

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	
6. TYPE OF OBSERVATION Gd & Air Visual Gd Radar	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.
7. COURSE varied	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☐ No	

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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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COUNTRY	REPORT NO.	(LEAVE BLANK)
French Morocco	23-53	
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT		
FLYOVERPT, Nouasseur Air Base, French Morocco		
AREA REPORTED ON	FROM (Agency)	
Nouasseur Air Base, French Morocco	Directorate of Intelligence Headquarters 5th Air Division	
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
1 April 1953	25 March 1953	
PREPARED BY (Officer)	SOURCE	
Glenn D. Adams, 1st Lt, USAF	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 6297
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DOD DIR 5200.19

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	CHF Air Tech Intel Cen, Wright Patterson AFB, Ohio	Naval Intel/FPO 214
	CofS, USAF	
	CG, SAC	

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AIR INTELLIGENCE INFORMATION REPORT

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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

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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 CSI 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 CSI 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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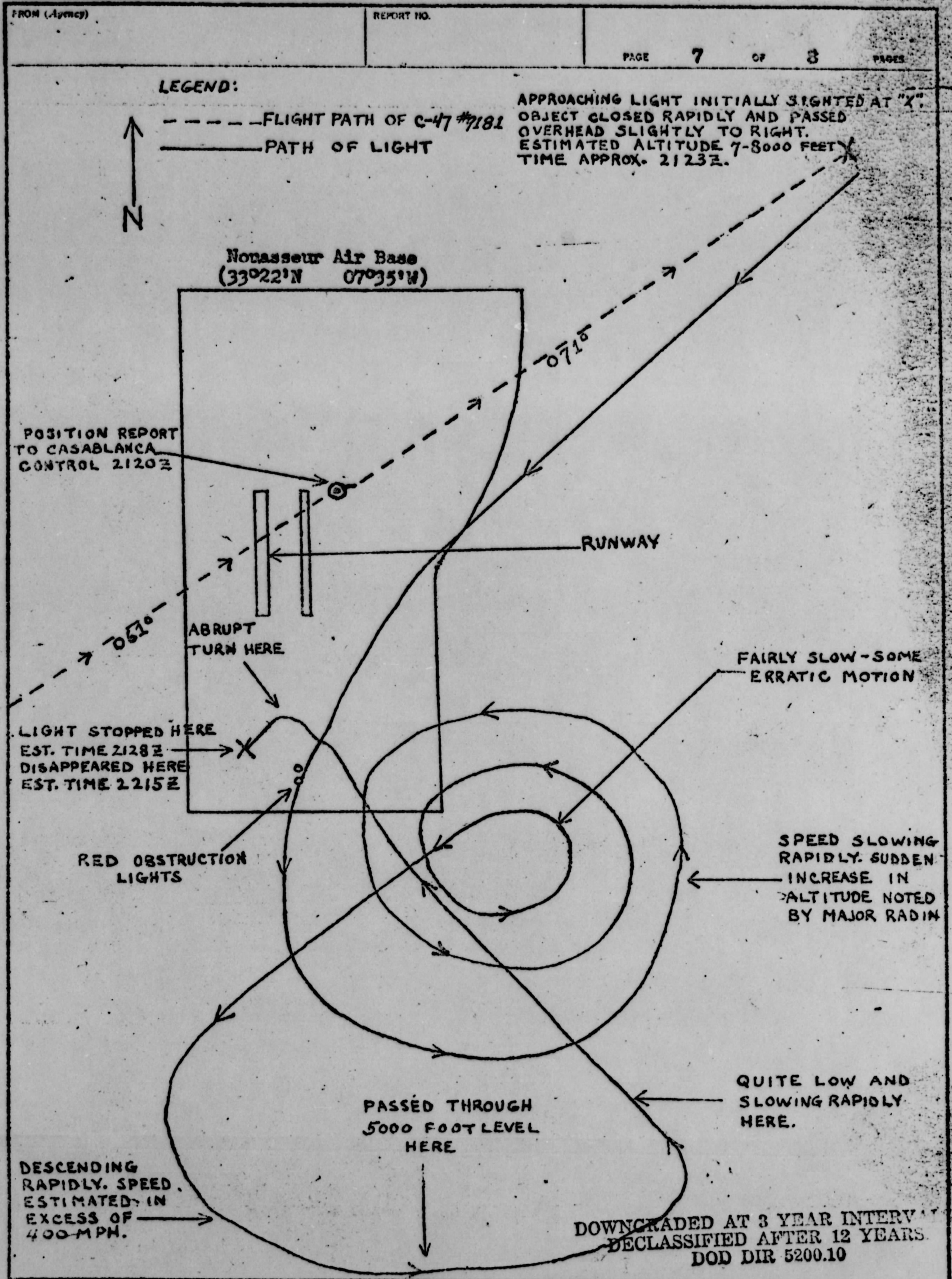
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"252309Z - From CZ Flight Service - Port Lyautay picked up an unidentified object between 5,000 and 9,000 feet over Casablanca, on their radar and they believe that it is a jet aircraft. CZ says we do not have any jet aircraft flying in this area. 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 Ociepa. 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 DOWNGRADED AT 3 YEAR INTERVALS; DECLASSIFIED AFTER 12 YEARS. DOD DIR 5200.10				

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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

[REDACTED]

MGF/jos/65365

2 APR 1953

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

SUBJECT: (UNCL) Electronic Sighting of Unidentified Aerial Object

TO: Commanding General
5th Air Division
APO 118, c/o FM
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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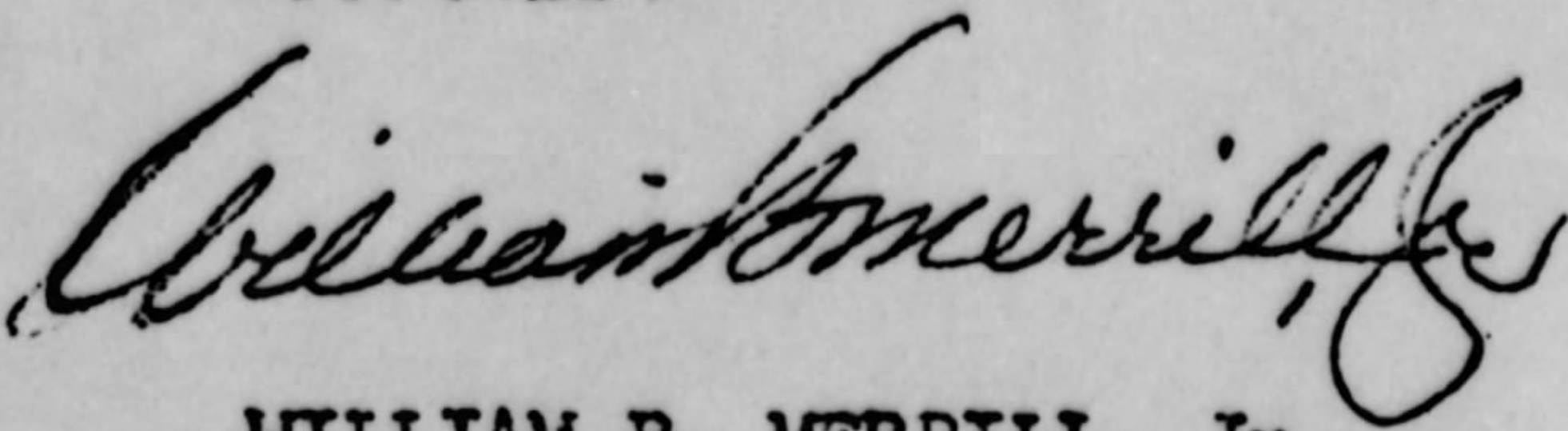
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SECURITY INFORMATION

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COUNTRY	REPORT NO.	(LEAVE BLANK)
French Morocco	28-53	
AIR INTELLIGENCE INFORMATION REPORT		
SUBJECT		
FLYÖBRPT, Nouasseur Air Base, French Morocco		
AREA REPORTED ON	FROM (Agency)	Directorate of Intelligence
Nouasseur Air Base, French Morocco		Headquarters 5th Air Division
DATE OF REPORT	DATE OF INFORMATION	EVALUATION
20 April 1953	25 March 1953	
PREPARED BY (Officer)	SOURCE	
Glenn D. Adams, 1st Lt, USAF	Port Lyautey Naval Station Radar Site	
REFERENCES (Control number, directive, previous report, etc., as applicable) 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 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. 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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**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
Krzypiec, 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.

DOWNGRADED AT 3 YEAR INTERVALS;
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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 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

FROM (Agency) Directorate of Intelligence Headquarters 5th Air Division	REPORT NO. 28-53	PAGE 4	OF 5	PAGES
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28. Did any of the observers have any opinions as to the nature of the target? Yes.

Krazypiec, 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 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

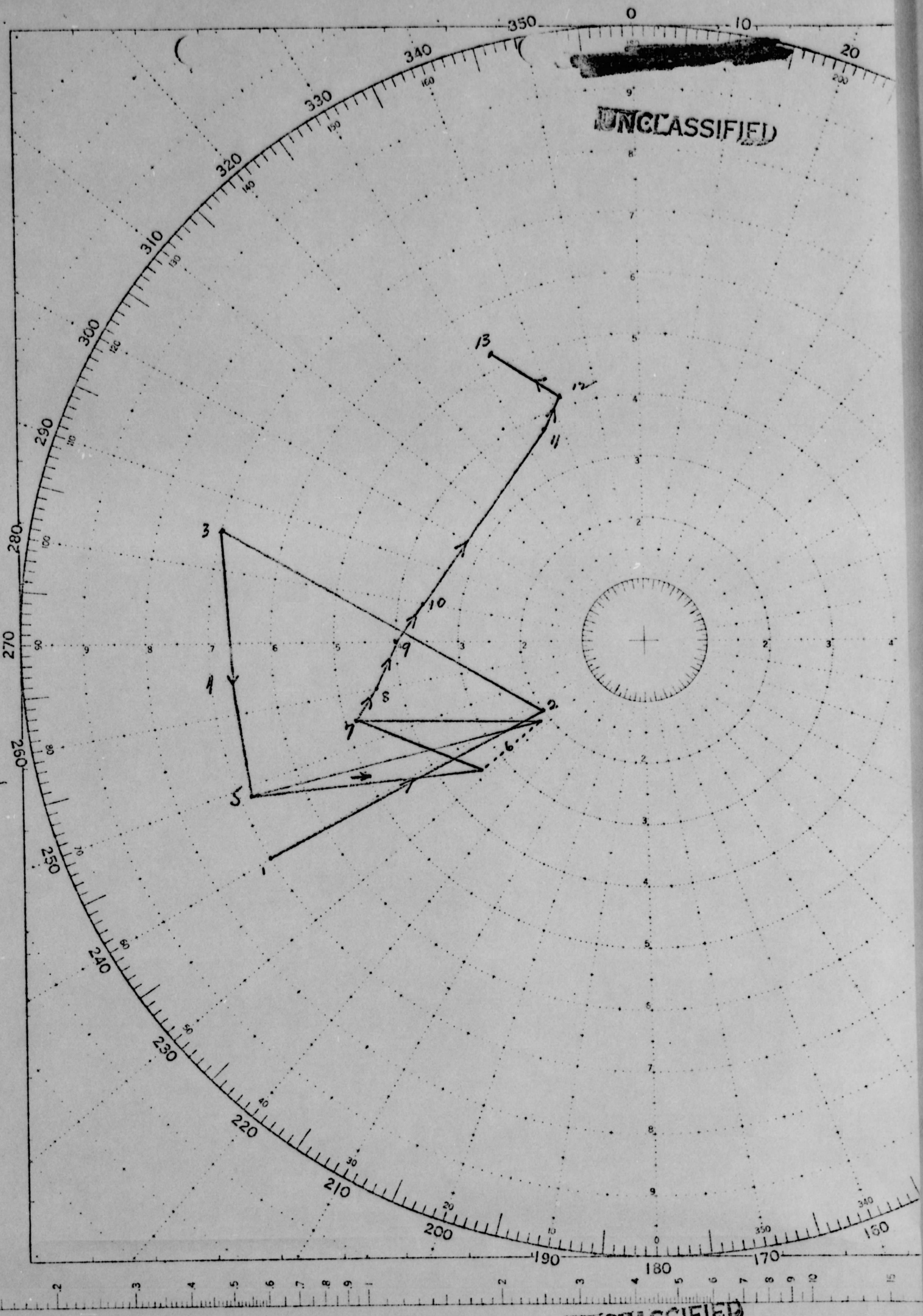
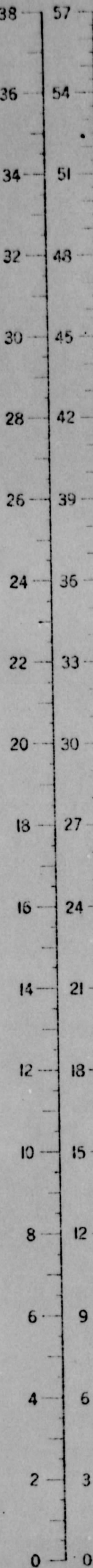
GLENN D. ADAMS
1st Lt, USAF
Preparing Officer

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SCALES

2:1 3:1



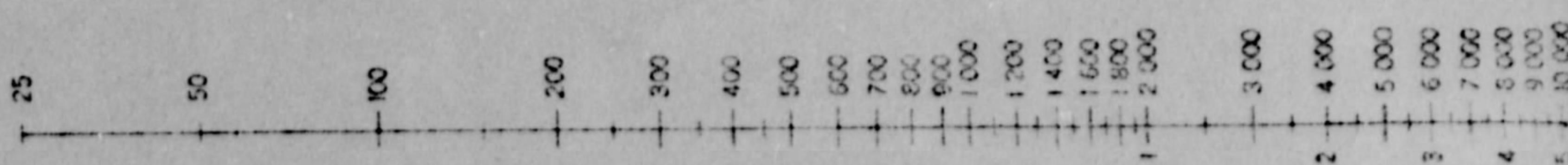
LOGARITHMIC SCALE



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

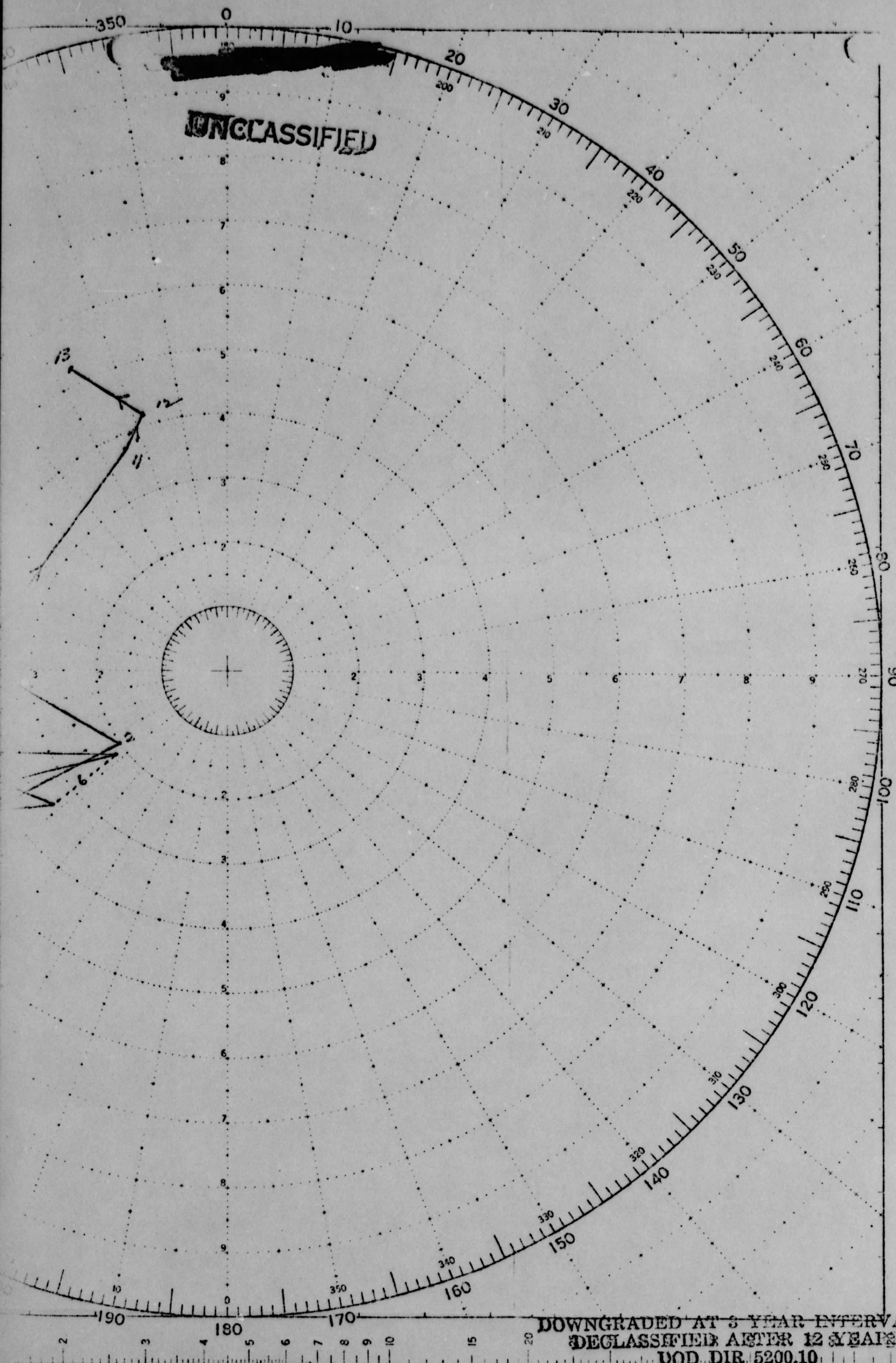
MANEUVERING BOARD

Price 75 cents (per pad of 50)

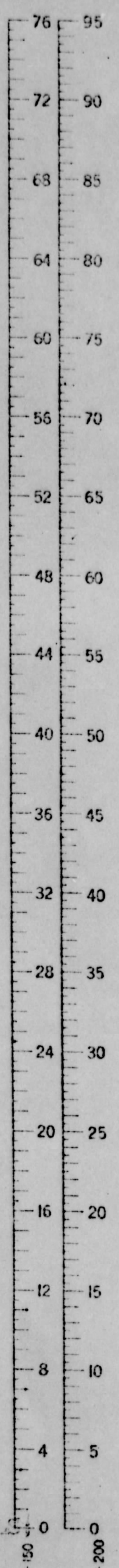


Washington, D.C., published May, 1920, at Hydrographic Office, under the authority of the SECRETARY OF THE NAVY

New Put

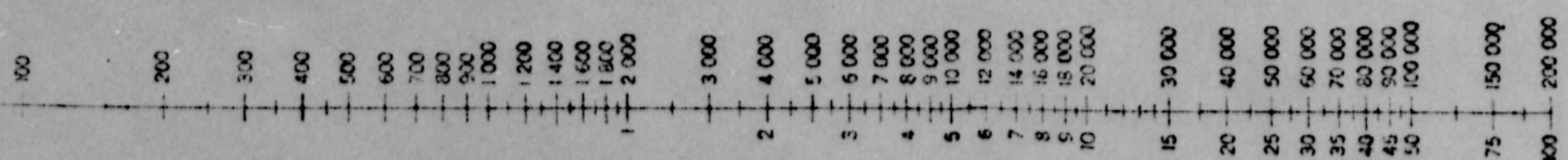


SCALES
4:1 5:1



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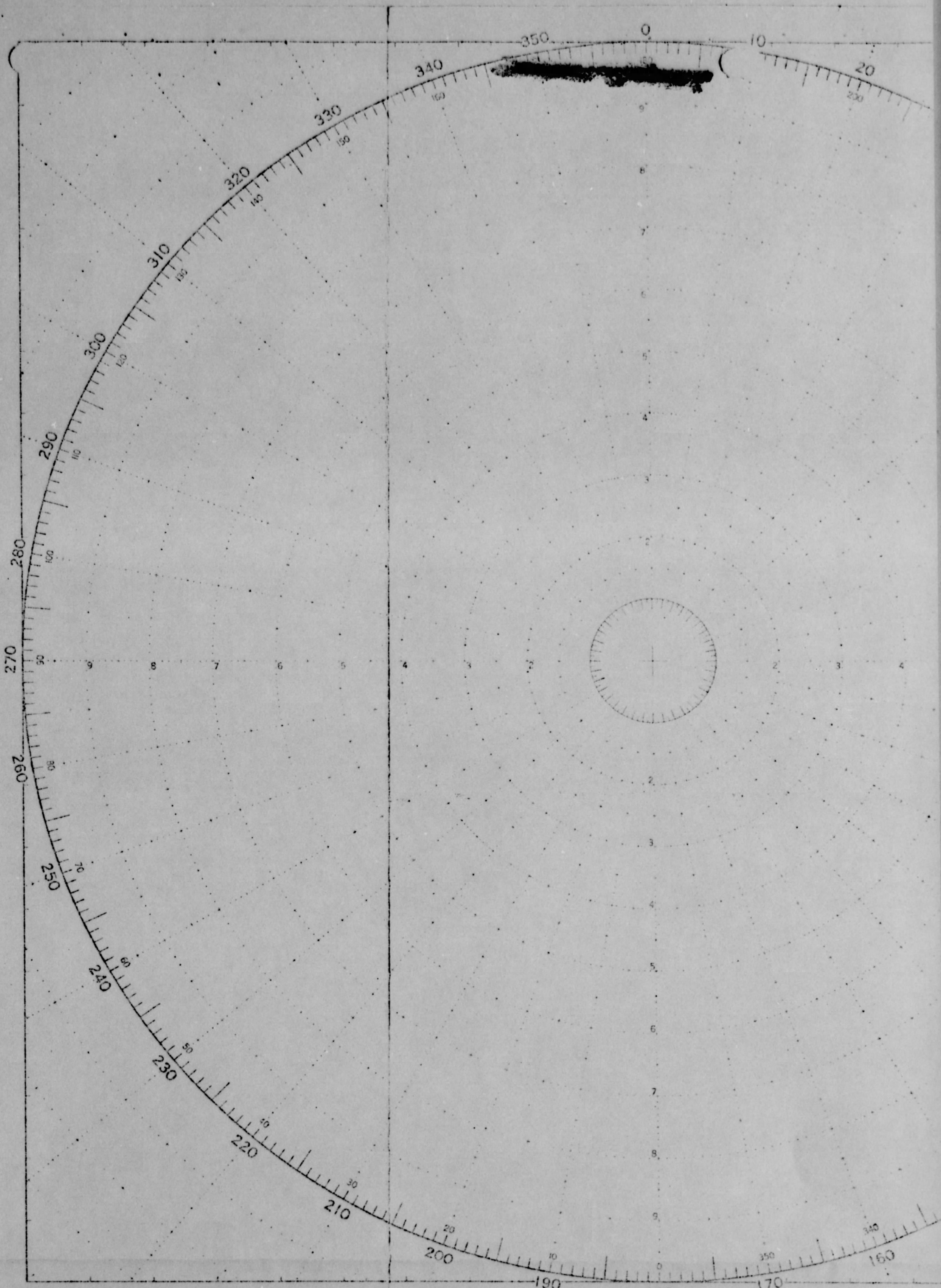
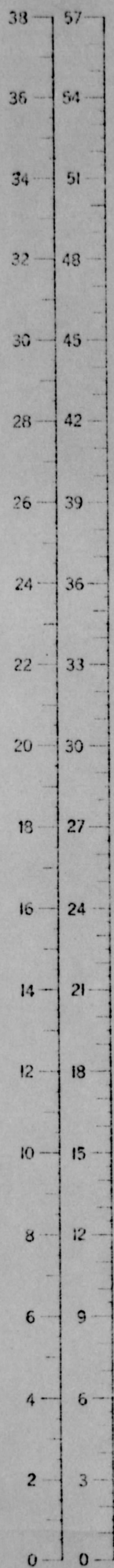
TIME in minutes



DISTANCE in yards
Relative or actual
DISTANCE in miles

End 1
SPEED in knots
Relative or actual

SCALES
2:1 3:1



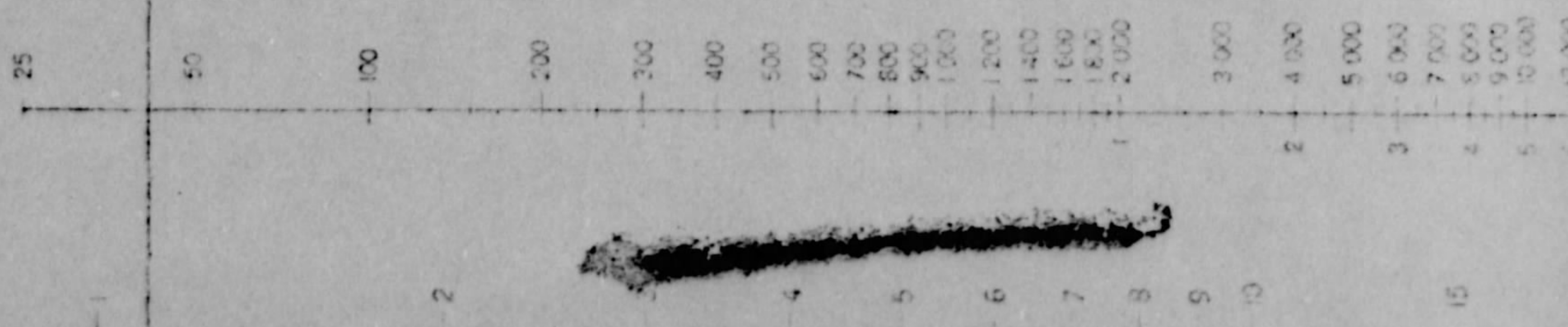
LOGARITHMIC SCALE



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

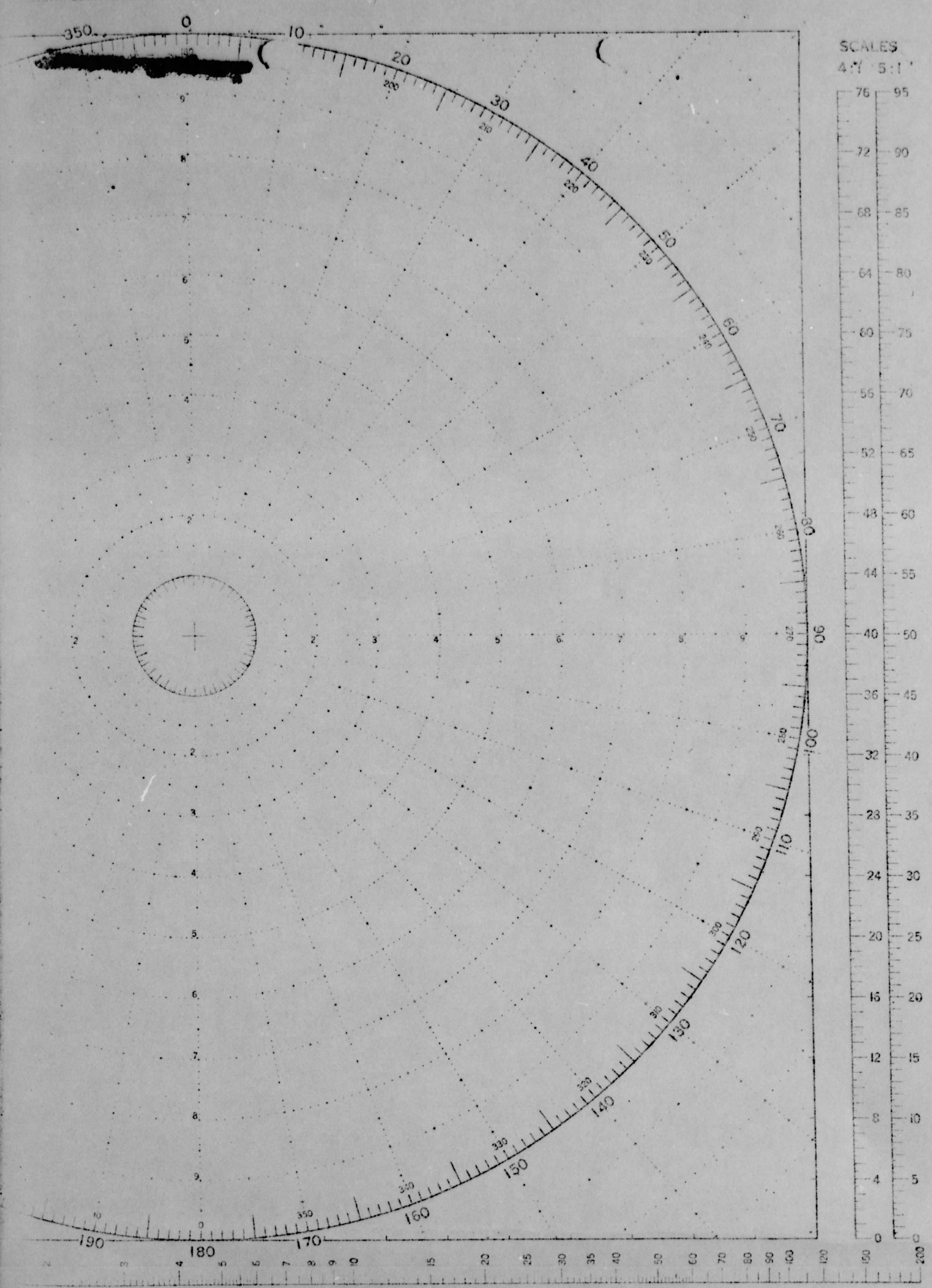
MANEUVERING BOARD

Price 75 cents (per pad of 50)

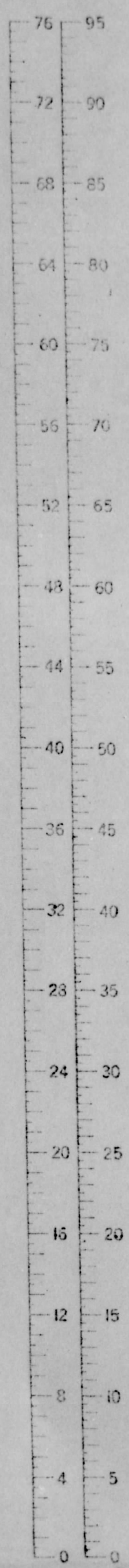


Washington, D.C., published May, 1920, at Hydrographic Office, under the authority of the SECRETARY OF THE NAVY.

New Publication



SCALES
4:1 5:1



TIME in minutes

DISTANCE in yards
Relative or actual
DISTANCE in miles

SPEED in knots
Relative or actual

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 Albroom AFB was pr~~o~~bably 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 ch~~e~~cking 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 ~~con-~~tradictory and insufficient. Perhaps this was a helicopter? We ought to ~~have~~ have much more information on this one. Has this been received?

Sincerely,
Allen Hyatt

(420) GRAND ATLAS

N 3200-W 300/400 x 700

10 0 10 20 30 40 50 60 70 80 90
STATUTE MILES

10°

9°

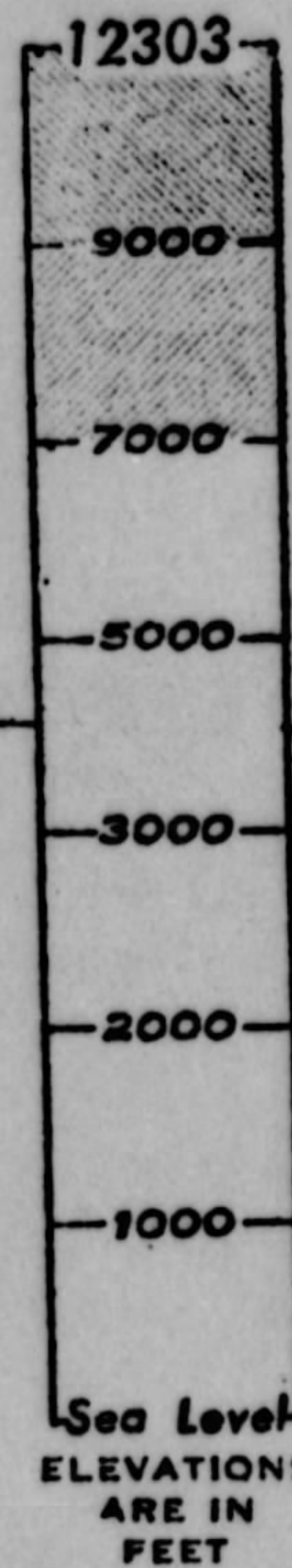
12°W

(Joins 348-Water)

(Joins 347)

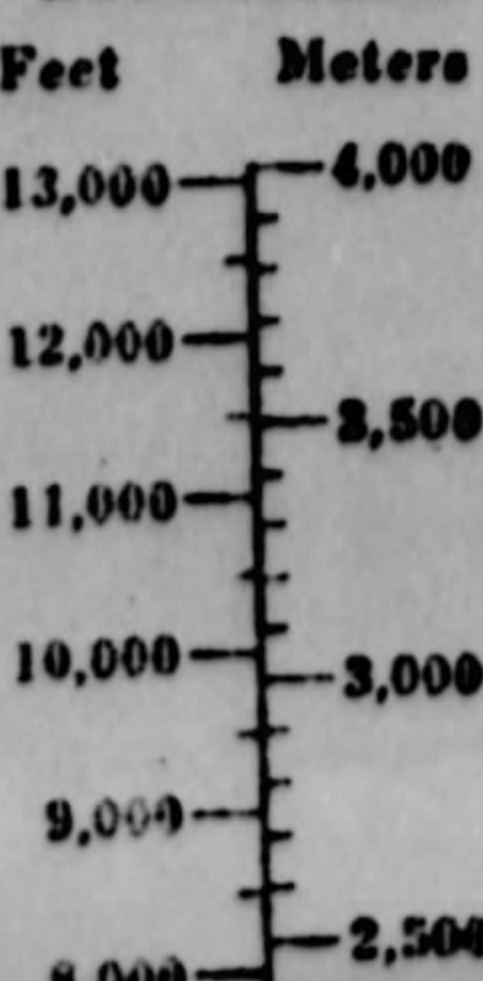
(Joins 419)

ALTITUDE
TINT
LEGEND
HIGHEST
ELEVATION
KNOWN IS



KILOMETERS

CONVERSION
OF
ELEVATIONS



N O R T

A T L A N

CASABLANCA COM

12°W

122°

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

CS
CASABLANCA CONTROL
4220 122.1 mc

CS
CASABLANCA APPROACH
3270 119.7 mc

CASABLANCA
222



WORLD AERONAUTICAL CHART

110 120 130 140 150 160 170 180 190 200 210 220 230
STATUTE MILES

8° 7° 6°



(Joins 347)

CONTROL AREA

CASABLANCA CONTROL ZONE

PORT LYAUTEY CONTROL ZONE

CASABLANCA RADIO

RBN CASABLANCA 408 CNO

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

CS PORT LYAUTEY APPROACH 6440 118.1 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

CASABLANCA

RABAT 230 -H 44

MEDOUZA 620 57

PORT LYAUTEY

PORT LYAUTEY RANGE

SALE RANGE

CASABLANCA

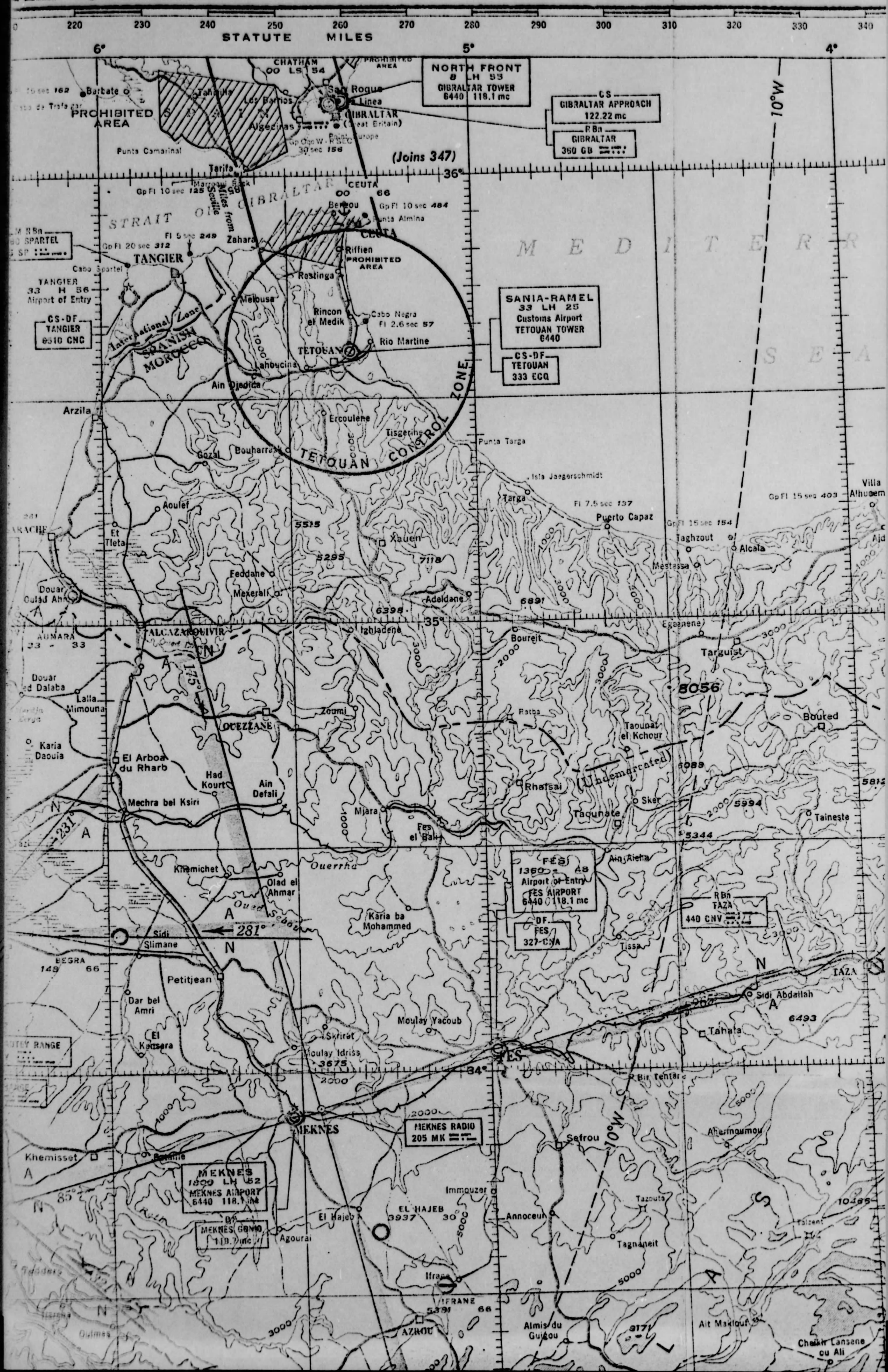
RABAT

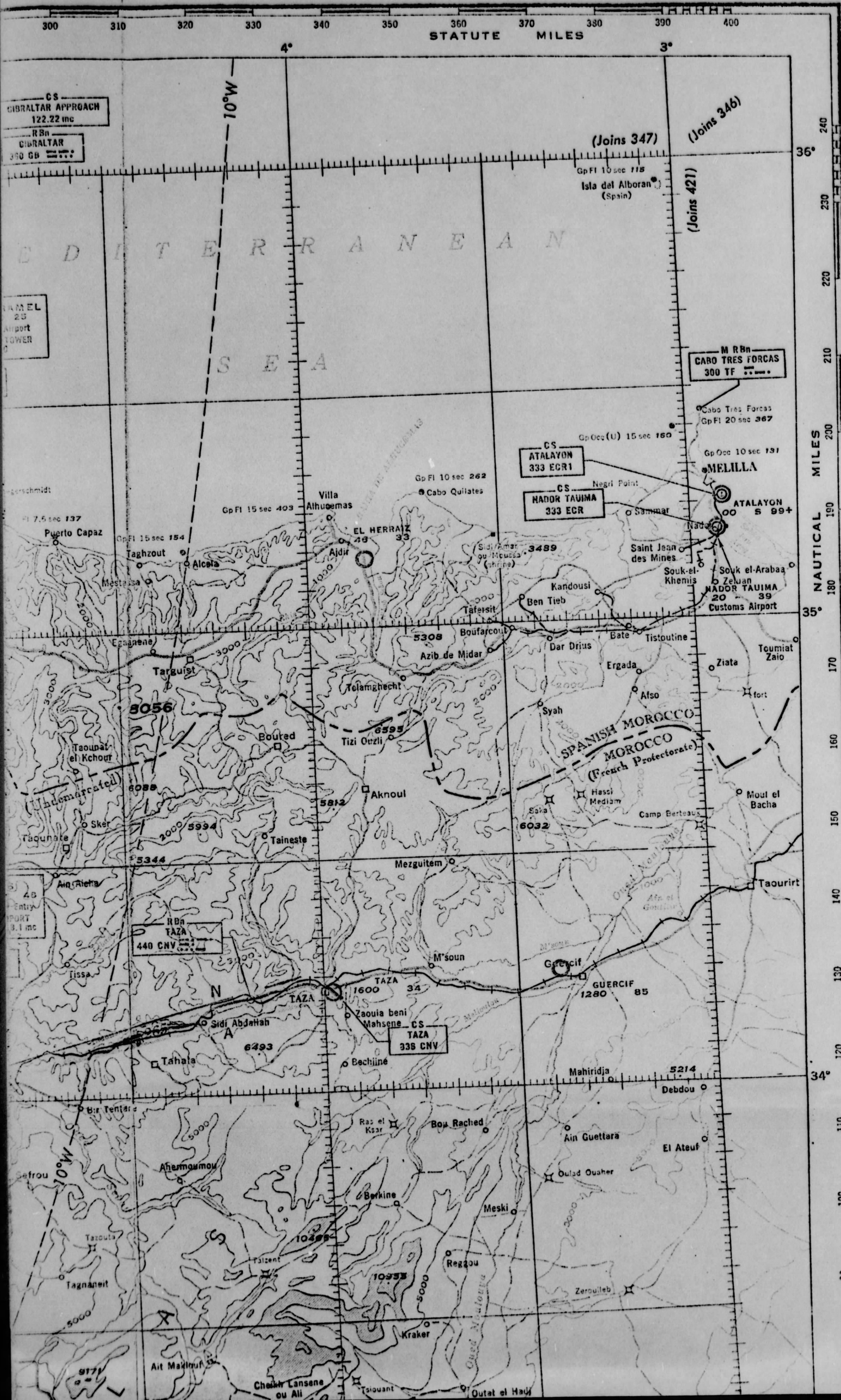
MEDOUZA

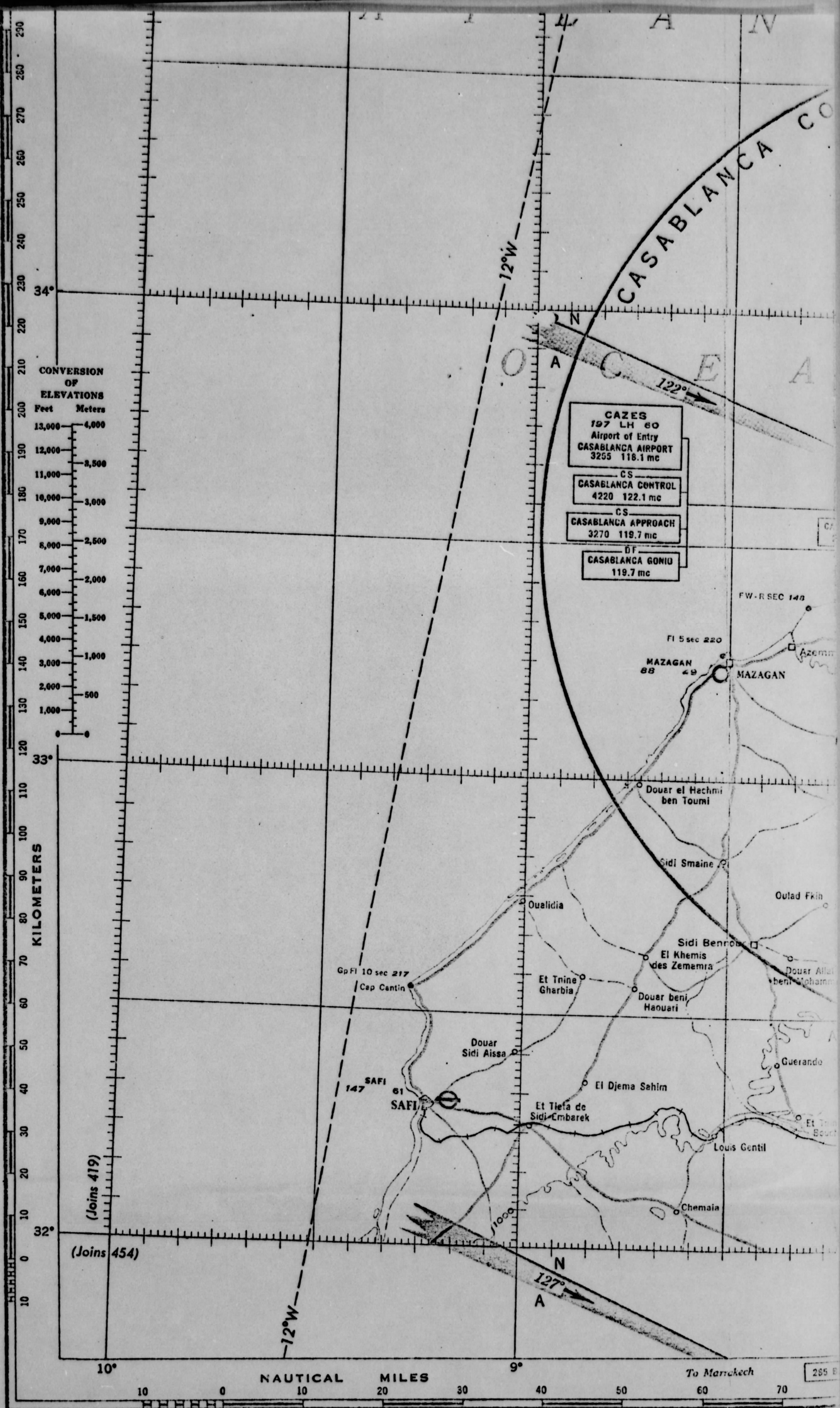
PORT LYAUTEY

PORT LYAUTEY RANGE

SALE RANGE

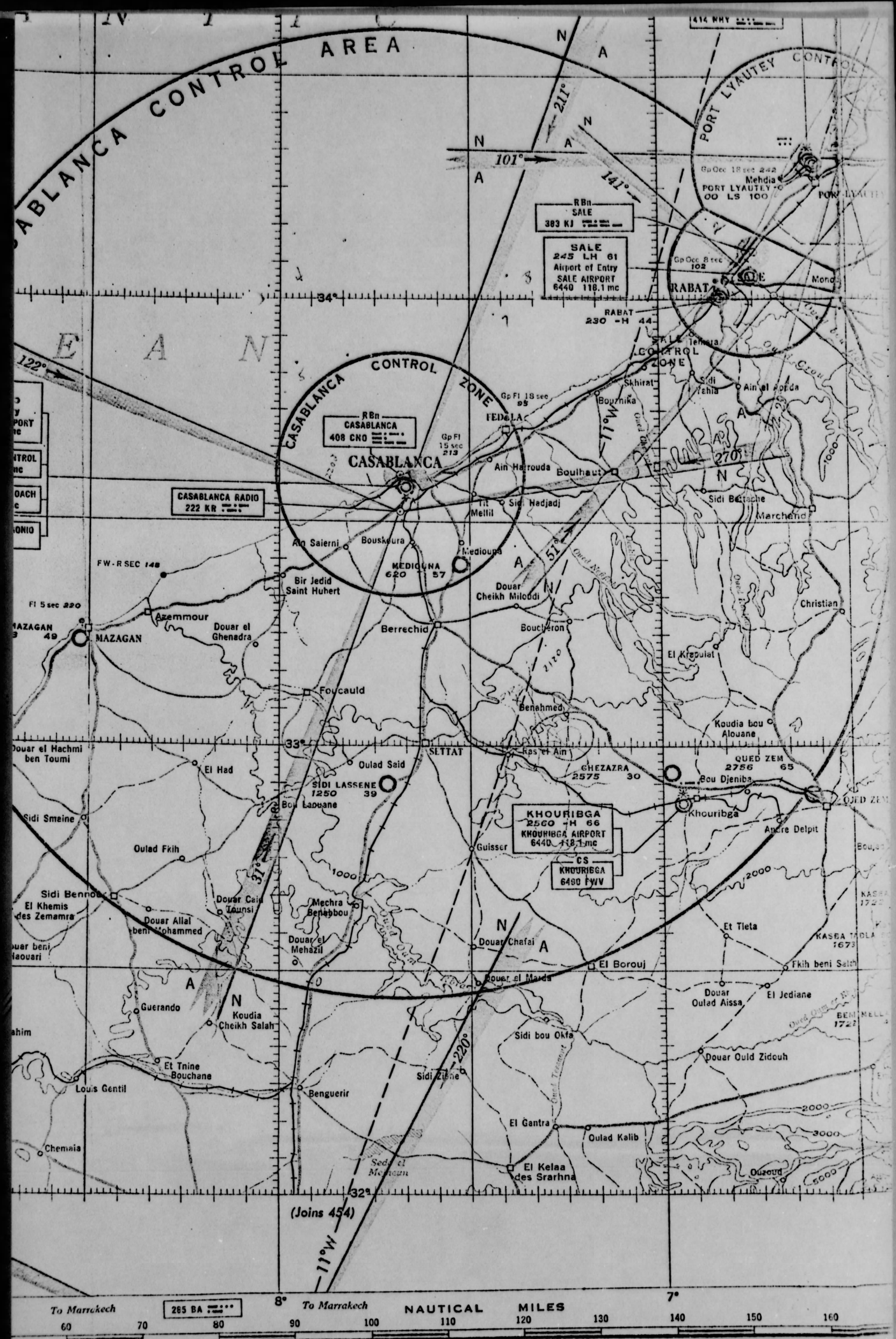






(420)

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





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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.

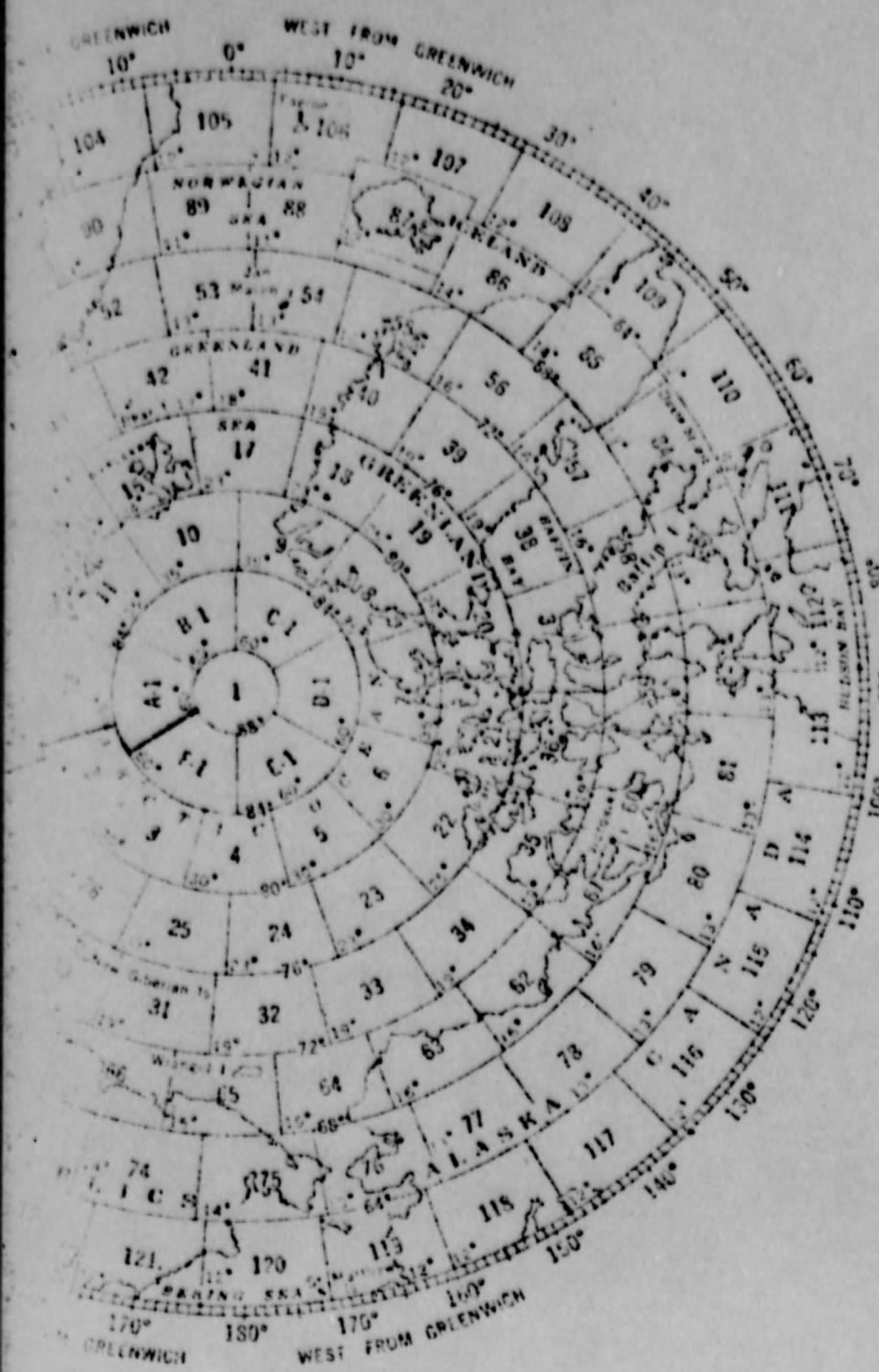
REMARKS: _____

AIRPORTS—
services, comple
cable) passenger
ramp with hauli

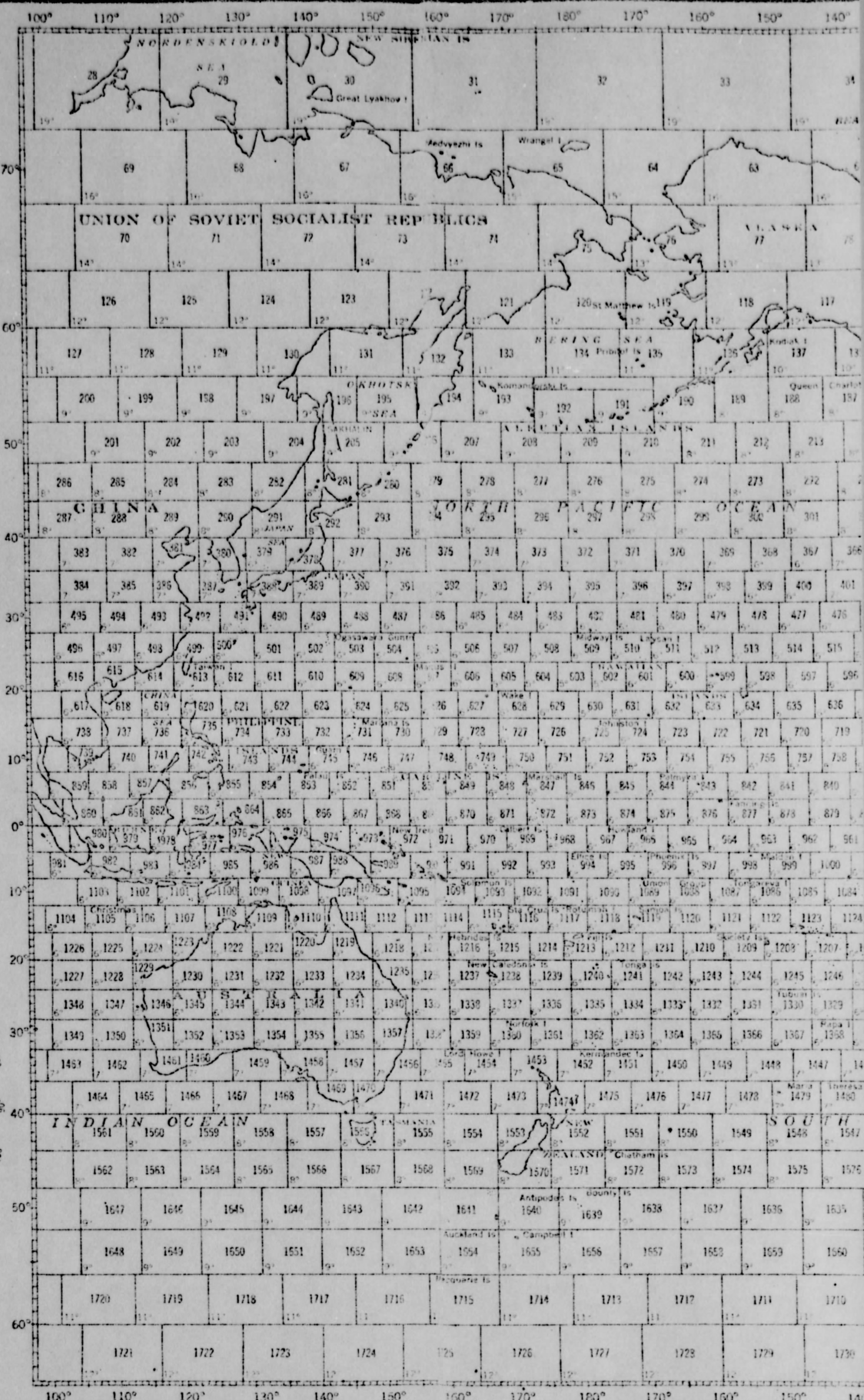
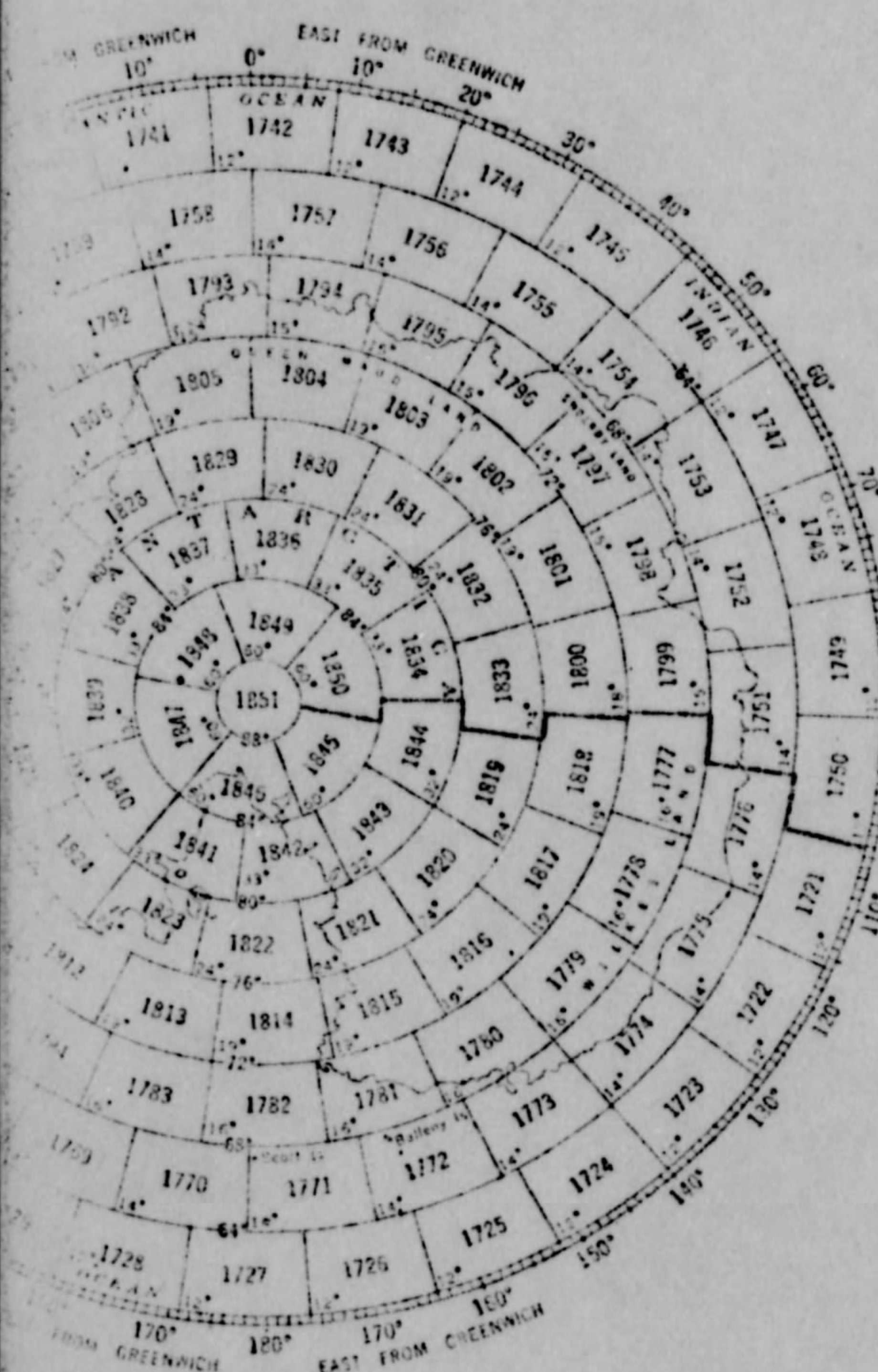
SEAPLANE LAN



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.

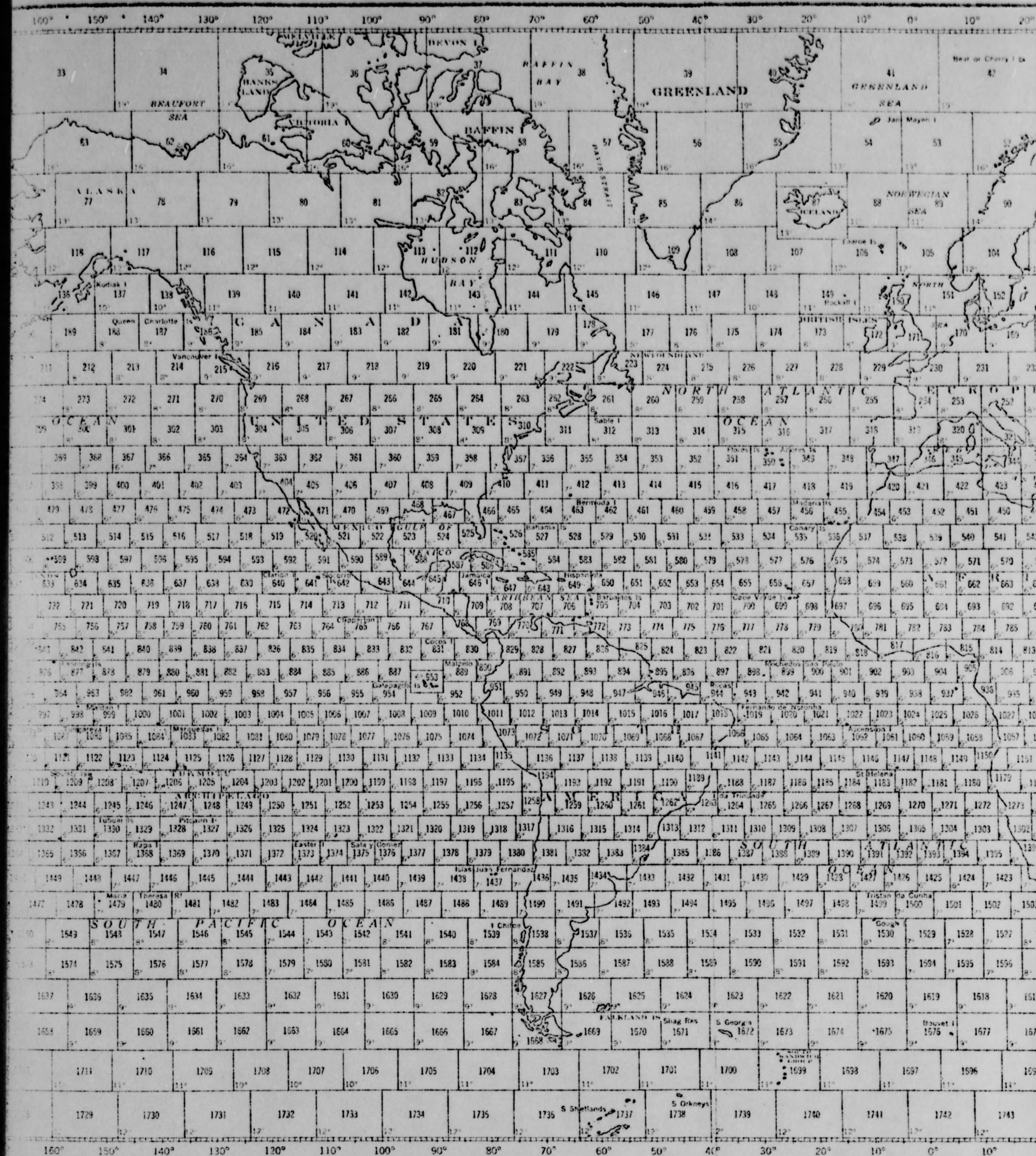
All frequ
Methods of indi

Military Base
Civil
Joint Civil and Military Base

SEAPLANE LANDPLANE
Military
Civil
Joint Civil and Military

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

LANDING GROUNDS and ANCHORAGES



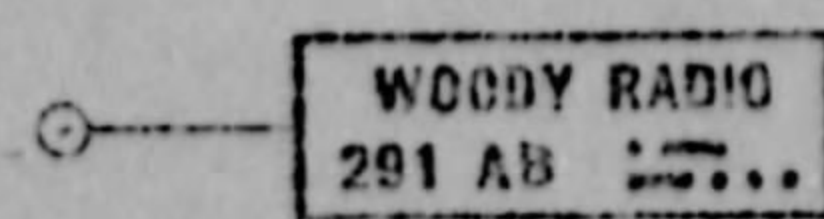
WORLD AERONAUTICAL CHART INDEX

Scale of Series 1:1,000,000

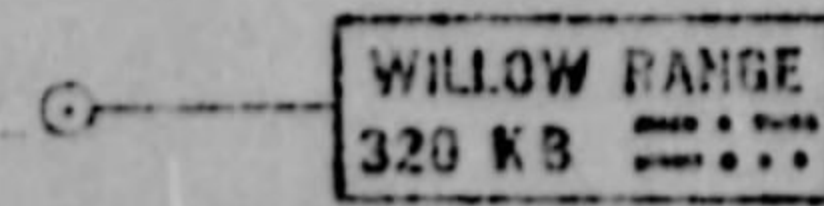
AERONAUTICAL SYMBOLS

RADIO FACILITIES

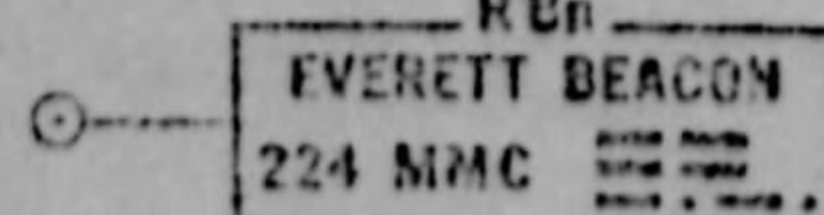
All frequencies are kilocycles unless otherwise stated
Methods of indicating specific voice and CW calls are shown below



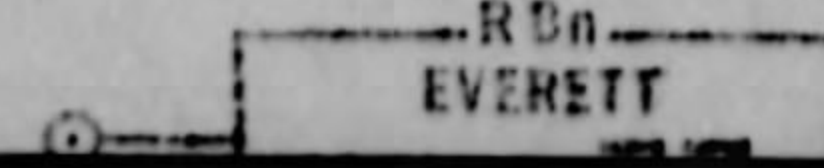
Radio Communication Station
(With voice)



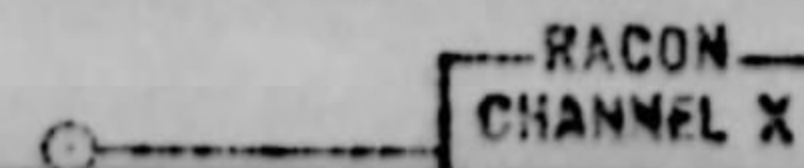
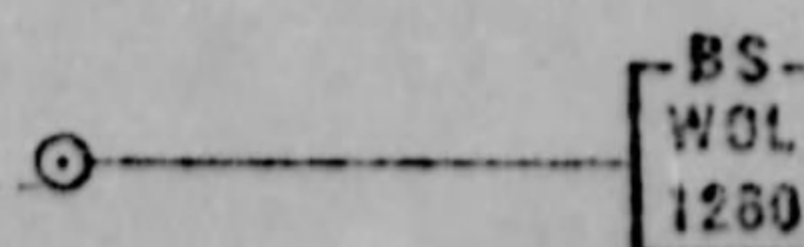
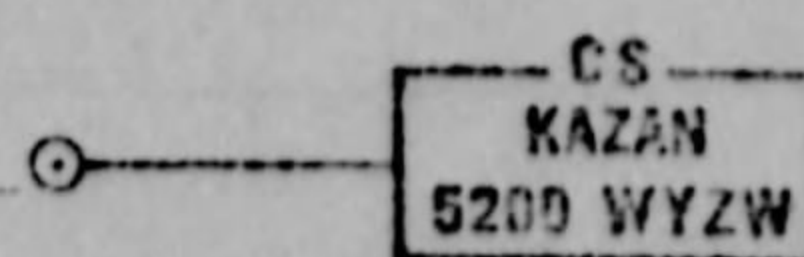
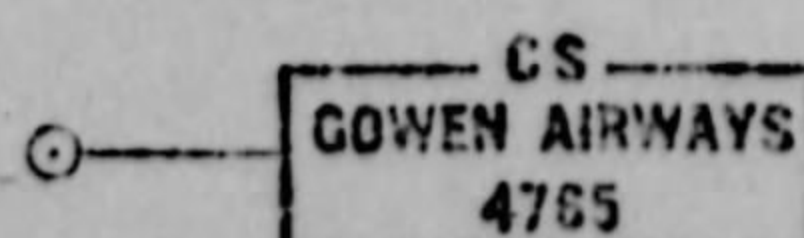
Radio Communication Station
(Without voice)



Radio Broadcasting Station



Radar Beacon (Racon)



TOPOGRAPHY

CITIES and TOWNS

Metropolitan Areas

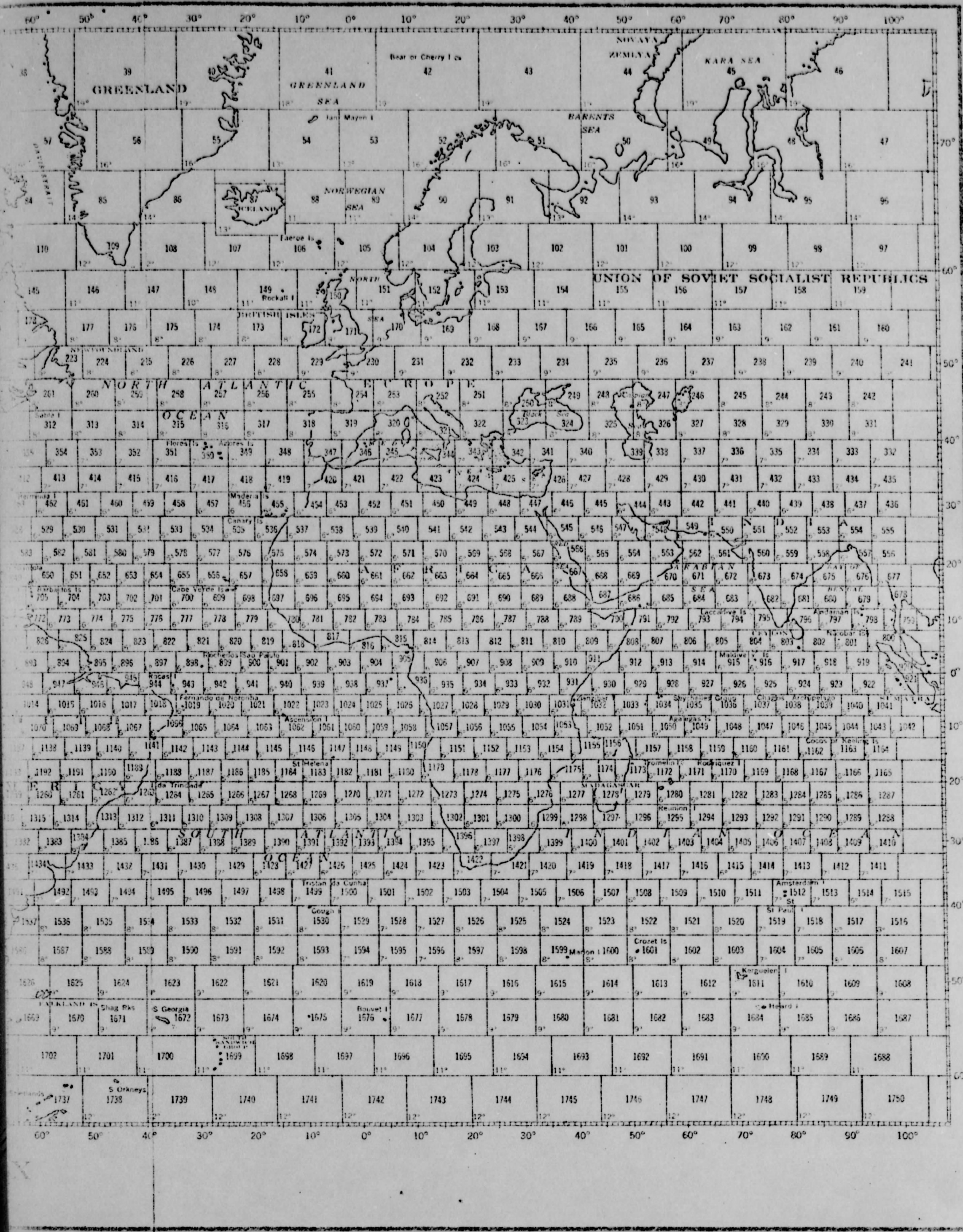
Large Cities

Cities

Small Cities

Large Towns

Towns & Villages

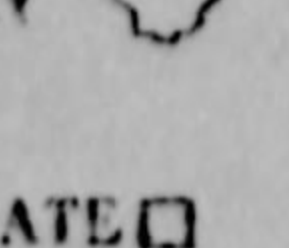
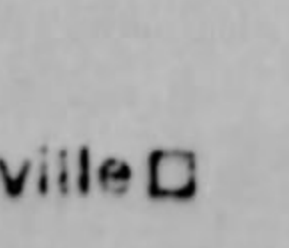
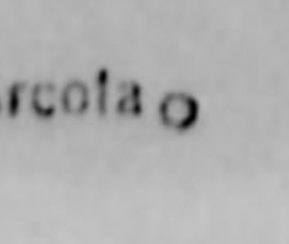
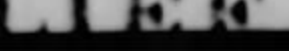


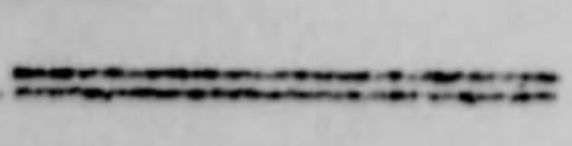
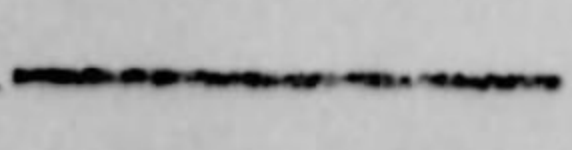
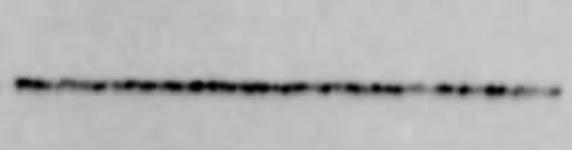
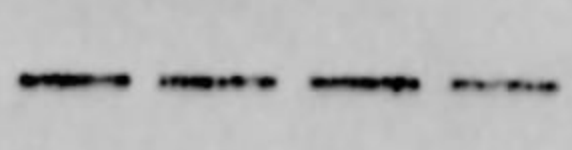
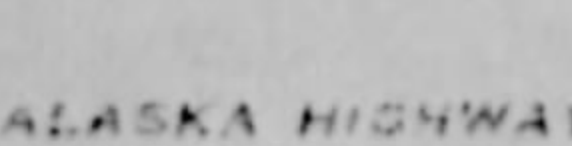
WAC (BU 7)

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.....

RELIEF FEATURES

CS
GOWEN AIRWAYS
4785

CS
KAZAN
5200 WYZW

BS
WOL
1200

RACON
CHANNEL X

ALASKA HIGHWAY

STANLEY

STAPLE HERE

STAPLE HERE

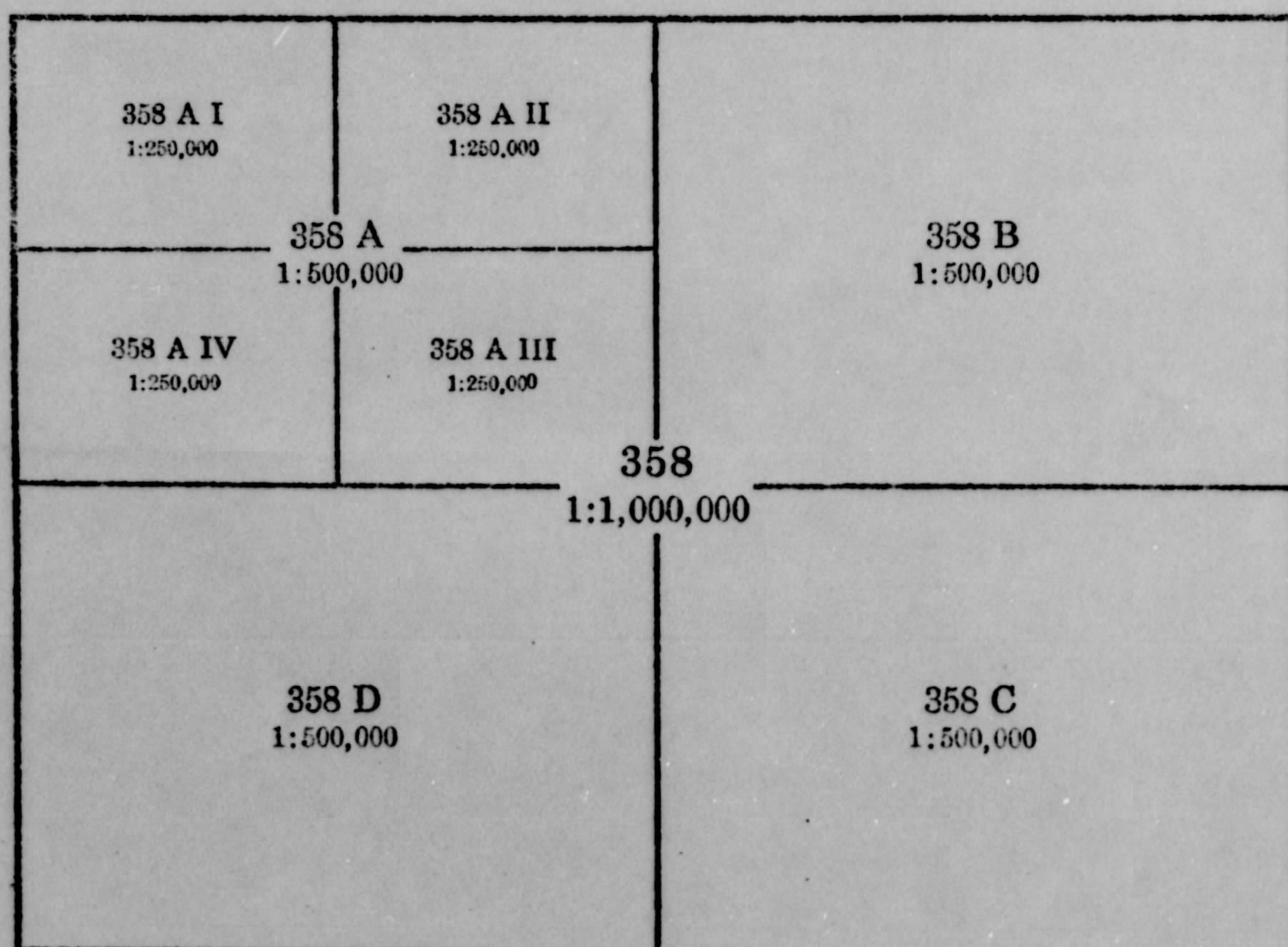
- AIRPORTS**—services, complete cable) passenger ramp with load

SEAPLANE 1.



REMARKS:

WFO
OF 12



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.

Rotating on

Rotating 1.

Rotating L

Flashing 17

F--Fixed

Fl—Flash.

Mooring 28

Dirigible L

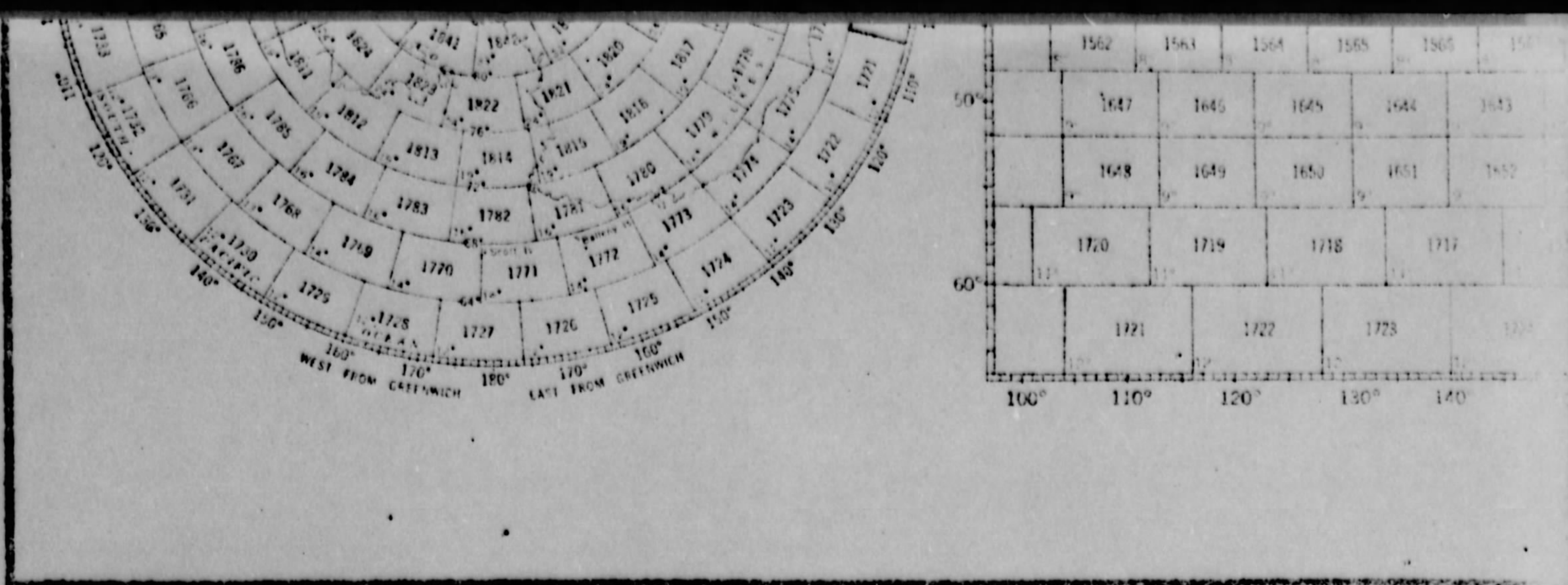
Prominent

Ocean Sta.

Lighted O

Obstruction

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

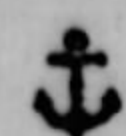
LANDING GROUNDS and ANCHORAGES



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.....110★

Rotating Light (With flashing code lights).....—..*

Rotating Light (With course lights and site number).....15★

Flashing Light.....★

Flashing Light (With code).....*

Obstruction Light.....*

Marine Light (Elevations of marine lights are above high water).....Occ W R G 92

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.....

Dirigible Base.....

Prominent Transmission Line.....

Ocean Station Vessel (Normal position).....

Lighted 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

Visual Ground Sign.....

Town having Visual Ground Sign.....HOUSTON

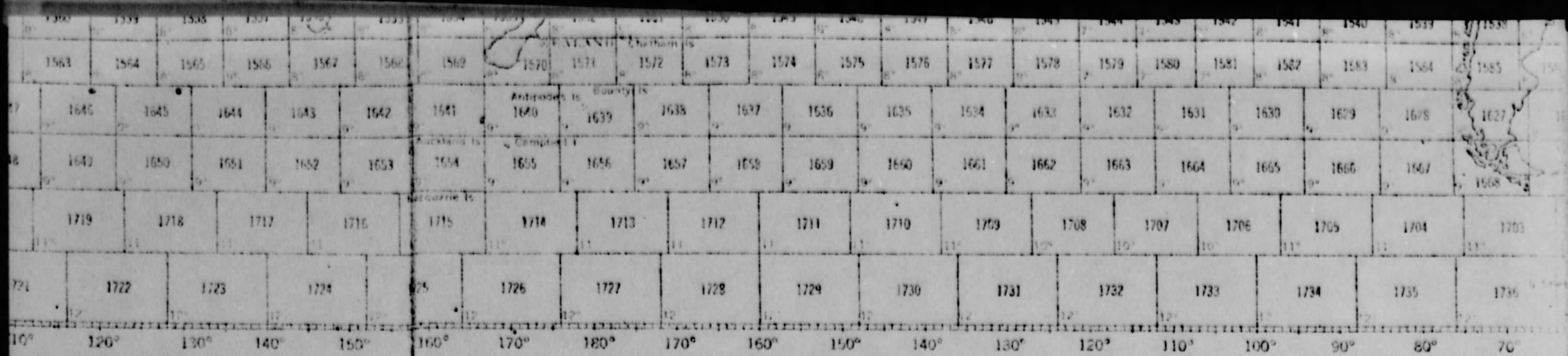
High Explosives Area (Marked).....

High Explosives Area (Unmarked).....

Group Obstruction.....

1108

(255)



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

Radio Range
(With voice)

WOODY RADIO
291 AB

Radio Communication Station
(With voice)

Radio Range
(Without voice)

WILLOW RANGE
320 KB

Radio Communication Station
(Without voice)

Non-Directional Radio Beacon
(With voice)

R.Dn
EVERETT BEACON
224 MMC

Radio Broadcasting Station

Non-Directional Radio Beacon
(Without voice)

R.Dn
EVERETT
224 MMC

Radar Beacon (Racon)

Marine Radio Beacon

M.R.Bn
ISLAND
309 BD

Radio Fan Marker Beacons

Radio Direction Finder
(With voice)

DF
MANUA HOMER
118.1 mc

Radio Direction Finder
(Without voice)

DF
MANUA
4595 VFPW

International Boundary
(Closed to passage of aircraft
except through air corridor)

AIRCRAFT LANDING FACILITY INFORMATION

RADIO FIXES

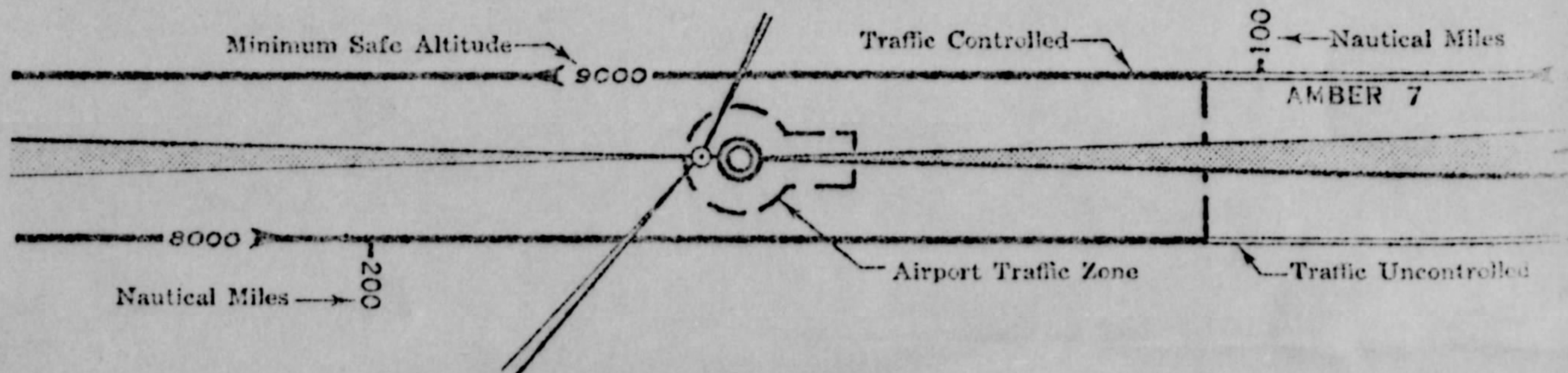
Reporting point.

RAMEY AFB
16 LM 46
Airport of Entry
ILS CCA
RAMEY TOWER
278 118.1 mc

CASE
INTERSECTION
BRANT
INTERSECTION

AIRWAYS & RADIO RANGE (AURAL)

code) ...
ions of marine lights
(ve high water) ...
B—Blue SEC—Sector
(U)—Unwatched sec—Second
unless otherwise indicated.



AIRSPACE RESTRICTED AREAS

Ground Sign HOUSTON
ea (Marked) HIOX
ea (Unmarked)
1108
(259)
4°E

PROHIBITED
AREA

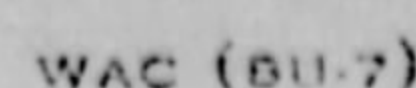
Prohibited Area — Flight of aircraft prohibited except by specific authority of

DANGER-RESTRICTED
OR WARNING AREA

Danger, Restricted or Warning Area — Invisible hazards to air navigation
(Specific authority required prior to entry of Danger Area)

CAUTION
AREA

Caution Area — Visible hazards to Air Navigation (Avoid if practical)



HIGHWAYS and ROADS

Towns & Villages.....Arcola o

Road Names _____ ALASKA HIGHWAY

Sand { Dunes
Areas
Ridges

Reefs, Coral & Rocky Ledges.....
(Awash at low tide)

Glaciers.....

Stranded Wrecks.....

Tunnels { Highway ----- | -----

NAN

4000 ➤-----

ion
(a)