PROJECT 10073 RECORD

1. DATE - TIME GROUP 5 March 1954 -7Mar 54 05/2000Z	2. LOCATION Nouasseur, French Morocco
3. SOURCE Military	10. CONCLUSION 1. Radar - Ground Reflection 2. Air Visual - Insufficient Data (2135Z) 3. UNIDENTIFIED (1918, 1938, 1949
4. NUMBER OF OBJECTS 1	
5. LENGTH OF OBSERVATION Radar/Z Varies	11. BRIEF SUMMARY AND ANALYSIS Object described as lights. Pilots of KC-97, C-47 and C-54 reported UFO making passes at them at various times. One radar site displayed stationary target on scope. Radar sight continued to pick up stationary target on 6 & 7th. 1. Probable ground reflection due to inversion (All radar) 2. Insufficient data for firm analysis 3. UNIDENTIFED ATIC #183974(AB) Filed in ATIC Repository
6. TYPE OF OBSERVATION See Case File	
7. COURSE	
8. PHOTOS ☐ Yes ☒ No	
9. PHYSICAL EVIDENCE ☐ Yes ☒ No	

FORM
FTD SEP 63 0-329 (TDE) Previous editions of this form may be used.

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1. 17th AF
2. Atta
3. Atch 7
4. Retain

DERIVED FROM: DEFENSE INTELLIGENCE AGENCY MANUAL 58-1 DATED 1 JUNE 1972
DECLASSIFY ON: OADR

JEDMH A019
JFLG A 078
JFRW 01
YY JEZMH ZOY
JFRNO A16
EMERGENCY/
YY JFRW JEDWP 222
DE JFRNO 67
Y 061252
FM ACWRON SEVEN THIRTY SIX
TO JFRW/CMDR 17TH AF RABAT FR MOR
JEDWP/CMDR AIR TECHNICAL INTELLIGENCE CEN WRIGHT PATTERSON AFB OHIO
ZEN/CMDR ADC ENT AFB COLORADO SPRINGS COLORADO
ZEN/HQ USAF WASHDC
[redacted]/SOWG THREE DASH TWO PD FOLLOWS REPORT IN ACCORDANCE WITH ICP SEVENTEENTH AIR FORCD CLN FOLLOWS TOTAL INFO AVAILABLE AS EXT FROM CONTROLLER LOG AT SITE ONE FR MOR PD TWO ZERO ZERO ZERO ZULU FIVE MAR DASH NOUASSEUR TWR CALLED SITE ONE AND REPORTED TWO UNIDENT AIRCRAFT SIX TO EIGHT MILES SOUTH OF NOUASSEUR MOVING IN WESTERLY DIR CMA ASKED TO TRY TO PICK UP AIRCRAFT ON RADAR SCOPE DASH ATTEMPT WAS NEG DUE TO GND CLUTTER PD TWO TWO ONE ZERO ZULU FIVE MAR DASH REC CALL FM SGT BRADSHAW IN NOUASSEUR OPS STATING UNK AIRCRAFT MADE PASSES ON A COCA DASH FIVE FOUR JUST SOUTH OF BASE CMA SITE ONE NOTIFIED SITE ONE ONE AND BEGAN SEARCH WITH RADAR

PAGE TWO JFRNO 67

SETS CPS DASH ONE AND TPS DASH ONE ZERO DELTA CMA PICKED UP TARGET ON TPS AT TWO FIVE MILES ONE EIGHT ZERO DEG ONE ZERO ANGELS ALT CMA FLT SHOWED VERY LITTLE MOVEMENT CMA TARGET NOT SIMILIAR TO COLUDS CMA BASE TWR REPORTED CLEAR SKY IN AREA SOUTH CMA TARGET NOT ON PPI SCOPE DUE TO GND CLUTTER PD TWO THREE THREE FIVE ZULU DASH SIGHTED THREE DISTINCT BLIPS IN SAME AREA AS BEFORE CMA SAME RANGE CMA SAME AZIMUTH CMA DIDNT APPEAR TO MOVE PD TWO THREE FOUR ZERO ZULU DASH ONLY TWO BLIPS SIGHTED NOW IN SAME POS PD TWO THREE FOUR THREE ZULU DASH BLIPS SEEM TO HAVE BLENDED TO ONE BLIP ON SCOPE PD TWO THREE FOUR FIVE ZULU DASH LT [redacted] OFF DUTY PD TWO THREE FOUR FIVE ZULU DASH LT CHAMBERS ON DUTY PD TWO THREE FOUR FIVE ZULU DASH STILL ONE TARGET SAME LOCATION PD ZERO ZERO ONE ZERO ZULU SIX MAR DASH TWO TARGETS NOW ON SCOPE SAME LOCATION PD OBTAIN FURTHER DETAILS FROM PILOTS REPORTING OBJECTS TO NOUASSEUR OPS PD REMARKS DASH PERTINENT DIRECTIVES FOR THIS REPORT NOT ON HAND THIS ORG PD
06/13 252 MAR JFRNO

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OPERATIONAL IMMEDIATE

NBR 3795 06 MAR 54
C-1 OPERATIONAL IMMEDIATE CONFIDENTIAL
FM COMDR RABAT FRENCH MOROCCO 061710Z
TO DIR INTEL HQ USAF WASH DC
COMDR 17TH AF FRENCH MOROCCO
COMDR ADC ENT AFB COLO
CMDR ATIC WPAFB OHIO

PARAPHASE NOT REQUIRED. SEE CRYPTO CENTER BEFORE DECLASSIFYING

CITE: ADDO-4C 3-101.

UNIDENTIFIED FLYING OBJECT UOFAGBCE DTG 061231Z NUMBER SQAG 3-2 ERRONEOUSLY ASSIGNED EMERGENCY PRECEDENCE. REQUEST PRECEDENCE BE REDUCED TO OPERATIONAL IMMEDIATE.
06/2332Z

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OPERATIONAL IMMEDIATE

JEDMH A29
JFRW 25
JFRNO A37
OO JEDWP JFRW 222
DE JFRNO 99
O 262145Z
FM ACWRON 736 NOUASSEUR ADW FR MOR
TO ZEN/CMDR ADC ENT AFV COL SPRINGS COL
ZEN/316 DEF RABAT SLAE FR MOR
JEDWP/CMDR AIR TECH INT CENT WRIGHT PATTERSON AFB OHIO
ZEN/DIR OF INT HQ USAF WASH 25DC
JFRW/CMDR 17TH AF RABAT FR MOR
[redacted] L/SQAG THREE DASH THREE PD ATTN DIR INT PS
MY MSG SQAG THREE DASH TWO PRECEDENCE DOWNGRADED TO OPERATIONAL IMMEDIATE PD
06/2152Z MAR JFRNO

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5/200.02 ... Nouasseur AB, Fr. Morocco

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French Morocco

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Nouasseur Air Base, Fr. Morocco

Headquarters, 736th AC&W Squadron APO 30, USAF — 8 March 1954

Intell. Off., SAMA(Europe)APO 30,USAF
Det #1, 736th AC&W Squ. APO 30,USAF — 5 March 1954

Capt. Benjamin E. Bennett,Int. Off. — B-4

N/A

Unidentified Flying Object Report

1. At the request of Nouasseur Air Base Operations at 2000Z, 5 March 1954 a radar search was made utilizing the CPS-1 and TPS-10D radar at Site #1 of an area six(6) to eight(8) miles south of Nouasseur Air Base for unidentified aircraft which were reported to be making passes at aircraft in the Nouasseur traffic pattern. The CPS-1 gave no indication on scopes due to ground clutter in this area; however, the TPS-10D displayed a stationary target on azimuth of 180, 25 miles south of Nouasseur Air Base, at an altitude of 10,000 feet.

2. Taking into consideration the GCA controller's report (inclosure 2), there appears to be grounds for belief that some object was present in the area.

APPROVED:

Benjamin E. Bennett
BENJAMIN E. BENNETT
Captain, USAF
Intelligence Officer

2

1.- Controller's log, Det #1, 736th AC&W Sq., APO 30, USAF
2.- Daily report of controller, 1975-1 AACS Detachment

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TSH-4294 S-270

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HEADQUARTERS,
736th AC&W Squadron

2 2

1. At 2000Z, 5 March 1954 the C[illegible]l and TPS-10D primary search and heightfinder radar at Site #1, this unit, were put into operation from a "standby" status upon report of unidentified aircraft south of Nouasseur Air Base by Nouasseur Air Base Operations. Base Operations and the GCA unit at Nouasseur reported that several pilots in the traffic pattern had called in reports of aircraft making passes at them. There was no description of the aircraft at any time but only reports of lights passing near the various aircraft. The pilot of KC-97 #2595 reported seeing two (2) lights appearing to be fighter-type aircraft at 1500 feet altitude and going on a westerly heading. The first report of an aircraft was made by a pilot flying KC-97 #6537 who reported an aircraft on a collision course with him at 1500 feet heading 175 degrees at 1918 hours. At 1938 and 1949 hours AF 6529, a KC-97, made the same report. The same report made by a C-47 (#5289) pilot at 2020 hours. At 2155 hours a C-54 reported a bright light within two (2) miles of his aircraft which were similar to landing lights. The pilot of the above C-54 was arriving from Lajes and apparently was not aware that previous sightings had been made. This same pilot has been flying for eleven (11) years and is a senior pilot.

2. The weather at the time of the reported sightings was as follows: clear, no clouds, no haze, and visibility seven (7) miles.

COMMENTS OF THE PREPARING OFFICER

1. The source of the above information is considered to be reliable though the information obtained from personnel flying in the area at the time was taken from notes which were in the possession of the Intelligence Officer, SAMA, Nouasseur Air Base, French Morocco.

2. On the sixth and seventh of March the TPS-10D Height Finder continued to give an indication of a target at ten thousand (10,000) feet, twelve (12) to fourteen (14) miles south of Nouasseur Air Base. At 0900, 7 March 1954, an F-86 was scrambled and vectored to the area where the target was indicated; however, no contact was made by the F-86.

3. It was the consensus of opinion of electronics officers and the Philco Technical representative of this unit that the target indication was due to the presence of a high tension electrical line at the exact point on the ground below the target indication.

4. Paragraph three (3) above does not explain the reported sightings by pilots of unidentified aircraft at approximately 1500 feet and six (6) to eight (8) miles south of Nouasseur Air Base.

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Controller's Log
Enclosure 1
736th AC&W Sq.

5 March 1954

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1580 - "C" Shift on duty.
Lt. Savoy on duty.
CPS-1 & TPS-10-D oper - TPS-1-D on standby - FPS-4 out indef.
UHF oper on all nets VHF out indef on 121.5 & 133.56.
All other comm in 5x5 or on standby.
1650 - Made time hack with quiet.
1620 - Rec'd WX - quiet notified.
1630 - CPS-1 & TPS-10-D down for P.M. TPS-1-D oper 55-3 to quiet.
1710 - Rec'd WX - quiet notified.
1730 - CPS-1 & TPS-10-D oper TPS-1-D on standby, 55-3 to quiet.
1755 - Sr/red airborne for night CAP. 1 hr & 30 mins of fuel. quiet notified.
1805 - Rec'd WX - quiet notified.
1825 - Sr/red cleared from Randall control to CL-4 ATC quiet notified.
1910 - Sr/red R/C at Nouasseur, quiet notified.
1912 - Sr/fighters released, sr ep's down until 0430Z 6 March 54, quiet notified.
1917 - Rec'd WX - quiet notified.
2000 - Nouasseur tower called & said that they have reports of 2 unidentified a/c 6 to 8 miles south of Nouasseur moving in a westerly direction and asked that we try to pick up this a/c on the scope. Could not find any a/c in area because of ground clutter, notified tower of this, quiet also notified.
2020 - Rec'd WX - quiet notified.
2025 - 55-3 to quiet effective 2030.
2030 - Randall on standby, quiet off the air until 0430z 6 March 1954.
2210 - Rec'd call from Sgt. Bradshaw in base operations unknown a/c made passes on a C-54 just south of base notified quiet & turned on CPS-1 & TPS-10-D to search for this a/c.
2225 - Picked up target on TPS-10-D 25 miles, 180° 10,000 ft. not showing much movement, target does not seem to be classic, tower reported clear miles to the south of us. Target does not point on PPI due to ground clutter in that area.
2335 - Sighted 3 distinct blips in same area as before same range & azimuth, still does not seem to be moving.
2340 - Where there were 3 blips before there are only 2 now.
2343 - All three targets now seem to have moved together and only one now appears on scope.
2345 - "C" Shift relieved by D Shift.
Lt Savoy off duty
2345 - "D" Shift and Lt. Climbers on duty.
2345 - Maint radar surv on target - only one blip appears on scope at 180° 43 miles - 10,000 ft still does not seem to be moving.
0010 - 2 distinct blips now appear on scope - same azimuth range and angels.
0045 - Went on standby awaiting any call from CL-4 tower - UHF remained oper.
0415 - CPS-1 & TPS-10-D oper - Randall in full oper. Complete 55-3 to quiet.
0445 - Authentication on both command & telling lines.

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Benjamin E. Barnett
BENJAMIN E. BARNETT
Captain, USAF

Encl 1 to 216-3-81

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DAILY REPORT OF CONTROLLER DATE 5 MAR 54

1975-1 AACS DETACHMENT

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NAME	INITIALS	ON	OFF
MATCH SUPERVISION			
A/2C GEO VAN DYKE VF		1720	

TIME	REMARKS
1720	ON DTY, RDKD, EQPT CK NRML, BCN CK R585, GCA STILL OFF AIR, QDT
1800	BCN CK R585, GCA ON THE AIR
1918	AF 6537REPORTS UNIDENTIFIED A/C OR OBJECTS MAKING PASSES AT HIM. KC -97'S POSITION WAS 1500 FT, 5-8 MI. SW OF STATION
1938	AF 6529 RPTS LIKEWISE; UNID TARGETS WERE ON WEST RDKD APPROX 1500 FT, 6-8 MI. S OF STA...NO INCIDENT
1949	AF 6529 RPTS AGAIN; TARGET WAS 5 MI. SW OF STATION R APPROX 1500 FT, APPRD TO BE TWO OR THREE A/C; ONE PASSED UNDER AND ONE PASSED OVER 6529; HEWAS UNABLE TO IDENT TYPE, ETC. BUT BELIEVS THEM TO BE CONV. TYPE A/C...ATC SAYS NO A/C RPRTD HERE, GCA NOR RANDALL CAN PICK UP ANYTHING ON SCOPES...
2000	BCN CK R585
2010	TALKED WITH PILOT OF AS 5289, C-47; SAYS HE SAW TARGETS ABOUT SAME LOCALE AS 97'S BUT THERE WAS NO INCIDENT; SAYS THE TARGETS APPRD TO BE APPROX 500FT. ABV; TO HIM LOOKED LIKE ONE BIG A/C... STILL NOTHING ON SCOPES & RIKE FM ATC...ALSO...ABOUT 1945-50 AN A/C AF 2844 BROKE TRAFFIC TO LOOK FOR OBJECTS BUT COULD SEE NOTHING ALL A/C MENTIONED WERE ON GCA APPR AT THE TIME.
2155	AF 2684 ON GCA RPTD SIMILAR CIRCUMSTANCE...A BRIGHT LIGHT SIMILAR TO A/C LNDG LT AT SAME ALT AS A/C; CAME TO WITHIN TWO MILES OF A/C AND THEN EITHER SHUT OFF OR WENT BEHIND CLOUD...WX CARRYING CLEAR SKIES; CAME ON AGAIN AND STARTED TO SINK TO GRND THEN APPRD UP

A CERTIFIED TRUE COPY:

Benjamin E. Bennett
BENJAMIN E. BENNETT
Captain, USAF

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316-3-819

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DAILY REPORT OF CONTROLLER DATE 5 MARCH 1954

1975-1 AACS DETACHMENT TIME

NAME INITIALS SHIFT

MATCH SUPERVISION UNCLASSIFIED

GEO VAN DYKE VE

TIME	REMARKS
2155	(CONT) - AGAIN AND LIT AND THEN A/C LOST SIGHT OF IT.
2200	BCN CK R555
2223	RANDALL CTL SAYS THEY HAVE TARGET AT ABOUT 10,000 FT ON HDNG OF 180 FM THEIR STATION AND ABOUT 25 MILES OUT. TARGET APPEARS STATION -ERY. GCA CAN SEE NOTHING. CHKNG WITH ATC
2243	RANDALL NOW RPTS TRGTS 10,000 FT, 12-14 MI SOUTH
2305	" " " " 15,000 FT, 15 MI SOUTH, BRNG 185 DEGS
2310	GCA RPTS 3 TRGTS, SMALLER THAN A C-47 TRGT, NW OF STATION 3-4 MI ALT 2,000 ONTRACK OF 240 DEGS
2315	GCA HAS TWO MORE TRGTS NOW SAME LOCALE ON HDNG OF 255 DEGS, ALL MVNG VERY SLOWLY
2324	RANDALL HAS TWO TRGTS, 2 MILES APART, BRNG 180 DEGS, 22 HAUT, MILE 10,000 FT... TRGTS VARY ALTERNATELY IN INTENSITY, ONE BRIGHT & ONE WEEK, NOT VERY LARGE

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DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
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WASHINGTON

THE INSPECTOR GENERAL, USAF
5TH DISTRICT OFFICE OF SPECIAL INVESTIGATIONS
WRIGHT-PATTERSON AIR FORCE BASE, OHIO

IN REPLY REFER TO: 5D-24-21-143

25 June 1954

SUBJECT: Unidentified Flying Objects,
Vicinity, Nouasseur Air Depot,
French Morocco, 1900-2200 hours,
5 March 1954
SPECIAL INQUIRY

TO: Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base
Ohio
ATTN: ATIAA-2C

1. Transmitted herewith for your information is one (1) photostatic copy of report of investigation, of Special Agent FRANCIS J. MOUSSEAU, North African District (Nouasseur Detachment), dated 15 March 1954, concerning the above subject matter. The above report was furnished this District Office by the Directorate of Special Investigations.

2. Your attention is invited to the provisions of AFR 124-1, which prohibit the release of investigative information to unauthorized persons.

ROBERTS P. JOHNSON, JR.
Colonel, USAF
District Commander

1 Incl
Photo cy ROI, N. Africa
District, dtd 15 Mar 54

cc: Dir OSI w/o incl

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5D-F-9647

[redacted]

(SECURITY INFORMATION when filled in)

COUNTRY OF ORIGIN	REPORT NO.	(Leave blank)
French Morocco		

AIR INTELLIGENCE INFORMATION REPORT

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AREA REPORT CONCERNS		
Nouasseur Air Depot, French Morocco		
AGENCY OF ORIGIN Base Intelligence Office Nouasseur AD, French Morocco	DATE OF REPORT 8 March 1954	
SOURCE OF INFORMATION GCA Log of 1975-1 AACS	DATE OF INFORMATION 5-8 March 1954	
PREPARING OFFICER CHESTER F. KOESON, Major, USAF	EVALUATION A-2	

REFERENCES (Control number, directive, previous report, etc., as applicable)

AFR 200-2, 26 Aug 53

SUBJECT

UFOB

SUMMARY (Enter concise summary of report. Give significance in final one-sentence paragraph. List inclosures at lower left. Staple text of report on AF Form 112a.)

1. In an area of two (2) to six (6) miles Southwest of runway, unidentified flying objects were reported sighted by flying crews based on Nouasseur Air Base, 33°22'N - 07°35'W, between 1918Z to 2155Z on 5 March 1954 by all aircraft making the last leg of a GCA to the Base.

2. In another area approximately ten (10) to twenty-five (25) miles South of a radar site, two (2) or three (3) objects were observed on scope. They were observed as follows:

a. 052223 March 54 - Twenty-five (25) miles - 10,000 feet at 180° heading.

b. 052243 March 54 - Twelve (12) - fourteen (14) miles - 10,000 feet.

c. 052305 March 54 - Fifteen (15) miles South - 15,000 feet at 185° heading.

d. 06 A.M. March 54 - In same area.

e. 07 A.M. March 54 - In same area.

3. The following is complete Summary of an investigation to date.

APPROVED:

Chester F. Koeson

CHESTER F. KOESON
Major, USAF
Base Intelligence Officer

_____ DCLA.

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AF FORM 1 OCT 52 112 REPLACES AF FORM 113—PART I, 1 JUN 48, WHICH MAY BE USED.

CLASSIFICATION [redacted]

(SECURITY INFORMATION when filled in)

[redacted] (SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	REPORT NO.	PAGE
Base Intelligence Office Nouasseur Air Depot, French [redacted]	[redacted] CLASSIFIED	2 OF 6 PAGES

1. The following is an extract from the 1975-1 AACS Daily Report of Controller dated 5 March 1954 which was supervised by A/2C [redacted] AF 11235276, 1975-1 AACS Detachment, Nouasseur Air Depot:

"1918 - AF 6537 reports unidentified A/C or objects making passes at him. NC-97's position was 1500 ft, 5-8 mi SW of station.

"1938 - AF 6529 reports likewise; Unid targets were on West Heading aprox 1500 ft, 6-8 mi S of Stn. No incident.

"1949 - AF 6529 rpts again; target was 5 mi SW of station apprex 1500 ft. Appeared to be two or three A/C; one passed under and one passed over 6529; he was unable to ident type, etc. but believes them to be conventional type A/C... ATC says no A/C rprtd here, GCA nor Randall can pick up anything on scopes.

"2010 - Talked with pilot of AF 5269, C-47; Says he saw targets about same locale as 97's but there was no incident; says the target apprd to be aprox 500 ft abv, to him looked like one big A/C...still nothing on scopes. Nothing fr ATC...Also...About 1945-50 an A/C, AF 2844, broke traffic to look for objects but could see nothing; all A/C mentioned were on GCA appr at the time.

"2155 - AF 2684, C-54, rptd similar circumstance...a bright light similar to A/C lndg lt at same alt as A/C; came to within two miles of A/C and then either shut off or went behind cloud...WX carrying clear skies; came on again and started to sink to grnd then apprd up again and lit and then A/C lost sight of it.

"2223 - Randall Ctl says they have target about 10,000 ft on hdng of 180 fm their station and about 25 miles out. Target appears stationary. GCA can see nothing. Checking with ATC.

"2243 - Randall now rpts tgts at 10,000 ft, 12-14 mi South.

"2305 - Randall now rpts tgts at 15,000 ft, 15 mi South, brng 185 degs.

"2310 - GCA rpts 3 trgts, smaller than a C-47 trgt, SW of station, 3-4 mi, alt 2,000 on track of 240 degs.

"2315 - GCA has two more trgts now same locale on hdng of 255 degs, all moving very slowly.

"2324 - Randall has two trgts, 2 miles apart, brng 180 degs, 22 naut miles, 10,000 ft. Trgts vary alternately in intensity, one bright and one weak, not very large.

"0015 - ...Previous logs being reviewed by BASOPS regarding 'Flying Saucer' sightings.

"0035 - Randall spotted target 25 miles North of Station.

"0012 - (Late Entry/VE) 3 targets sighted duration 15 minutes one. AS 23242.

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[redacted] SECURITY INFORMATION when filled in)

SUPPLEMENT TO AF FORM 112

ORIGINATING AGENCY	SECURITY CLASSIFICATION	PAGE	OF	PAGES
Base Intelligence Office Nouasseur AB, French Morocco	UNCLASSIFIED	3	6	

2. A/2C [redacted], 1975-1 AACS Detachment, Nouasseur Air Depot, gave the following information from memory. Airman Grossman estimated the times given inasmuch as his watch was inaccurate.

"At approximately 2147-2150, the pilot of KE-97, #6537, shooting CCA landings, approximately 6 mi SW quadrant of Nouasseur range, asked if there were any targets straight ahead and same altitude on the collission heading of his aircraft. KE-97, #6537, was at 1500 feet on a heading of 175 degs. No targets on radar except KE-97 - no moving targets. Turned KE-97 on base leg and pilot completed approach. He stated that the target appeared to be a 'couple of lights'.

"The next aircraft, KE-97, #6429, approximately 5 miles behind and approximately same position, reported seeing 2 lights appearing to be fighter aircraft at the same altitude and coming in at it Left to field. The aircraft turned a base leg and completed approach. No further mention of targets.

"The next aircraft, KE-97, #6527, appeared to be in the same position as previous aircraft (approx 2120 hours) when the pilot stated he was going to get out of pattern and go around because objects were making passes at him. No sighting on scope except Aeft #6527. Made Left turn, 360 degs out of pattern and continued approach.

"A further incident occurred at approximately 2215 hrs. Aeft #2684, C-54, from Lagos, in approximately the same position of former aircraft, called and asked if there was a target 2 or 3 miles ahead at the same altitude (2000 ft). No sighting on scope. Pilot of #2684 described the target as an aircraft landing light which seemed to descend and ascend.

"No pilots could give concrete description of target; pilots stated light was moving - one pilot says two objects. All pilots reported it on approximately the same altitude but could give no estimate of speed.

"The weather at the time of sightings was clear, no clouds, no haze and with visibility at 7 miles. All sightings, approximately 6 miles SW of field, were made at the approximate time aircraft were preparing to make a turn on base leg. Targets never appeared on GCA scopes - Tower requested search - search scope put on at 30 mile range but picked up nothing except permanent targets."

3. T/Sgt [redacted], 736th AC&W Sq, Nouasseur Air Depot, who was working the 1600Z to 2400Z shift, 5 March 1954, as Movement Identification Technician at Site #1, Medinoua, reported the following:

"At approximately 2200-2230 hours, Lt. [redacted] advised that information had been received to the effect that there was a possibility of flying saucers in the area. Lt. [redacted] did not request me to make an identification since apparently no movements had been plotted on the plot board. No plots were made although an object was found on the height finder at 10,000 ft and 185 or 189 degrees South of the station, 22 knots. The crew was unable to locate this object on the main scope due to ground clutter in the area which is apparent for an area of approximately 30 miles".

T/Sgt [redacted] also stated that the latest flight plan had an ETA at Nouasseur Air Depot of 2000Z, 5 March 1954.

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4. S/Sgt [redacted] 36th AC&W Sq, Nouasseur Air Depot, was interviewed and the following was revealed:

a. At approximately 2230Z, 5 March 1954, Lt. [redacted] received a call from Operations (GCA) which requested information about an unidentified target eleven (11) to twelve (12) miles out, South of the Base at 10,000 feet moving on a heading of 185 degrees. Lt. Savoy, Site #1, reported nothing moving in that area.

b. At 2330Z, 5 March 1954, two (2) targets were reported; one would fade in and the other out.

c. Air Traffic Control, Casas Aerodrome, stated no aircraft reported here.

5. Captain McBride, Sidi Slimane, pilot of C-47 #5289 reported that he saw target in same location as C-47 but no incident.

6. At 1938Z and 1949Z, 5 March 1954, Aircraft #6529 reported targets at 1500 feet but were unable to identify; however, expressed the belief that aircraft were of conventional type.

7. Approximately 2000Z, 5 March 1954, Nouasseur based aircraft #2844, piloted by Major McCann and Major Fielder, broke traffic to look for reported objects. Nothing was found in area although #2844 circled the area several times.

8. Approximately 2300Z, 5 March 1954, GCA observed two or three targets smaller than C-47 aircraft. AC&W site could find nothing on their equipment at this time.

9. The AC&W site at Medioura reported two (2) objects on equipment at approximately 2330Z in another location. These objects appeared 6 and 7 March also. On 7 March 1954, F-86 aircraft based on Nouasseur were scrambled to the reported target area but with negative results.

10. The following is a report from the Base Weather Officer:

"1. Observations at Nouasseur Air Depot between 1900-2300Z, 5 March 1954, follows:

1900Z Clear Vis 7 mi. [redacted]
2000Z Clear Vis 7 mi. [redacted]
2100Z Clear Vis 7 mi. [redacted]
2245Z 15 Broken 7 mi. 14 Rain showers 53
Rain ended 2311Z

"2. Observations at Nouasseur Air Depot between 0600-0900Z, 6 March 1954, follows:

0600Z 15 Scattered	Vis 7 mi.	86
0700Z 30 Scattered	Vis 7 mi.	Calm
0800Z Clear	Vis 7 mi.	84
0900Z Clear	Vis 7 mi.	[redacted]

DOWNGRADED AT 3 [redacted]
DECLASSIFIED [redacted]
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"3. No observations are available in the area 15 miles to the South of Nouasseur. However, it is reasonable to assume that the above observations will closely approximate the weather conditions in that area."

COMMENTS OF PREPARING OFFICER:

1. Weather conditions during the period 1900Z to 2300Z, 5 March 1954, were excellent. It was a very dark night without a cloud in the sky.

2. All reports of visual targets in an area of 2 to 6 miles South of Nouasseur Air Depot were made from aircraft not usually assigned to this Base, which were making GCA landings. The targets were reported relatively in the same position - on the last leg of the GCA.

3. In the target area, there are 2 roads running generally North and practically parallel to the main runway as indicated by the attached sketch. White and amber aircraft landing lights were reported in target areas which could, by optical illusion from pilots' position, appear to be aircraft over and under when actually, vehicles speed on these roads could have been mistaken for targets.

4. During hours of extreme darkness, vehicle lights could be mistaken as landing lights. The aircraft's changing attitude on the last leg of a GCA could mistake auto lights as landing lights. Strong American lights could easily be observed as white lights.

5. No additional information is available regarding the targets at 10,000 and 15,000 feet. All ACSW equipment was reported in good working order.

6. A similar experience, vehicles being mistaken for aircraft landing lights, was previously reported by a Nouasseur pilot on a GCA landing.

7. Conclusions:

a. It is believed that the white and amber lights reported in the area 2 to 6 miles South of the Nouasseur runway were automobile lights observed through cockpit during jet black conditions.

b. Regarding the targets at 10,000 and 15,000 feet, three successive days, information revealed ACSW equipment in excellent condition and the appearance inexplicable.

CHESTER F. MERZON
Major, USAF
Base Intelligence Officer

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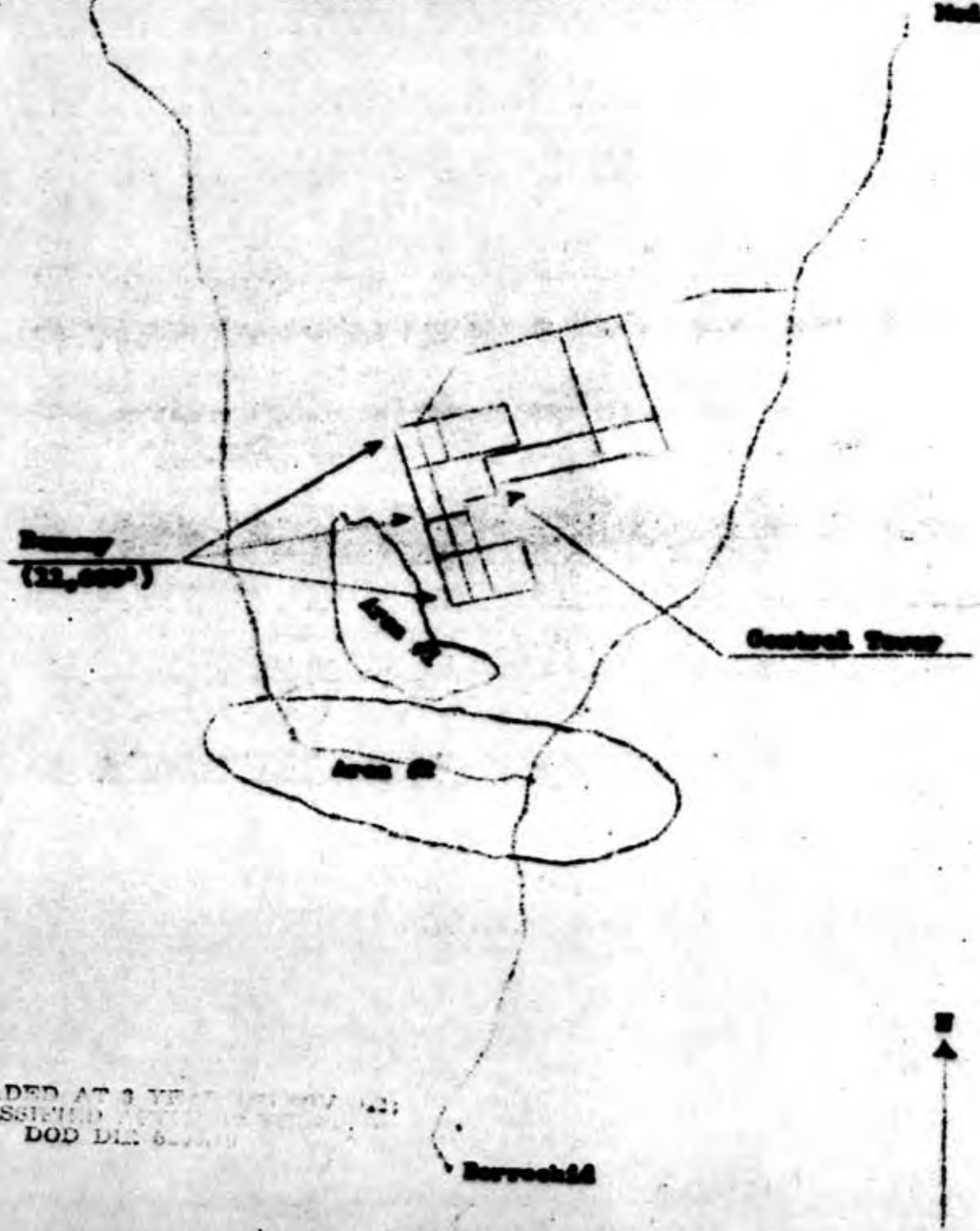
Note: Area #1 is the general area A/C observed targets on their GCA approach.

Area #2 includes the general area where white and amber landing lights were observed. In addition, these roads are well travelled at all hours.



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[redacted]

UNITED STATES AIR FORCE
THE INSPECTOR GENERAL
OFFICE OF SPECIAL INVESTIGATIONS

REPORT OF INVESTIGATION

24-10

DATE: MAR 15 1954/jto

REPORT MADE BY: [illegible] J. MOUSSEAU, S/A

REPORT MADE AT: North Africa District (Nouasseur Det)

PERIOD: 5-6, 8-9 March 1954

OFFICE OF ORIGIN: North Africa District

STATUS: CLOSED

TITLE: Unidentified Flying Objects, Vicinity, Nouasseur Air Depot, French Morocco, 1900-2200 hours, 5 March 1954

CHARACTER: SPECIAL INQUIRY

REFERENCE: Spot Report, Nouasseur Det, NAD, OSI 3-1, dtd 061238Z

SYNOPSIS:

Investigation initiated by the District Commander, North Africa District OSI, APO 118, USAF. At 2230 hours, 5 March 1954, Captain THEODORE A. BORST, Hqs., 316th Air Division (Defense), advised that Radar Control Site #1 had reported unidentified aerial objects flying in vicinity of Nouasseur Air Depot. Investigation reflected that objects reported by Radar Site #1 believed to be due to "atmospheric phenomena". Targets reported by Nouasseur GCA identified to be known, permanent targets. Investigation reflected that during evening, 5 March 1954, pilots from three (3) of five (5) aircraft were flying in immediate area of Nouasseur Air Depot and reported observing one (1) or two (2) white lights approaching their flight path at approximately same altitude while flying on down-wind leg. Lights reported to be: (1) Landing light, (2) Two- (2-) ship formation—possibly jets. Light appeared "amber" to one (1) Navigator. All observations made while under GCA control, immediately prior to turning on base leg; altitude 1500-2000 feet. A fourth aircraft verified previously reported unidentified object as C-47. A fifth aircraft conducted search of area with negative results. Weather at Nouasseur during reported observations—dark, no moon; clear, no precipitation, visibility 6-7 miles, dark, moonless night. Visual search of area by Control Tower Operator during period of reported sightings made with negative results.

Attention is invited to Paragraph 11 AFR 205-6. Unauthorized disclosure of investigative information will be considered to be a violation of AFR 205-1.

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Lt. Colonel, USAF
District Commander

AFOSI FORM 15 JAN 48 0-208 Replaces AFCSI For

DETAILS:

1. This investigation was initiated by the District Commander, North Africa District OSI, APO 118, USAF, predicated upon information received from Captain THEODORE A. BORST, AO 2099505, Headquarters, 316th Air Division (Defense), APO 118, USAF, who, at 2230 hours, 5 March 1954, telephonically advised North Africa District Headquarters that Radar Control Site #1 had reported unidentified objects/aircraft flying in the vicinity of Nouasseur Air Depot.

2. Special Agents DANIEL E. WELCH, DALE W. DAWSON, and WILLIAM T. BRUNETTE assisted in this investigation.

AT NOUASSEUR AIR DEPOT, FRENCH MOROCCO, APO 30, USAF

3. At 2310 hours, 5 March 1954, 1st Lieutenant HARRY J. SAVOY, AO 1851093, Aircraft Controller, 736th AC&W Squadron, on duty at Radar Control Site #1, telephonically advised Special Agent WELCH that the Nouasseur Control Tower Operator had advised him that Air Force aircraft flying in the local area were reporting unidentified objects/aircraft in vicinity of Nouasseur Air Depot. SAVOY further advised that the high radar scope reflected a target at 10,000 feet, twelve (12) miles South of the field. However, he explained that this target which appeared to be moving very slowly and which disappeared and reappeared on the scope, could possibly be a cloud. SAVOY added that search with low scope met with negative results due to "ground clutter". SAVOY added that he had reported that information to the Duty Officer at the 316th Air Division (Defense), Captain T. A. BORST. SAVOY stated further that he would continue to monitor area.

4. At 2340 hours, 5 March 1954, S/Sgt WAYNE E. BRADSHAW, AF 38463522, 736th AC&W Squadron, on duty as Aircraft Dispatcher, Base Operations, Nouasseur Air Depot, advised S/A WELCH that the following Air Force aircraft had been flying in the local area of Nouasseur Air Depot that evening:

a. Locally based aircraft:

KC-97, #6537, Pilot: O. K. BROWN, 30Ist
KC-97, #6529, Pilot: R. R. ZADNIK, 30Ist
C-47, #2844, Pilot: T. R. MC CANN, 7210th

b. Transient aircraft:

C-54, #2684, Pilot: POND, Home Station: Kelly AFB, Texas
C-47, #5289, Pilot: MCBRIDE, Home Station: Sidi Slimane Air Base, French Morocco

BRADSHAW added that all the above listed aircraft had landed at Nouasseur prior to 2203 hours with the exception of C-47, #5289. This

aircraft, BRADSHAW continued, on a cross-country flight from Sidi Slimane Air Base, had returned to that base.

BRADSHAW obtained and furnished a copy of the Control Tower Log which reflected the following:

"DAILY REPORT OF CONTROLLER: 5 Mar 54

MATCH SUPERVISION
A/2C Geo Van Dyke VE On: 1720

1720 On Dty, bred, eqpt ok nrml, Bcn CK R585, GCA still off air, qdt

1800 Bcn Ck R585, GCA on air

1918 AF 6537 (301st ARS) reports unidentified A/C or objects making passes at him. AC 97's position was 1500 ft, 5-8 mi SW of [redacted] station.

1938 AF 6529 (301st ARS) reports likewise; Unid targets were on West Heading approx 1500 ft, 6-8 mi, S of Sta. . . no incident.

1949 AF 6529 rpts again; target was 5 mi SW of station Approx 1500 ft. Appeared to be two or three a/c; one passed under and one passed over 6529; he was unable to ident type, etc. but believes them to be conventional type A/C....ATC says no A/C rprtd here, GCA nor Randall can pick up anything on scopes.

2000 Bcn Ck R585

2010 Talked with pilot of AF 5289, C-47 (Sidi Slimane); says he saw targets about same locale as 97's but there was no incident; says the targets apprd to be approx 500 ft abv, to him looked like one hdg A/C... still nothing on scopes & RELAY FM ATC... Also...about 1945-50 an A/C AF 2844 (Nouasseur) broke traffic to look for objects but could see nothing all A/C mentioned were on GCA appr at the time.

2155 AF 2684 C-54 (MATS) on GCA rptd similar circumstance..a bright light similar to A/C lndg lt at same alt as A/C; came to within two miles of A/C and then either shut off or went behind cloud... WX carrying clear skies; came on again and started to sink to grnd then apprd up again and lit and then A/C lost sight of it.

2223 Randall Ctl says they have target at about 10,000 ft on bdng of 180 FM their station and about 25 miles out. Target appears stationary. GCA can see nothing. Checking with ATC.

2247 Randall now rpts tgts at 10,000 ft, 12-14 mi South

2302 Randall now rpts tgts at 15,000 ft, 15 mi south, brng 185 degs

2310 GCA rpts 3 trgts, smaller than a C-47 trgt, NW of station, 3-4 mi, alt 2,000 on track of 240 degs

2315 GCA has two more trgts now same locale on hdng of 255 degs, all moving very slowly

2324 Randall has two trgts, 2 miles apart, brng 180 degs, 22 naut miles, 10,000 ft, Trgts vary alternately in intensity, one bright and one weak, not very large

0035 Randall spotted target 25 miles North of station.

0042 (Late Entry/VE) 3 targets sighted duration 15 minutes pos. As 2324. "

BRADSHAW could add no further information pertinent to this inquiry.

5. At 0015 hours, 6 March 1954, Captain WILLIAM M. POND, AO 452101, Aircraft Commander, C-54 #2684, advised S/A WELCH that at approximately 2150 hours while flying at 2000 feet indicated altitude under Nouasseur GCA control, on down-wind leg heading 170°, he observed a white light, which he thought to be the landing light of another aircraft, to the left of his course at approximately the same altitude and heading in a Westerly direction, that is, on a collision course. As he proceeded on the down-wind leg, POND continued, the light appeared to turn and head directly towards his aircraft. At this moment, POND went on, he called GCA and requested to know whether or not another aircraft was in the area. GCA replied that they had received similar reports during evening and that the GCA scope did not reflect other aircraft in the area. Upon completion of turn on base leg, POND stated, the light disappeared for approximately 10-15 seconds. When it was apparent again, POND continued, it appeared to be hovering and it remained "on" until completion of turn onto final approach, at which time it disappeared behind his aircraft. POND stated that he could furnish no additional identifying data other than that reflected above.

POND's co-pilot, Lieutenant I. W. GILCHRIST, AO 3022878, reiterated the same facts. The navigator, Captain JAMES F. PULLEN, AO 724070, while agreeing with POND's and GILCHRIST's statements, added that the light appeared to him to be an "amber" color. POND volunteered that he had eleven (11) years experience as pilot and that he has never had a similar experience to report.

6. At 0030 hours, 6 March 1954, BRADSHAW (previously identified) advised S/A WELCH that report from Sidi Slimane Air Operations reflected only one (1) aircraft, a C-47 #5289, on Round Robin cross-country flight to Nouasseur Air Depot. All other flights from that base during evening of 5 March 1954, were local B-26 flights which remained in the immediate area of Sidi Slimane.

7. On 6 March 1954, A/2C GEORGE D. VAN DYKE, AF 11235276, 1975-1 AACS Detachment, on duty at Nouasseur Control Tower from 1700 hours to 2400 hours, 5 March 1954, furnished the writer with a copy of the "Daily Report of Controller". This report is reflected in Paragraph 4 of this report.

VAN DYKE stated that while receiving the reports indicating unidentified aircraft or objects in the area of Nouasseur Air Depot, he visually searched the area in which the objects were reported to be. In each case, VAN DYKE continued, he would have the reporting aircraft in sight but all other observations were negative. VAN DYKE added that weather conditions were as follows: Dark, no moon; Clear, no precipitation; Visibility approximately six (6) to seven (7) miles. Runway in use was Number 35.

VAN DYKE further stated that USAF Air Traffic Control at Camp Cazes had reported no scheduled aircraft due in area. VAN DYKE could add no further pertinent information.

8. On 6 March 1954, 1st Lieutenant W. D. KEMMITZER, AO 2081709, 29-8 Weather Squadron, Weather Forecaster, advised the writer that at 2130 hours, 5 March 1954, the weather station released a white weather balloon. This balloon, KEMMITZER stated, had a very bright white light attached to it, which burns for approximately one (1) hour. The balloon, KEMMITZER went on, usually bursts at an altitude of ten (10) to twelve (12) thousand feet. However, he added, at night they have been known to reach an altitude of twenty (20) thousand feet, depending on atmospheric conditions.

KEMMITZER verified weather conditions during evening of 5 March 1954 as stated by VAN DYKE, reference paragraph 7, this report.

(AGENT'S NOTE: First sighting of unidentified object was at 1915 hours, 5 March 1954.)

9. On 6 March 1954, Major THOMAS R. MC CANN, AO 796533, Wing Administrative Inspector, Southern Air Material Area, APO 30, USAF, pilot on AF C-47 #2844, advised the writer that he and Major CECIL E. FIELDER, AO 749219, Southern Air Material Area, upon hearing reports of unidentified aircraft/objects South-West of station, flew into that area and conducted a thorough visual search. MC CANN stated that this search met with negative results. Weather conditions were described by MC CANN as reported in Paragraph 7, this report.

10. On 6 March 1954, A/2C JOSEPH E. CROSSMAN, AF 12381667, 1975-1 AACS Detachment, GCA (Ground Control Approach) Controller, on duty at GCA unit from 1700 hours, 5 March to 0800 hours, 6 March 1954, interviewed by S/A DAWSON, corroborated information reflected in Control Tower Log (Ref Par 4, this report). CROSSMAN added that the GCA ten

(10) mile search scope indicated that sightings, which were reported to be in the Southwest area, were made at approximate time subject aircraft were preparing to turn onto base leg. CROSSMAN continued that search of area with ten (10) and thirty (30) mile scopes failed to detect reported objects. The scopes, he went on, cover from zero (0) feet to four (4) thousand feet altitude.

CROSSMAN further advised that the targets, reported by GCA as reflected on the Control Tower Log, were permanent, known targets (buildings). Weather conditions, CROSSMAN added, were as follows: Clear—no clouds or haze; Visibility—6 miles. Runway utilized was Amber 35. CROSSMAN could add no further pertinent information.

11. On 8 March 1954, Captain ROBERT R. ZADNIK, AO 678110; Lieutenant PAUL R. FISHER, AO 2223179; and Lieutenant GEORGE A. KERR, AO 2228400; pilots, 301st Air Refueling Squadron, 301st Bomb Wing, crew of AF KC-97 #6529, during evening of 5 March 1954, furnished the writer with the following information concerning their observations: While under GCA control, on down-wind leg, at 1500 feet, heading 180°, they observed a white light at approximately the same altitude and to the left of their course. The light appeared to be moving in a Westerly direction and crossed their flight path. As the light crossed their flight path, they stated, the one (1) light became two (2) lights. They reported the incident to GCA and completed landing. No further observations made.

The above Crew stated that they believed the lights to be jet aircraft in formation flight. However, they could not furnish any identifying data as to size, shape, speed, etc.. No aircraft running lights were noted.

AT SIDI SLIMANE AIR BASE, FRENCH MOROCCO, APO 117, USAF

12. On 8 March 1954, Captain WILLIAM T. MCBRIDE, AO 823907, 3906th Air Base Group, APO 117, USAF, Pilot of USAF C-47 #5289, 5 March 1954, advised S/A BRUNETTE that the unidentified object he had reported to Nouasseur Tower had been subsequently identified as USAF C-47 #2844. MCBRIDE stated that no other observations were made.

AT NOUASSEUR AIR DEPOT, FRENCH MOROCCO, APO 30, USAF

13. On 9 March 1954, Captain G. E. BROWN, AO 764200; 1st Lieutenant L. B. GORDON, AO 2223842; and 1st Lieutenant J. P. GLOVER, AO 3021699; Pilots, 301st Air Refueling Squadron, 301st Bomb Wing, Crew of AF KC-97, #6537, during evening of 5 March 1954, furnished the writer with the following information concerning their observations: Their first sighting of unidentified object(s) was made at approximately 1915 hours while under GCA control, on down-wind leg, altitude 1500 feet, on heading 180°.

They stated that at this time, they observed two (2) white lights to the right of their course at approximately the same altitude. Though they could only see the lights, they believed them to be two (2) aircraft in formation as one (1) light was slightly lower than the other. The above Crew further stated that they turned away from the lights due to the fact that the lights appeared to have been approaching their aircraft on a collision course. Landing was made without further incident or observation. They stayed in the traffic pattern and completed one (1) additional takeoff and landing without any other observations. However, following the subsequent takeoff, and again, while on down-wind leg, same altitude and heading, they observed two (2) white lights approaching them from 180°, and on a collision course. They immediately made a 360° turn. While in the turn, they observed one (1) aircraft with running lights approximately two (2) miles West of the station at approximately the same altitude. They completed two (2) additional landings with no further observations.

Neither BROWN nor his Crew could furnish any identifying data as to size, shape, speed, etc., of alleged aircraft/object.

14. On 9 March 1954, 1st Lieutenant HARRY J. SAVOY advised the writer that targets/objects which had been reported at 710,000 feet, twelve (12) miles South of the station" during evening of 5 March 1954, were non-existant. SAVOY explained that on 6 March 1954, the targets, as reported during the previous evening, continued to remain stationary on Radar Scope on a bearing of 185°. Visual check of area, SAVOY continued, reflected no such target. SAVOY added that occasionally an "atmospheric phenomena" is responsible for this type of target appearing on the Radar Scope. SAVOY could add no further pertinent information.

15. Major CHESTER F. KORZON, AO 1011165, Base Intelligence Officer, Southern Air Materiel Area, APO 30, USAF, was kept orally advised at all times of the above reported events as they occurred.

CLOSED