PROJECT 10073 RECORD CARD

1. DATE	2. LOCATION	12. CONCLUSIONS
26 Aug 52	Marrakech French Morocco	☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon
3. DATE-TIME GROUP Local _____ GMT 1030 GMT	**4. TYPE OF OBSERVATION** ☒ Ground-Visual ☐ Ground-Radar ☐ Air-Visual ☐ Air-Intercept Radar	☐ Was Aircraft ☒ Probably Aircraft ☐ Possibly Aircraft
5. PHOTOS ☐ Yes ☒ No	**6. SOURCE** radar unit	☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical
7. LENGTH OF OBSERVATION	**8. NUMBER OF OBJECTS** 1 / **9. COURSE** S	☐ Other _____ ☐ Insufficient Data for Evaluation ☐ Unknown

10. BRIEF SUMMARY OF SIGHTING

1157 mph. Rapid descent.

11. COMMENTS

Possible malfunction of radar.

ATIC FORM 329 (REV 26 SEP 52)

AF FORM 112—PART I
APPROVED 1 JUNE 1948

[redacted]
(CLASSIFICATION)

33

COUNTRY	REPORT NO.	(LEAVE BLANK)
French Morocco	5-310-15	

AIR INTELLIGENCE INFORMATION REPORT

Pub A/C

SUBJECT: FLYOBRPT

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

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

PREPARED BY (Officer): Glenn D. Adams, 1st Lt, USAF

SOURCE: [redacted], Major, USAF, AO 733325; [redacted], Major, USAF, AO726728

REFERENCES (Control numbers, dates of prior reports, etc., if applicable): IR 5-310-9, TWX DI 12393

SUMMARY: (Short concise summary of report. Give significance in first one-sentence paragraph. List indicators at lower left. Begin text of report on AF Form 112—Part II.)

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

2. Reference project "Blue Book", the following supplemental information has been received from Major Ralph A. Woodcock, AO 733325, Detachment 10, 3903d Radar Bomb Scoring Group, and Major Robert M. Alter, AO 726728, Weather Officer, Headquarters, 5th Air Division.

APPROVED:

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

5-3718-19

UNCLASSIFIED

DISTRIBUTION BY ORIGINATOR

[redacted]

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

[redacted]

16—[illegible]-1 U. S. GOVERNMENT PRINTING OFFICE : 1952 O—[illegible]

AF FORM 112—PART II
APPROVED 1 JUNE 1948

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

AIR INTELLIGENCE INFORMATION REPORT

FROM (Agency)	REPORT NO.	PAGE 2 OF 2 PAGES
Directorate of Intelligence, SAD	5-310-15	

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

a. A Southbound aircraft was first contacted at 1030 hours, 26 August 1952 north of Marrakech. Aircraft passed to east of the city, then northbound heading west of city. Let down started during turn and continued down to approximately 20,000 feet in the vicinity of Ben Guerir (32°9'N - 7°55'). An eight (8) power telescope with an eight degree forty five minute (8°45') field mounted directly on the radar dish varied in elevation and azimuth depending on range height, and azimuth of aircraft. During the turn, the angle of elevation was approximately forty five degrees (45°).

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

a. Benguerir: 1000Z, 3000 2/10 Sc, 1400 3/10 Ac, E 22,000 6/10 Ci, Pressure E 28,550 in Vis. 15 Mi, Temp 88, Dew point 145, Wind NNE 6K, RH 22%.

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

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

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

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

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

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

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

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

~~SECRET~~
~~SECURITY INFORMATION~~

1. Returned Fournet

[redacted]

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

AFOIN

7 OCT 1952

MEMORANDUM FOR THE SECRETARY OF THE AIR FORCE

SUBJECT: Sighting of Unidentified Aircraft over Marrakech, Morocco on 26 August 1952

1. Report of subject sighting states that an unidentified target was picked up on an AN/MPQ-2 radar set at 1030 GMT 26 August 1952 over Marrakech, Morocco and that radar crew personnel simultaneously sighted an aircraft through the telescope attached to the radar antenna. The speed of the aircraft, as determined from the set, was 1157 miles per hour and altitude above 60,000 feet, the maximum recording capability of the radar equipment.

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

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

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

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

[redacted]

JOHN A. [illegible]
Brigadier General, USAF
Deputy Director for Collection and Dissemination
Directorate of Intelligence

OCT 1952 N
DIR/INT HQ USAF

Retained 20 Comptroller copy

[redacted]

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

MEMORANDUM FOR RECORD

PROBLEM

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

FACTS AND DISCUSSION

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

3. The report stated that at 1030 GMT, above date and place, an unidentified target was picked up on an AN/MPQ-2 radar set and a track recorded on plotting paper. Recorded speed at one point was 1157 miles per hour and altitude above 60,000 feet, maximum capability of the radar set. In addition, three radar personnel observed the aircraft through the telescope attached to the radar antenna.

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

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

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

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

ACTION RECOMMENDED

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

COORDINATION

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

[redacted]

AFOIN-2A (Attn: Maj Fournet)

AFOIN-2

1
Colonel Wilcox/fw/77175

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

Reading File

JOINT MESSAGE FORM

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

CG ATIC

TO: CG STRATEGIC AIR COMAND OFFUTT AFB NEB

INFO:

DATE-TIME GROUP: 051830Z SEPT 52	SECURITY CLASSIFICATION: [redacted]
PRECEDENCE FOR:	ACTION: ROUTINE / INFORMATION: [redacted]
☐ BOOK MESSAGE	☐ ORIGINAL MESSAGE
☐ MULTIPLE ADDRESS	CRYPTOPRECAUTION ☐ YES ☐ NO
REFERS TO MESSAGE:	
IDENTIFICATION: DI 12393	CLASSIFICATION: Secret

FROM: AFOIN-ATIAA FOR DIRECTOR OF INTELLIGENCE

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

In reply cite Project Blue Book.

COORDINATION:

ATIAA _____

ATIA _____

_____

SECURITY INFORMATION

T52-16077-

SECURITY CLASSIFICATION [redacted] PAGE 1 OF 1 PAGES

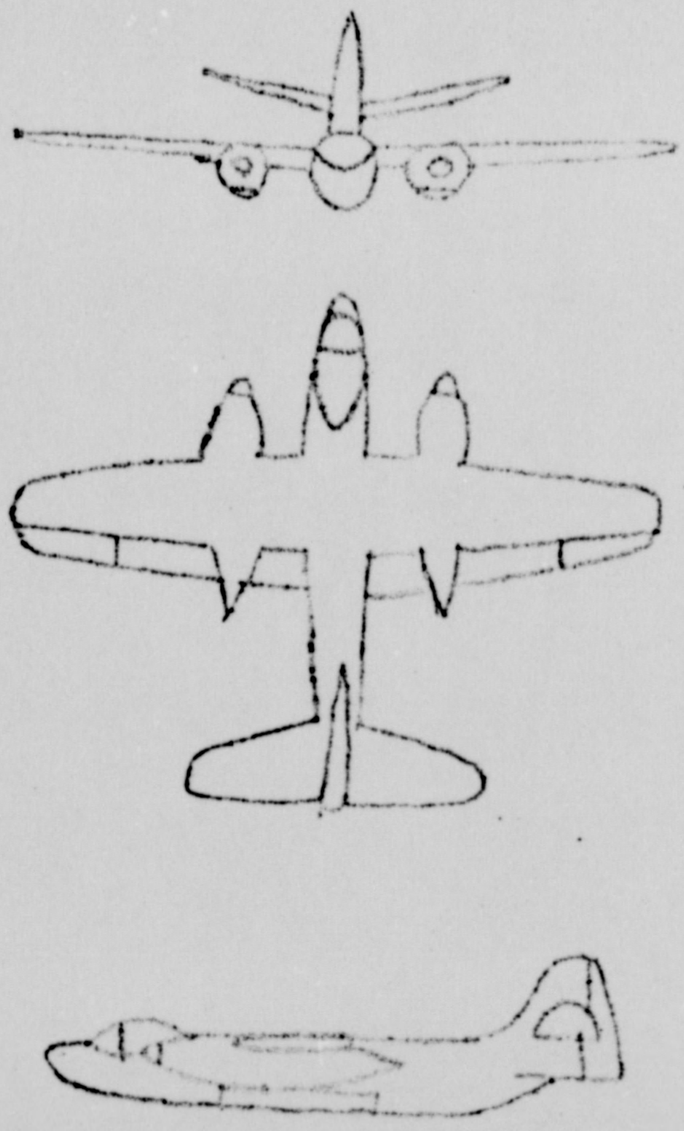
DRAFTER'S NAME (and signature, when required): CAPT E. J. RUPPELT/73	RELEASING OFFICER'S SIGNATURE: [redacted]
SYMBOL: ATIA-5 / TELEPHONE: 51182	OFFICIAL TITLE: [redacted] AIR ADJUTANT GENERAL

DD FORM 1 OCT 49 173 REPLACES NME FORM 173, 1 MAY 49 WHICH MAY BE USED.

16—55933-3 ☆ U. S. GOVERNMENT PRINTING OFFICE

ATIA-5 File

AJ — 1



SPAN 111'5"

LENGTH 63'1"

Comparison

AF FORM 112—PART I
APPROVED 1 JUNE 1948

([redacted]) SECURITY INFORMATION

COUNTRY	REPORT NO.	(CLASSIFICATION)
French Morocco	5-310-9	

AIR INTELLIGENCE INFORMATION REPORT

SUBJECT: FLYOBJECT

AREA REPORTED ON	FROM (Agency)
Marrakech, French Morocco	Directorate of Intelligence, 5th Air Division
DATE OF REPORT: 2 September 1952 / DATE OF INFORMATION: 26 August 1952	EVALUATION: A-1
PREPARED BY (Officer): Glenn D. Adams, 1st Lt, USAF	SOURCE: Ralph A. Woodcock, Major, USAF

SUMMARY: (Enter concise summary of report. Give significance in final one sentence paragraph. List inclosures at lower left. Report list of copies on AF Form 112—Part II)

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

COMMENTS of Preparing Officer:

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

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

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

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

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

APPROVED:

Judwic Walhart
HARAN S. TOOTELIAN
Colonel, USAF
Director of Intelligence

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

3 INCLS.

DISTRIBUTION BY ORIGINATOR

DI/USAF DI/SAC
ATIC DI/USAFE

5-0055

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

[redacted]

[redacted]

16—55844-1 U.S. GOVERNMENT PRINTING OFFICE : 1950 O—913331

AF FORM 112—PART II.
APPROVED 1 JUNE 1948

([redacted] SECURITY INFORMATION
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

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

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

1. At 1030 hours, 26 August 1952, an unidentified aircraft was tracked by the operating personnel of this detachment, using AN/MPQ-2 electronics equipment. The aircraft when first contacted was on a southerly heading, approaching the city of Marrakech. I was immediately notified and proceeded to the control van to view the track. In this instance, it was possible to record the track on plotting paper. The recorded speed at one point was 1157 miles per hour, absolute altitude above 60,000 feet; the maximum absolute altitude that the equipment is able to record is the above figure.

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

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

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

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

[redacted]
(CLASSIFICATION)

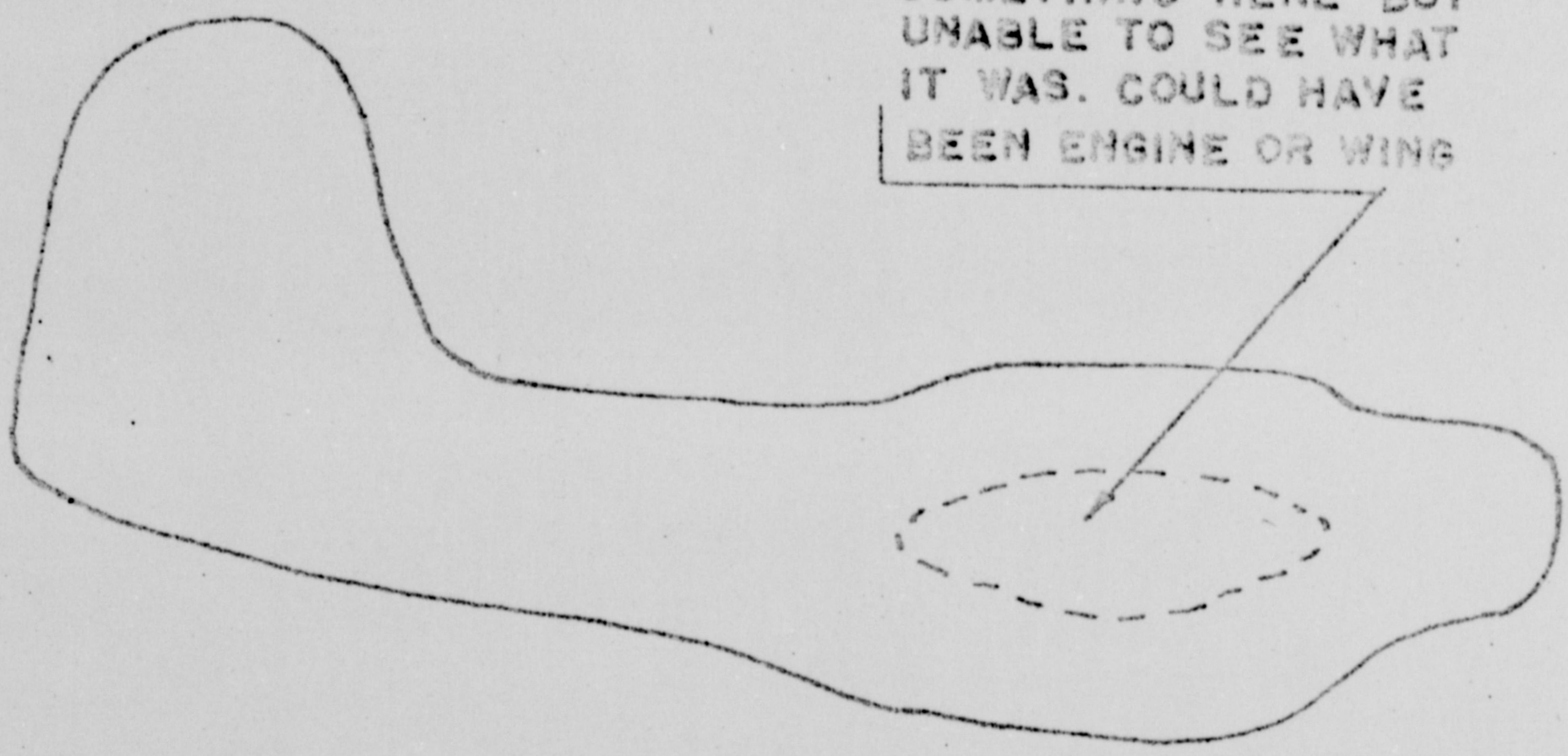
16—55570-1 [redacted] GOVERNMENT PRINTING OFFICE

AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted] SECURITY INFORMATION
(CLASSIFICATION)

AIR INTELLIGENCE INFORMATION REPORT

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



COLOR - GRAY

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

WINGS - UNABLE TO GET A VIEW OF THE WINGS

ENGINES - UNABLE TO SEE ANY ENGINES

MARKINGS - UNABLE TO SEE ANY IDENTIFYING MARKINGS

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

AS OBSERVED BY:

ADELBERT C. BEARD 1/LT
AO 941342

Incl No 1

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

[redacted] [redacted]

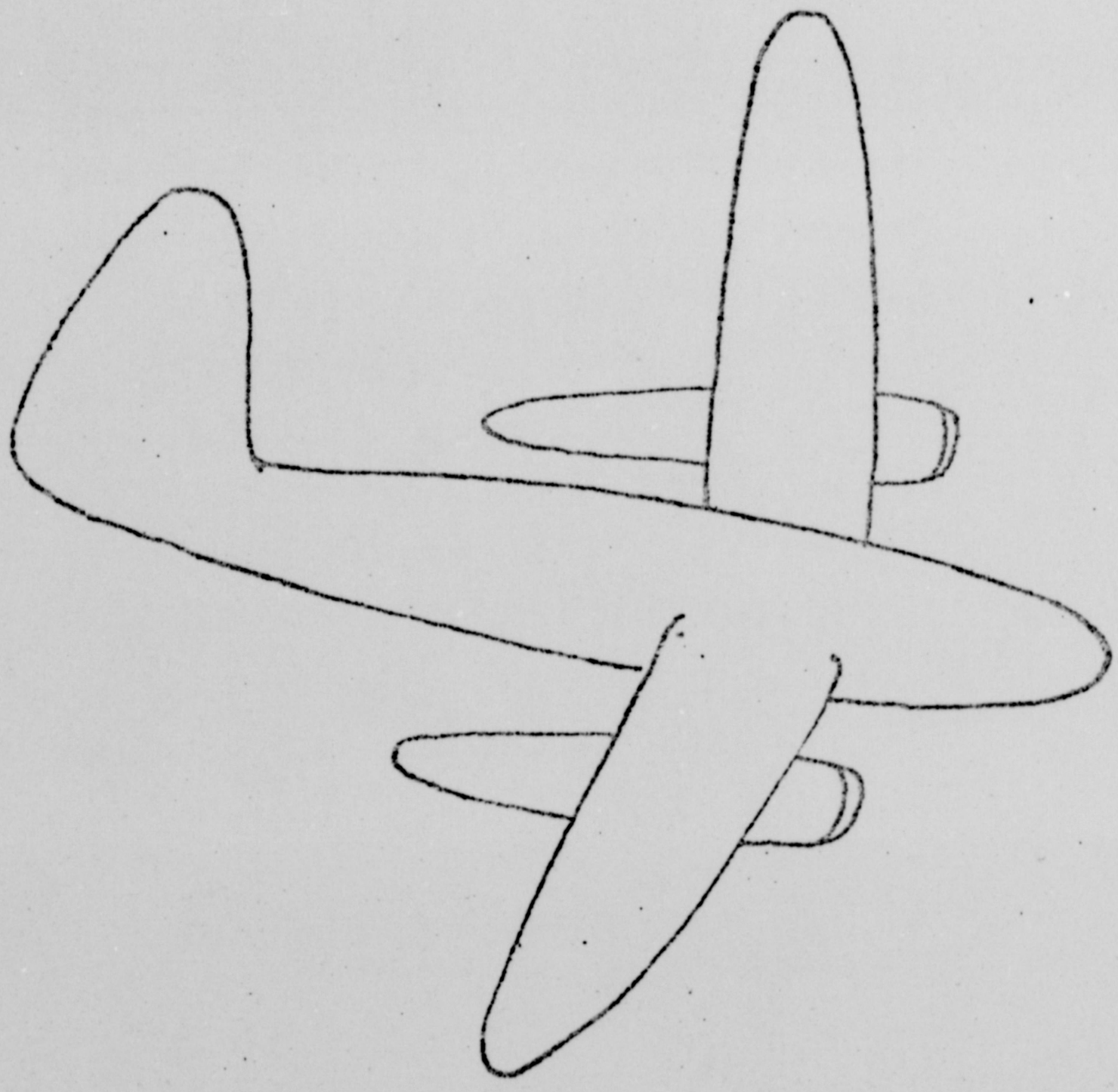
AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted] (CLASSIFICATION)

[redacted]

AIR INTELLIGENCE INFORMATION REPORT

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



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

AS OBSERVED BY:

CAPT. SANTIAGO

Encl No 2

AD 588080

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

[redacted] (CLASSIFICATION)

16—55870-1 ☆ U.S. GOVERNMENT PRINTING OFFICE: 1950—O-918332

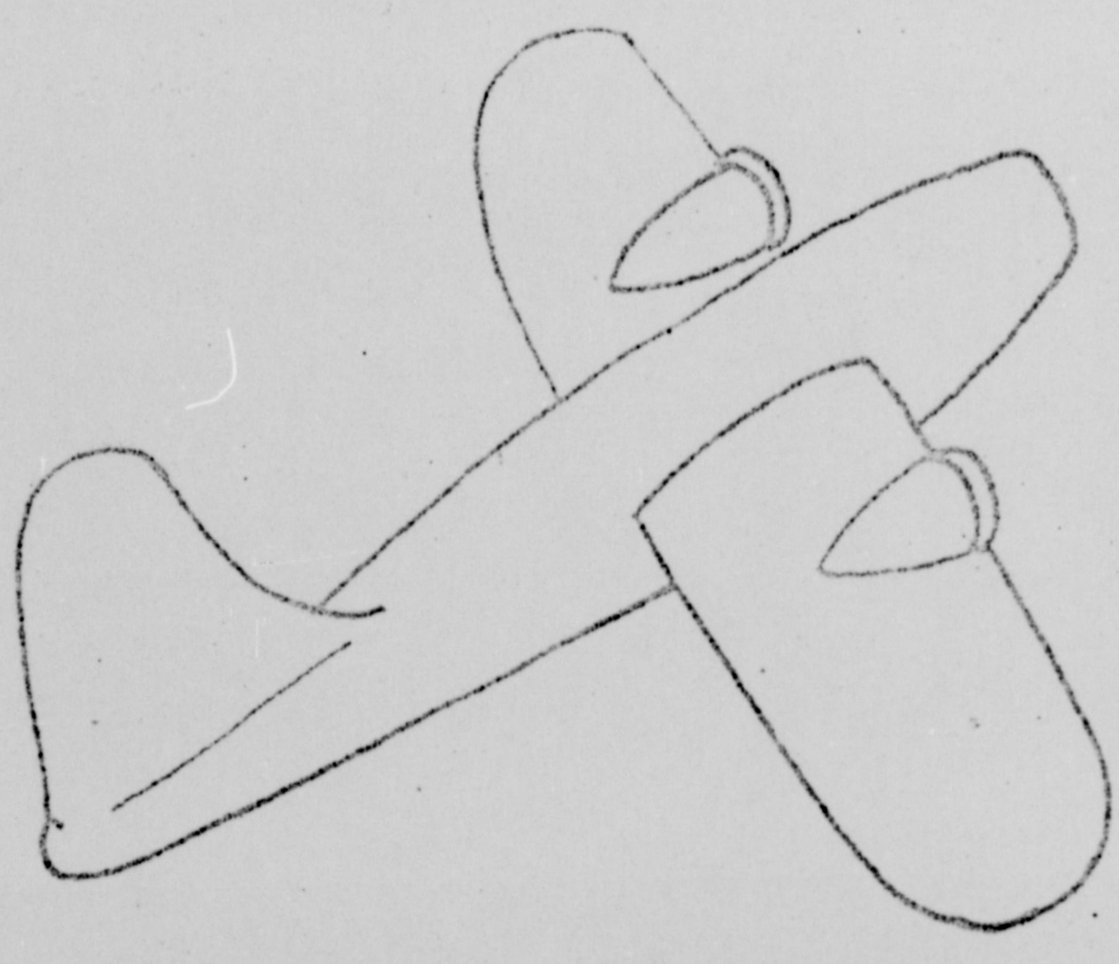
AF FORM 112—PART II
APPROVED 1 JUNE 1948

[redacted] CLASSIFICATION

[redacted]

AIR INTELLIGENCE INFORMATION REPORT

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



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

AS OBSERVED BY:

A/2C JACK H. SNELLING
AF 11210762

Ford 8823

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

[redacted]

14—55570-1

ATIC

PARAPHASE NOT REQUIRED. SEE CRYPTO-CENTER BEFORE DECLASSIFYING

ACTION

SECURITY INFORMATION

NBR 13467
C-1 PRIORITY [redacted]
FM 5TH AIRDIV RABAT FR MOROCCO 53 17 00Z
TO CS USAF WASHDC
CO ATIC ATTN ATIAA-2C
CG ENT AFB COLO
CG SAC OFFUTT AFB NEBR FOR D/I
CINCUSAFE WIESBADEN GERMANY ATTN D/I

5 SEP 52 08 50 [redacted]

1. atiaa
2. atir
3. ati
4. C. files

CITE DI 12393
SUBJ: FLY OBRPT. FOLG MSG RECD THIS HQ FR DET 10, 3905 RBS GP, MARRAKECH, FRENCH MOROCCO. UNIDENTIFIED FLY OBJECT TRACKED ON RADAR EQUIP AN/MPQ-2 AT 1230GMT 26 AUG 52. RECORDED SPEED AT ONE PNT 1157 MPH. ABSOLUTE ALT ABOVE 60000 FT. ACFT SOUTHERLY HEADING STARTED RIGHT TURN DESCENDING TO APPROX 20000 FT ALT WHERE RADAR CONTACT LOST DUE TO DIS. OBJECT VIEWED THROUGH TELESCOPE ATCHD TO RADAR REFLECTOR BY RAMON R SANTIAGO, CAPT, AO 583033, ADELBERT C BEARD, FIRST LT, AO 941342, JOHN H SNELLING, AMN 2ND CLASS, AF 11212762. TRACKING VIEWED BY RALPH A WOODCOCK, MAJ, AO 730235. GARBLED COMM BETWEEN RABAT AND MARRAKECH CAUSED DELAY SUBJ REPT. COMPL REPT FOLS ON FOR 112 24/1315Z

1030Z

[redacted]

[redacted]

See also 12 June 52 - Marrakech, Morocco

3/Nov — [illegible]

— to Aug 20 — 2 acc

0

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

DOI

17 JUN 1954

SUBJECT: Unidentified Object Sighting Report

TO: See Distribution

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

FOR THE COMMANDER:

Chester D. Harris

CHESTER D. HARRIS
1st Lt. USAF
Adjutant

2 Incls
1 Letter
2 Diagram

DISTRIBUTION:

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

A-3711

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

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

Dear Sir:

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

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

We were getting close to the town of Guayanilla when I detected something in the sky which resembled the moon. I glanced again for I had the impression it was moving. To make sure I stopped the car I was driving and so I confirmed the "moon was moving". Therefore it was no moon and really a flying apparatus. I pointed the"thing" to my mother who was by my side and also to my father and my sister who were riding in the back seat. They also acknowledged the phenomenon. They saw as I saw the flying object coming from inland, from a northeasterly direction towards a southwesterly direction. The "moon" was coming down like a glider swinging from side to side at low speed. It was 8:12PM Wednesday June 2nd and we were close to Kilometer 1/4 I guess, close to the gasoline piers, the sea on the left side and the mountains at the right: the "moon" coming from the side of the mountains.
As soon as I relized the "moon"was moving I continued our trip but always watching the "moon" trhu the trectops. The"saucer" was illuminated in the front and in the half-front sides of the arch. It was dark and the center part though somewhat but real slightly illuminated was rather dark and so the rear of the moving object. The color of the lights was reddish or orange firelike. Therewas no sound and I guess the hight was 4 or 5,000 may be more than thht in ft.

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

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

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

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

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

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

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

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

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

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

SKETCH

Respectfully yours,

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

N
W
E
S

Aug. 26, 1952

Aug 26, 1952

Sabana Grande

June 2, 1954

June 2, 1954

SAUCER
of
Aug 26/52

SAUCER
of
June 2/54

By Harding Ranoobb