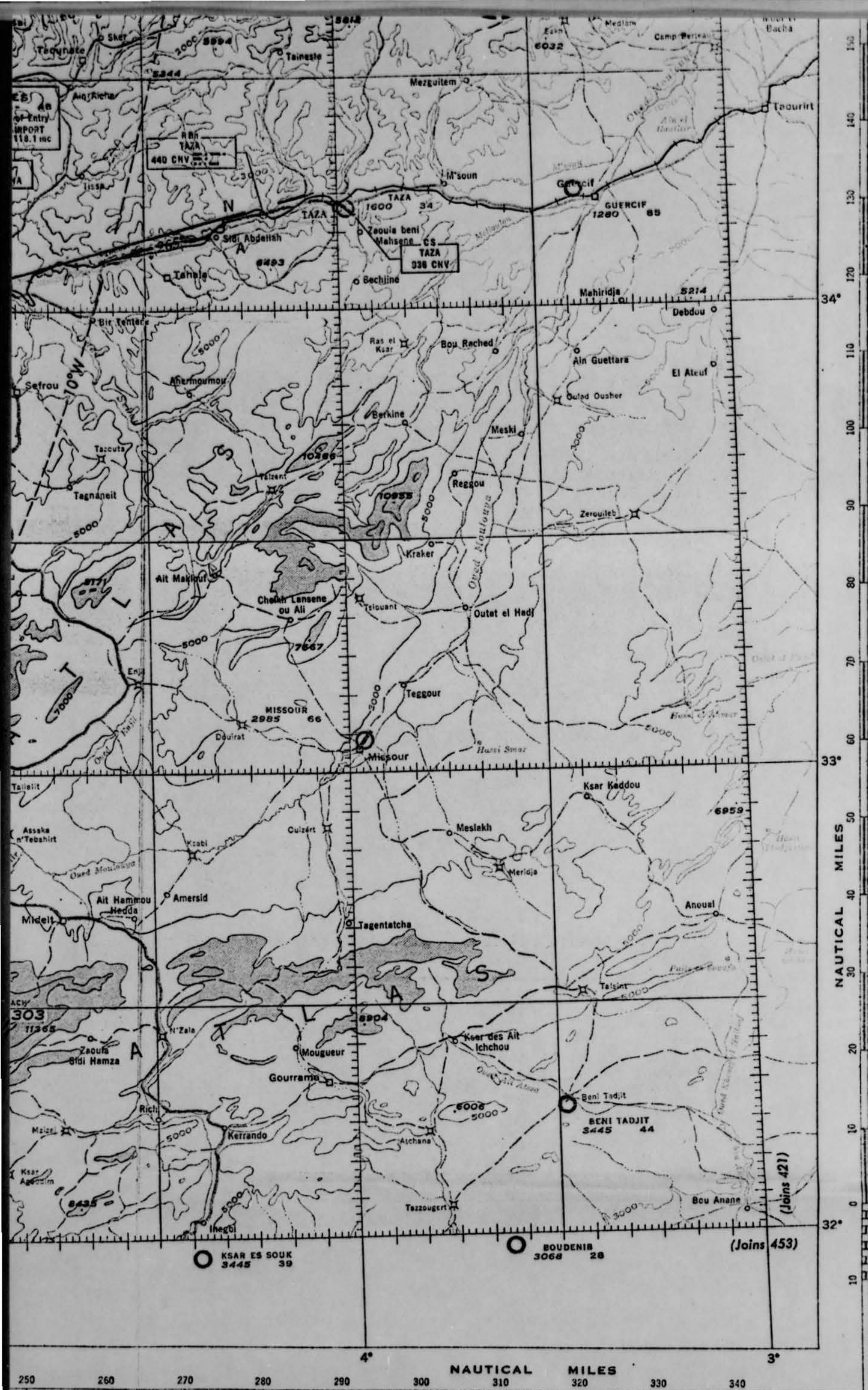
(Joins 454) (Joins 453)

NAUTICAL MILES

NOTE: Military users of this chart will mark hereon corrections and additions which come to their attention and mail direct to "HEADQUARTERS, AERONAUTICAL CHART SERVICE, ARMY AIR FORCES, WASHINGTON, D. C."

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

Lithographed by AMB. B. Aero Overprint by ZC



Printed by AMS, B-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

AERONAUTICAL CHART SUPPLY

(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."

2. Requisitioning.

a. Outside Continental United States:

- (1) USAF activities are to submit requisitions thru the supply channels designated by the Theater Commander for maintenance and distribution of aeronautical charts and maps.
- (2) Theater supply facilities are to submit requisitions for replenishment of stocks of aeronautical charts and maps thru channels to Headquarters, Aeronautical Chart Service, USAF, Washington 25, D. C.

b. Within Continental United States: Requisitions from USAF activities within Continental United States are to be submitted to USAF Aeronautical Chart Service Store, Washington 25, D. C. Except when emanating from an Air Force, Wing, or Command Headquarters, requisitions are to bear the signature or approval by indorsement of the Base or Station Operations Officer. Quantities of charts and maps requested are to be such as to assure the maintenance of a 30-day supply at all times but not to exceed a 60-day supply. (Clearing stations authorized by AAF Regulation 61-4, will submit requisitions direct to USAF Aeronautical Chart Service Store).

3. Requirements for Special Purpose Maps and Charts.

a. Maps and charts for special purposes, specific missions, and also those maps and charts published by other Government agencies, which are not listed in the principal types of aeronautical charts, in the current edition of the USAF "Catalog of Aeronautical Charts and Related Publications", should be requisitioned from Headquarters, Aeronautical Chart Service, USAF. Charts will be furnished, if available, when sufficiently identified in requisitions as to name or number, scale, projection and publisher.

b. Information regarding cloth reproduction of certain selected aeronautical charts and maps may be obtained on request to Headquarters, Aeronautical Chart Service, USAF.

4. Obsolete Charts.

a. Aeronautical charts rendered obsolete-for-air by a new edition, when not practicable to correct for conformity with new edition, are to be salvaged if feasible, or else destroyed. Disposition by salvage or destruction is to be made in accordance with provisions of AR 380-5.

5. Aeronautical Charts for Civilian Use.

a. The U. S. Coast and Geodetic Survey, Department of Commerce, Washington 25, D. C., is responsible for the sale and distribution of aeronautical charts required for civilian use. Inquiries from United States civilians regarding price, coverage, distribution, etc., should be submitted direct to that agency.

..... MAKE EXTRA FOLD HERE TO RETURN TO HDQRS., ACS

FROM _____

PENALTY FOR PRIVATE USE TO AVOID
PAYMENT OF POSTAGE, \$300

OFFICIAL BUSINESS
PERMIT NO. 1054

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

STAPLE HERE

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CORRECTION INSTRUCTIONS

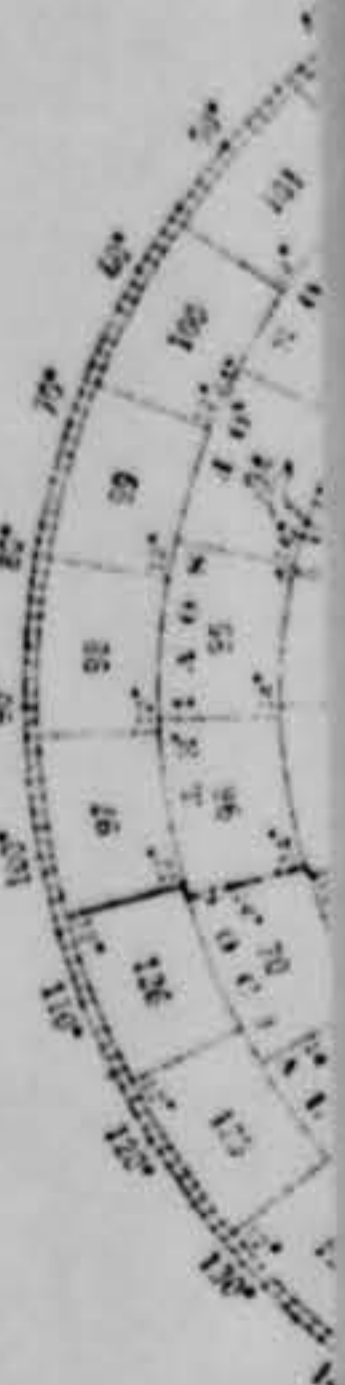
1. Military users of this chart are urged to mark hereon any errors or omissions. Corrections of radio and airway information, drainage, cultural features (roads, canals, power lines, etc.) should be marked on the face of the chart or on an overlay of the area. In reporting elevation corrections, state 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
cabin passenger
ramp with hauli

SEAPLANE LAN



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:

William B. Merrill, Jr.

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

INCL.

DOWNGRADED AT 3 YEAR INTERVALS 297
DECLASSIFIED AFTER 12 YEARS:
DOD DIR 5200.19

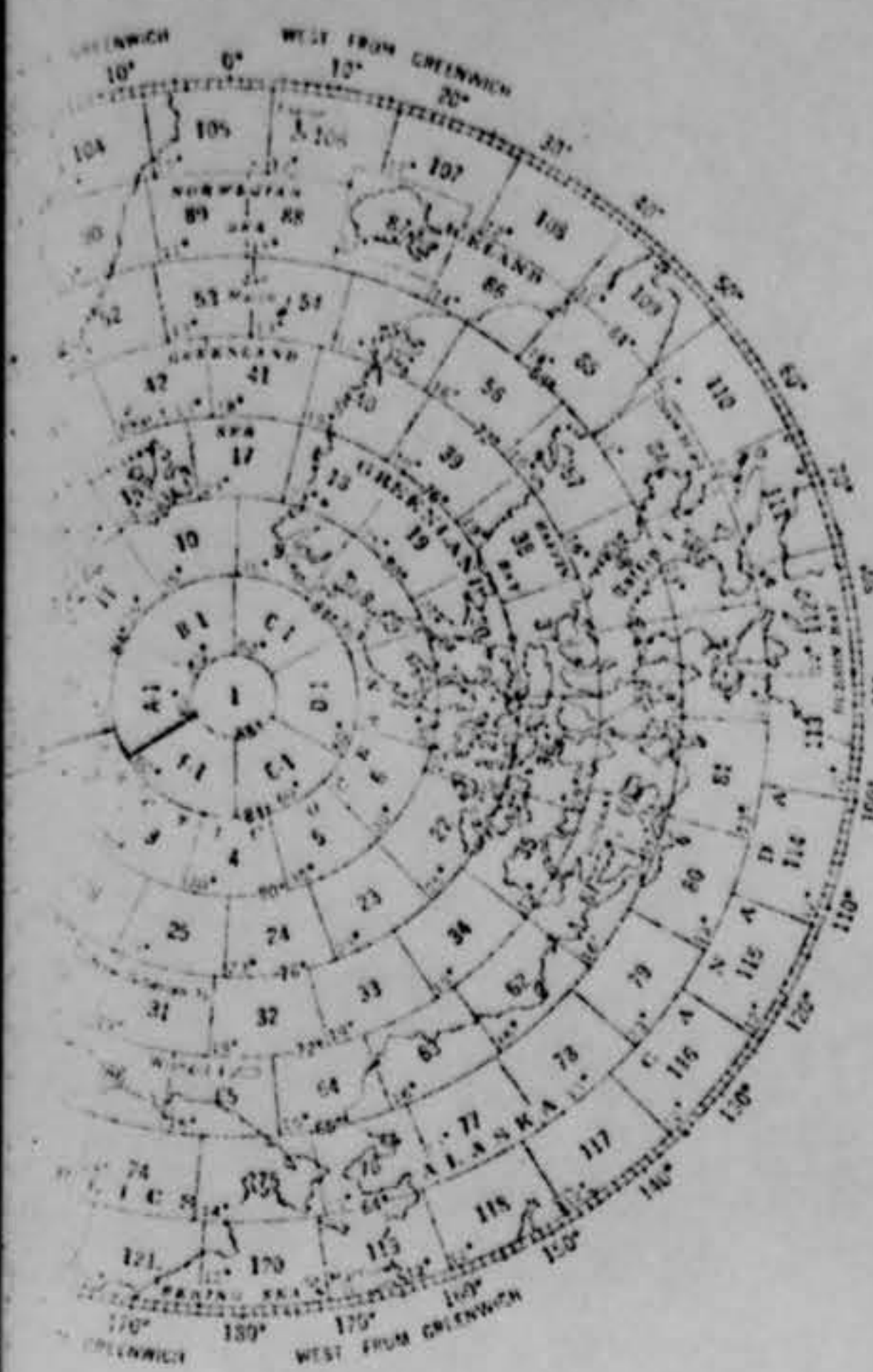
DISTRIBUTION BY ORIGINATOR: CGADC ENT AFB, Col; CHF Air Tech Intel Cen, Wright Patterson AFB, Ohio; CofS, USAF; CG, SAC; USAF; Naval Intel/FPO 214

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.

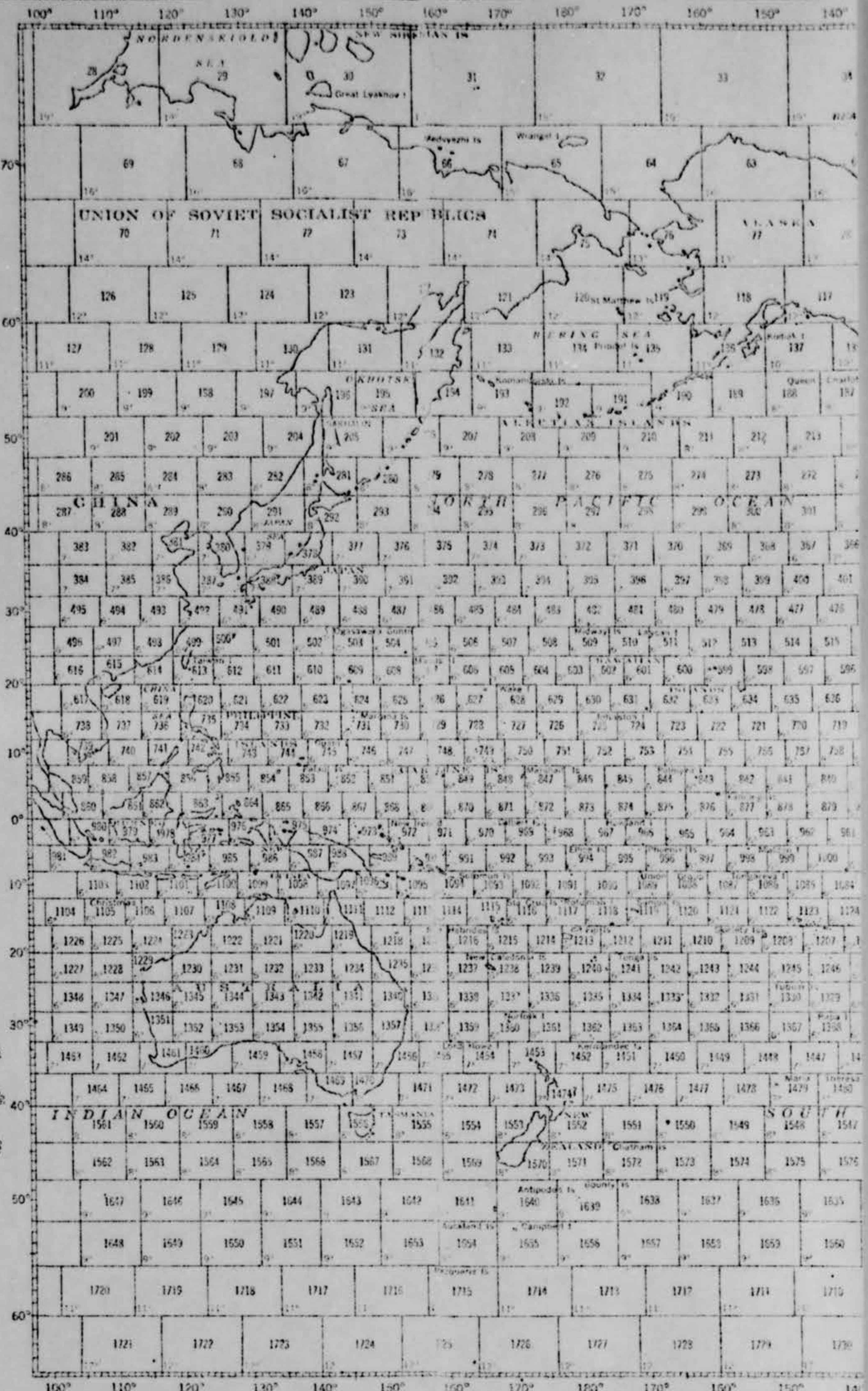
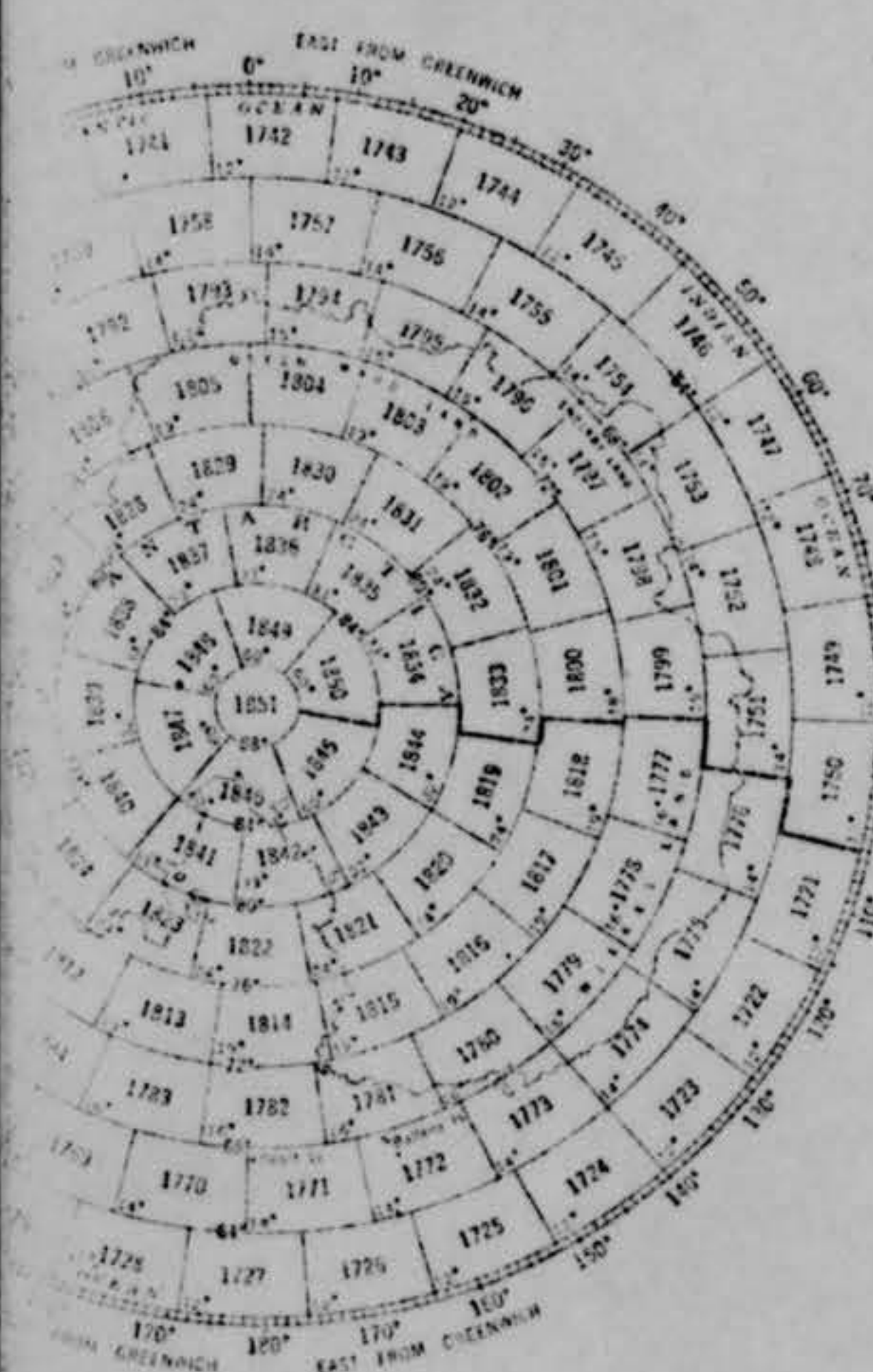
UNCLASSIFIED

ATTC 114973

THE POLAR AREA



THE POLAR AREA



WORLD AERO
Scale

AERONAUTICAL SYMBOLS

AERODROMES

FULL FACILITIES Refueling, shelter, and (where applicable) services and/or seaplane facilities.

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

- Military Base
- Civil
- Joint Civil and Military Base

- SEAPLANE LANDPLANE
- Military
 - Civil
 - Joint Civil and Military
 - Military
 - Civil
 - Joint Civil and Military

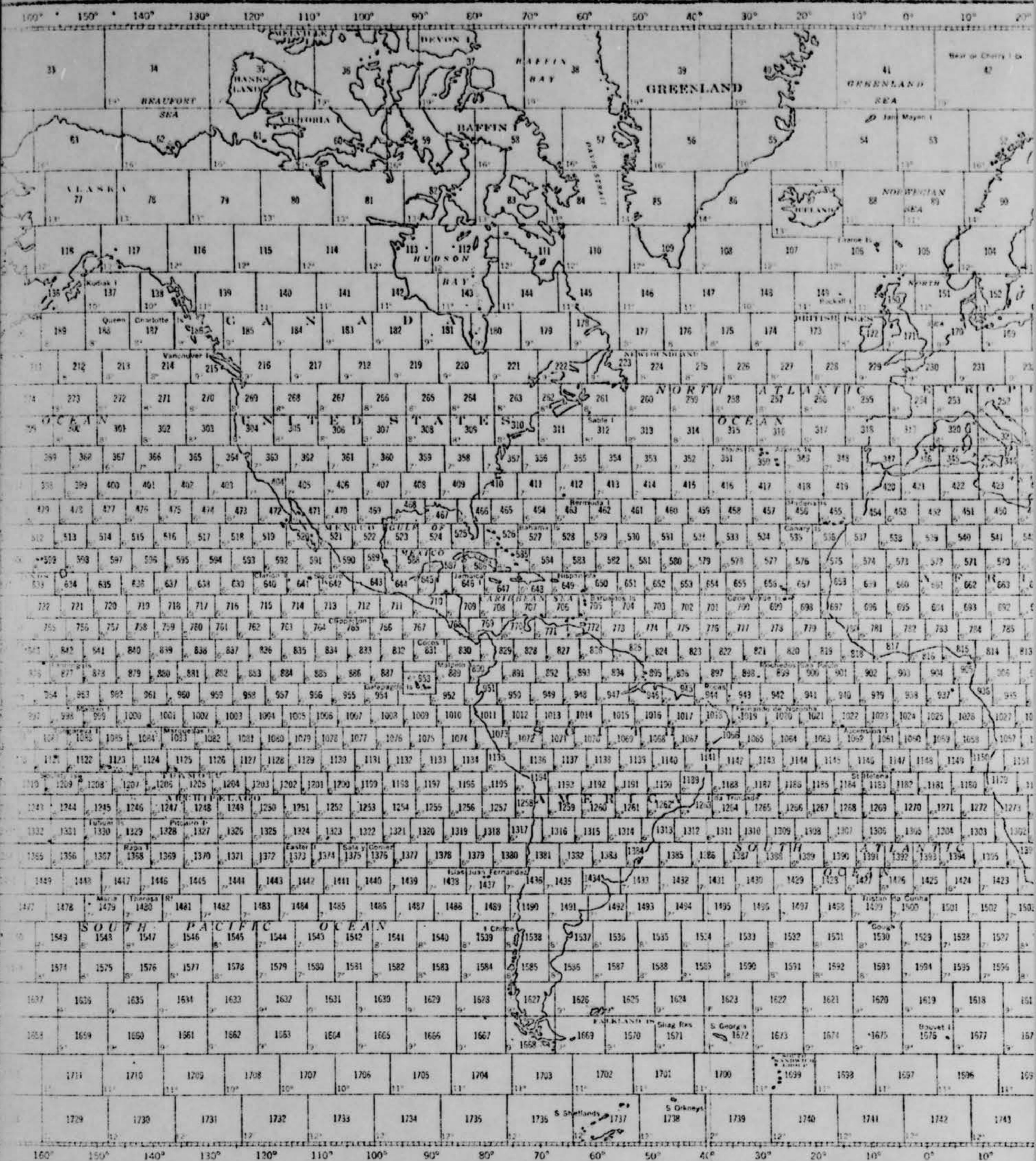
LANDING GROUNDS and ANCHORAGES

- Radio Range (With voice)
- Radio Range (Without voice)
- Non-Directional Radio Beacon (With voice)

All freq. Methods of ind.

AERODROMES

22



AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

AERONAUTICAL SYMBOLS

RADIO FACILITIES

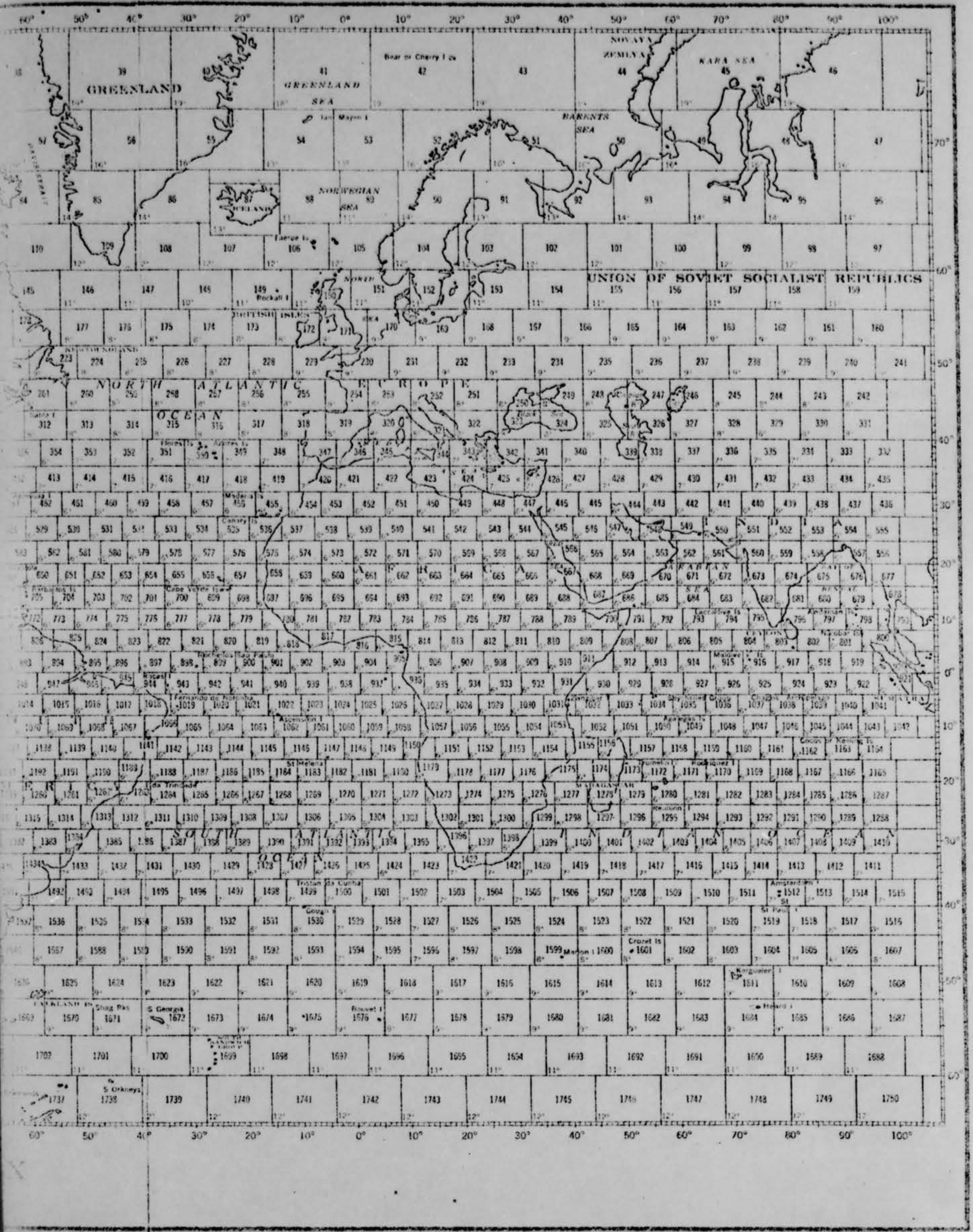
All frequencies are kilocycles unless otherwise stated
 Methods of indicating specific voice and CW calls are shown below

<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;"> WOODY RADIO 291 AB </div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;"> WILLOW RANGE 320 KB </div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;"> RDN EVERETT DEACON 224 MNC </div> <div style="border: 1px solid black; padding: 2px;"> RDN EVERETT </div>	<p>Radio Communication Station (With voice)</p> <p>Radio Communication Station (Without voice)</p> <p>Radio Broadcasting Station</p> <p>Radar Beacon (Beacon)</p>	<div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;"> CS GOWEN AIRWAYS 4765 </div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;"> CS KAZAN 5200 WYZW </div> <div style="border: 1px solid black; padding: 2px; margin-bottom: 5px;"> BS WOL 1200 </div> <div style="border: 1px solid black; padding: 2px;"> RACON CHANNEL X </div>
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TOPOGRAPHICAL SYMBOLS

CITIES and TOWNS

- Metropolitan Areas
- Large Cities
- Cities
- Small Cities
- Large Towns
- Towns & Villages



WAC (80-7)

TOPOGRAPHICAL SYMBOLS

CITIES and TOWNS

HIGHWAYS and ROADS

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

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

CS
GOWEN AIRWAYS
4785

CS
KAZAN
5299 WYZW

85
WOL
1250

RACON
CHANNEL X

RELIEF FEATURES

ALASKA HIGHWAY

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

STAPLE HERE

STAPLE HERE

CORRECTION INSTRUCTIONS

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

REMARKS:

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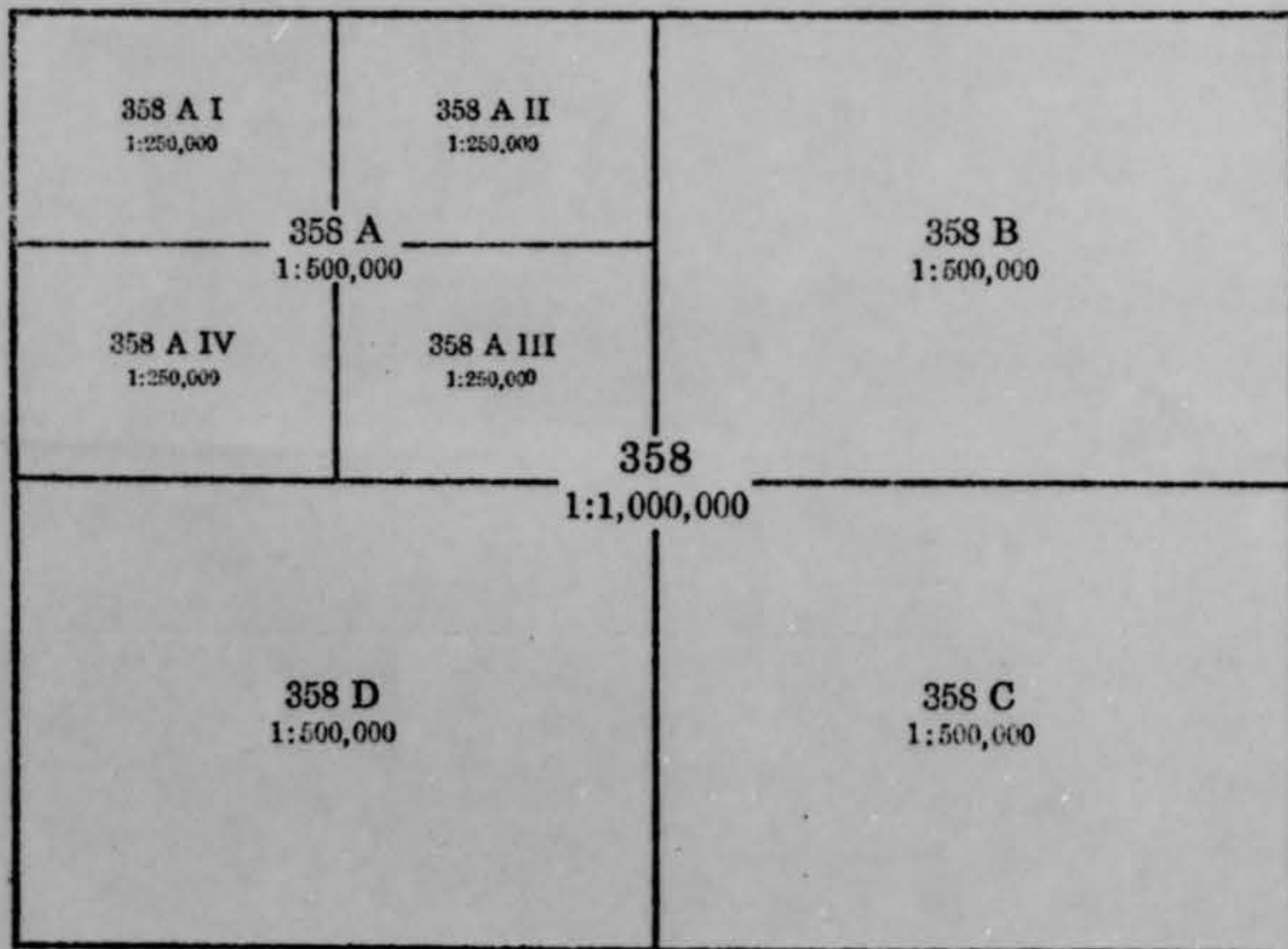
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INTERCHART RELATIONSHIP



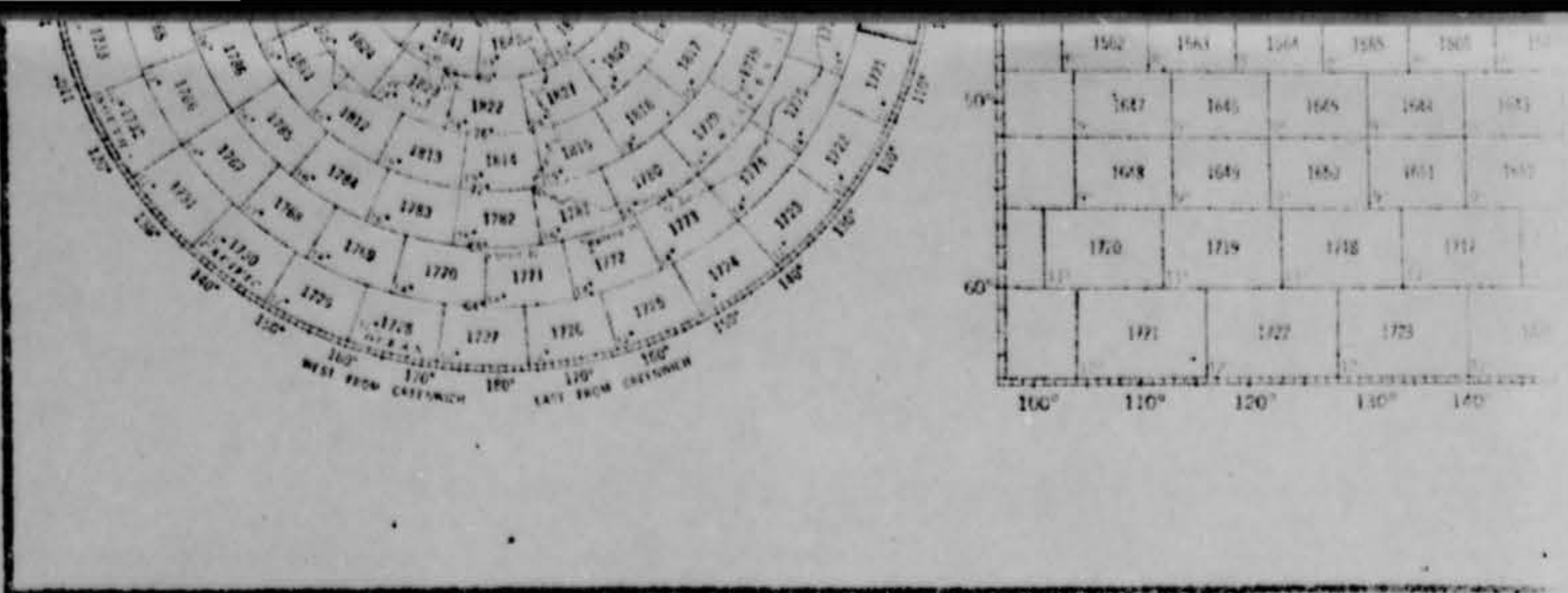
Each chart is a component section of 1:1,000,000 World Aeronautical Chart Series, and is indexed within the series as indicated on diagram.

AIRPORTS
 service, non-
 cable) passenger
 ramp with l

SEAFLANE



Rotating
 Rotating
 Rotating
 Flashing
 F--Flashing
 R--Flashing
 Mooring
 Dirigible
 Prominent
 Ocean Sta
 Lighted
 Obstructio
 Line of F



STAPLE HERE

s of radio and airway
e face of the chart or
g the determination.
erially 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..... <i>110</i> ★ | Flashing Light (With code)..... |
| Rotating Light (With flashing code lights).....* | Obstruction Light..... |
| Rotating Light (With course lights and site number)..... <i>15</i> ★ | 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 I 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).....HI |
| 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 |

1963	1964	1965	1966	1967	1968	1969	1970	1971	1972	1973	1974	1975	1976	1977	1978	1979	1980	1981	1982	1983	1984	1985	
1986	1987	1988	1989	1990	1991	1992	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009
1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701	1700	1699	1698	1697	1696
1724	1723	1722	1721	1720	1719	1718	1717	1716	1715	1714	1713	1712	1711	1710	1709	1708	1707	1706	1705	1704	1703	1702	1701
120°	120°	130°	140°	150°	160°	170°	180°	170°	160°	150°	140°	130°	120°	110°	100°	90°	80°	70°					

WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

AERONAUTICAL SYMBOLS

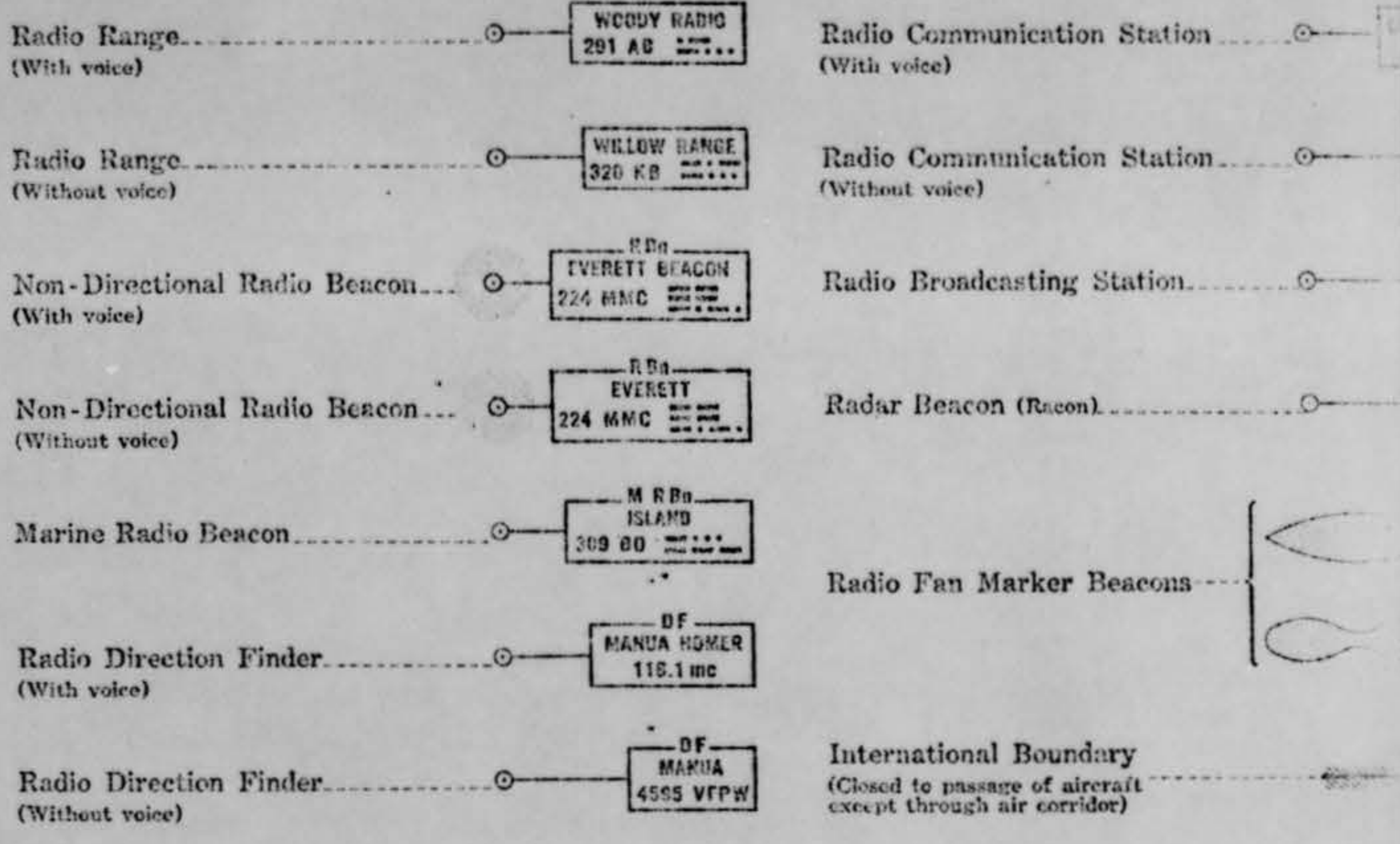
RADIO FACILITIES

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

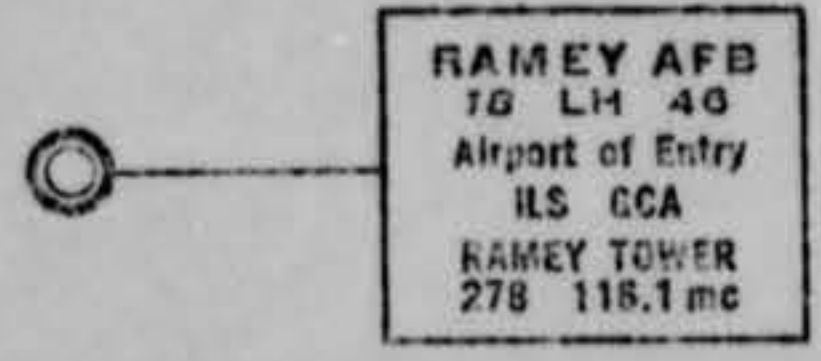
—LIMITED FACILITIES Refueling and traffic and limited repair facilities.

- Military
- Civil
- Joint Civil and Military

no facilities or information not available

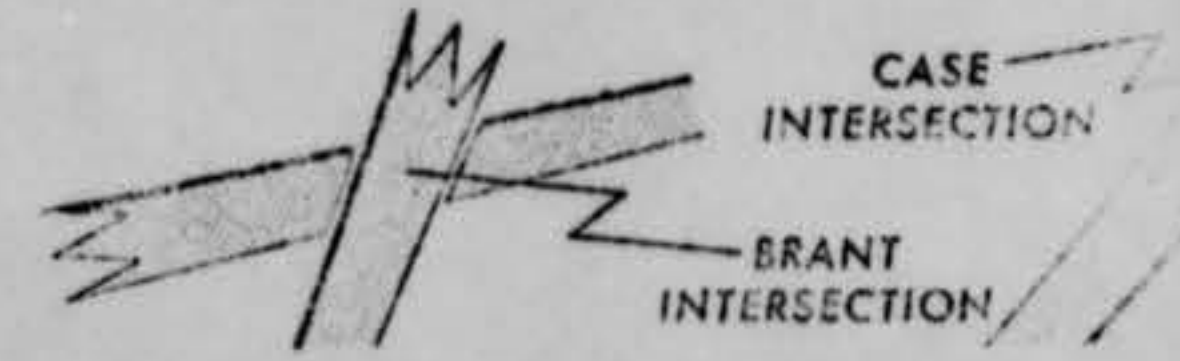


AIRCRAFT LANDING FACILITY INFORMATION

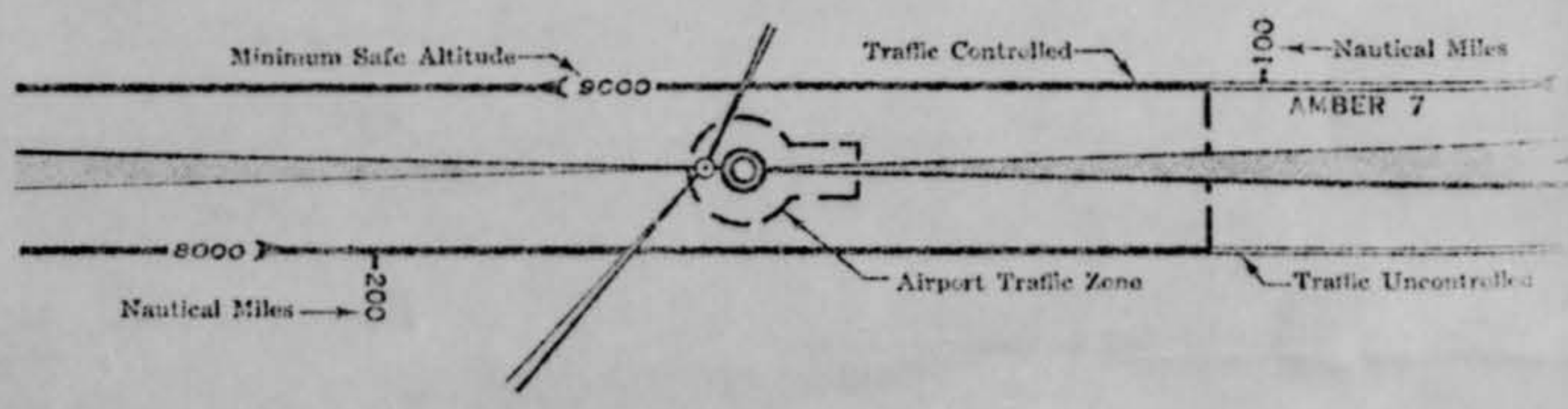


RADIO FIXES

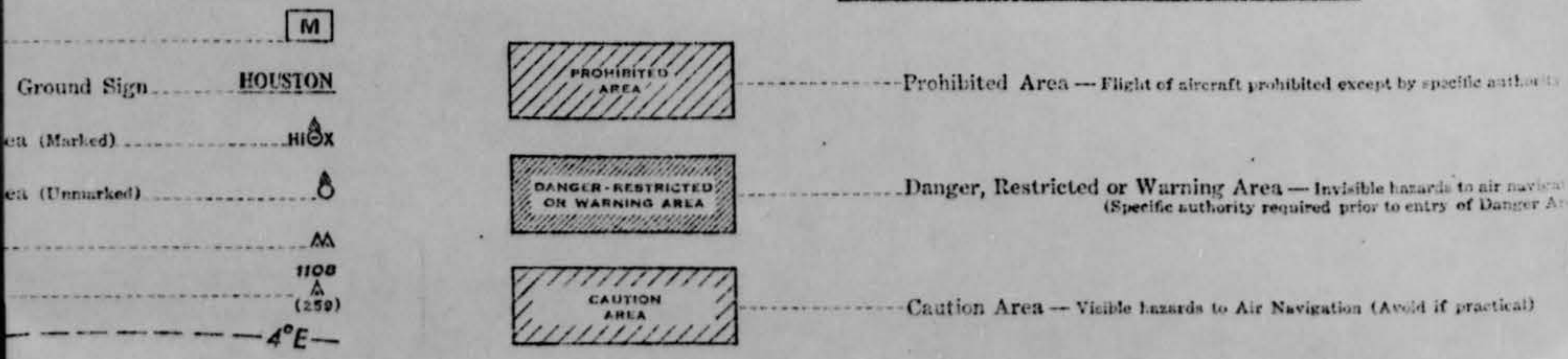
Reporting point.



AIRWAYS & RADIO RANGE (AURAL)



AIRSPACE RESTRICTED AREAS

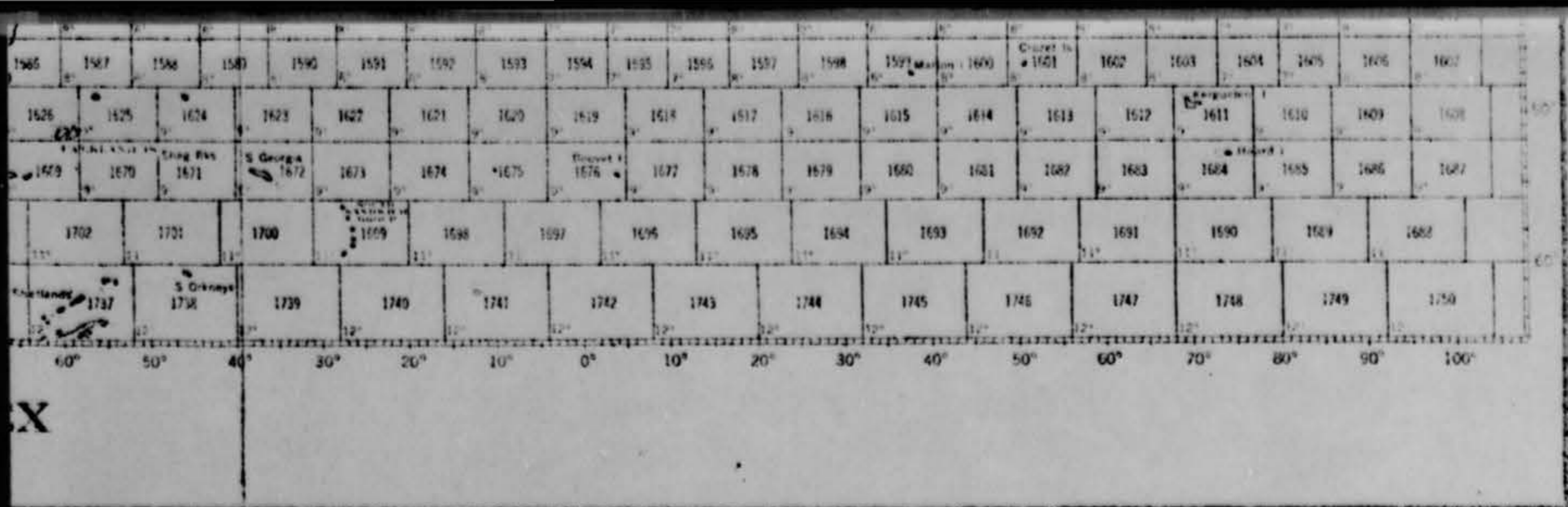


code) ... *

ions of marine lights (above high water) ... Occ WRG 92

B—Blue SEC—Sector
(U)—Unwatched sec—Second

unless otherwise indicated.



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**

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

CS
GOVERN AIRWAYS
4785

CS
KAZAN
5200 WYZW

BS
W/DL
1260

RACON
CHANNEL X
1-2-2

ARK

NAN

RELIEF FEATURES

- Contours
 - Reliable.....
 - Depression.....
 - Approximate.....
- Bluffs, Cliffs & Escarpments.....
- Sand
 - Dunes.....
 - Areas.....
 - Ridges.....

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)..... **• 5287**
 - Spot..... **• 4291**
- Mines and Quarries.....
- Mountain Passes.....
- Lookout Towers (Elevation is base of tower) (Height above ground in magenta)..... **⊙ 2495**
75
- Forts.....
- Pipelines.....
- Race Tracks.....
- Stranded Wrecks.....
- Boundaries
 - International.....
 - State & Provincial*.....
- *The same as International symbol on older style charts
- Railroads
 - Abandoned or Under Construction.....
 - Single Track.....
 - Double Track.....
 - Sidings & Spurs.....
 - Overpass.....
 - Underpass.....
- Bridges
 - Railroad.....
 - Highway.....
- Tunnels
 - Railroad.....
 - Highway.....

5000
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270°

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4000

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AIR INTELLIGENCE INFORMATION REPORT

FROM (LT-109)	REPORT NO.	PAGE	OF	PAGES
Directorate of Intelligence Headquarters 5th Air Division	23-53	2	8	

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

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 ANY OTHER UNITED STATES AIR FORCE AGENCIES, EXCEPT BY PERMISSION OF THE DIRECTOR OF

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[REDACTED]
(CLASSIFICATION)

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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 OSI, 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 Lyautey 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 OSI 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 Lyautey, (ZEP). Same object or a different one at a heading of 280 degrees 27 miles, closing. Called Staff Duty Officer.

"252347Z - Port Lyautey called. Same object just faded from the screen at the same heading and same distance as above.

"252350Z - From Port Lyautey. 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 Lyautey 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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LEGEND:

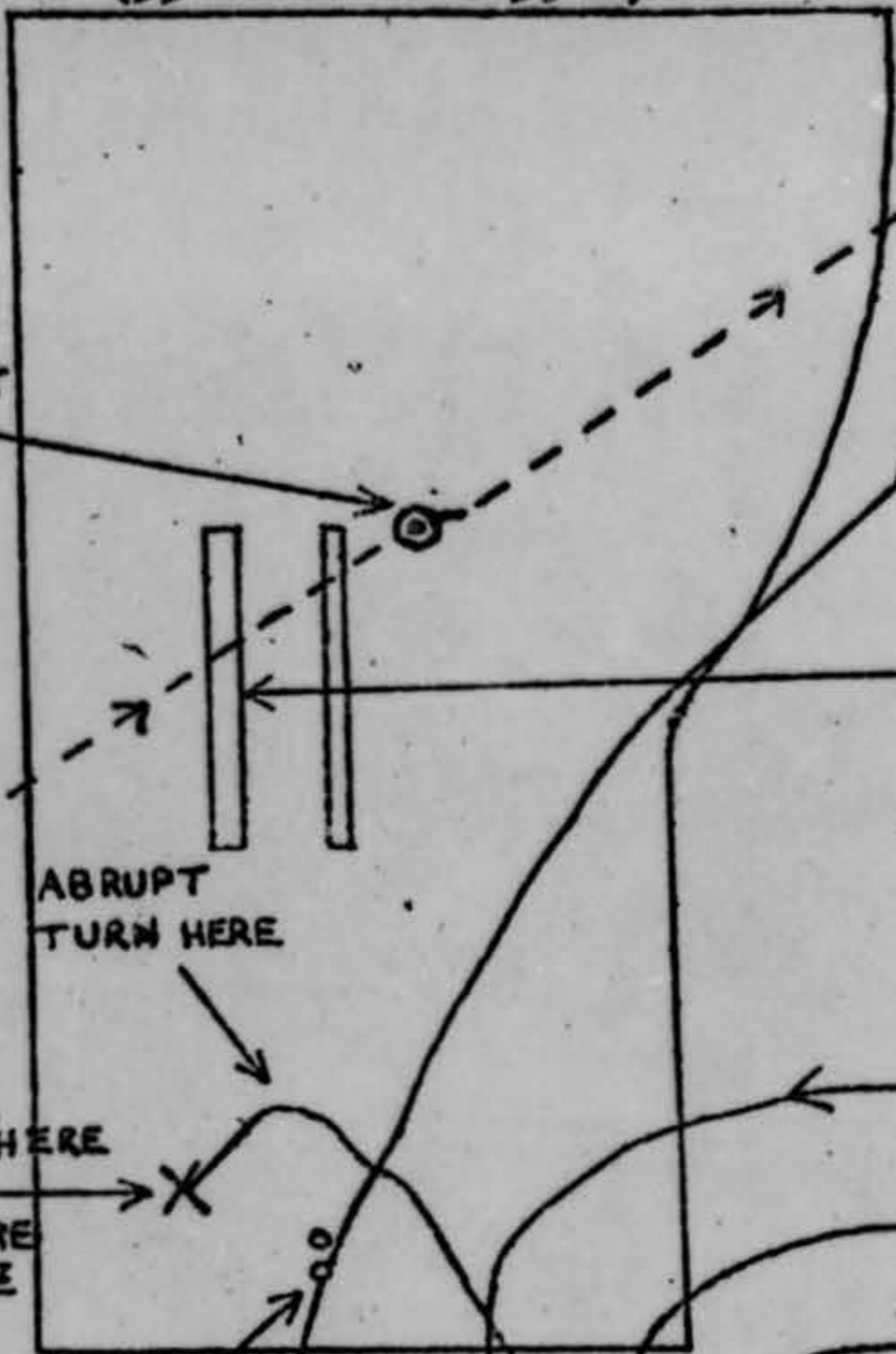
- FLIGHT PATH OF C-47 #7181
- PATH OF LIGHT

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



Notasseur Air Base
 (33°22'N 07°35'W)

POSITION REPORT
 TO CASABLANCA
 CONTROL 2120Z



RUNWAY

ABRUPT TURN HERE

FAIRLY SLOW-SOME ERRATIC MOTION

LIGHT STOPPED HERE
 EST. TIME 2128Z
 DISAPPEARED HERE
 EST. TIME 2215Z

RED OBSTRUCTION LIGHTS

SPEED SLOWING
 RAPIDLY. SUDDEN
 INCREASE IN
 ALTITUDE NOTED
 BY MAJOR RADIN

QUITE LOW AND SLOWING RAPIDLY HERE.

PASSED THROUGH 5000 FOOT LEVEL HERE

DESCENDING
 RAPIDLY. SPEED
 ESTIMATED IN
 EXCESS OF
 400-MPH.

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