CLASSIFICATION	INFORMATION REPORT	SERIAL NO.
UNCLASSIFIED	OFFICE OF NAVAL INTELLIGENCE	1-58
DATE OF INFORMATION	OPNAV FORM 3820-3 (NEW 6-52)	DATE OF REPORT
8 December 1957		9 December 1957

FROM	SOURCE	EVALUATION	REQUEST NO.
Fleet Intelligence Center, Eastern Atlantic and Mediterranean	Personal Observation	A-1	

SUBJECT

Unidentified light, sighting of

For your file only — R. ...

Encl: (1) Overlay indicating geographic positions
(2) Sketches of light and its movement (Figures 1-3)

Summary. For approximately 15 minutes on 8 December 1957, reporting officer observed a large bright light in the sky over Morocco. The light's behavior and appearance did not conform to that expected of the usual range of airborne objects.

Basic Data involved in the sighting.

Time: Between 1715Z and 1730Z, 8 December 1957. Time of Sunset - 1716Z

Place: Morocco, between Tiflet and Monod. See Encl. (1) for details of position.

Position of light: Approximately 20 Degrees above the horizon to the SW of observer

Description of the light: Its length appeared to be equal to the diameter of the moo or the length of an R5D at 1½ miles. The color was yellow to orange; color and intensity were uniform over the area of the light. The edges of the shape were well defined, but not as definite as those of a metal object. Figure (1) is a sketch of the lights shape during the first part of the observation.

Narrative description of sighting. While riding in an automobile at approximately 1715Z on 8 December, reporting officer sighted a bright light in the sky to the SW. It first gave the impression of being sunlight reflected from a jet vapor trail; as if a jet had just entered a contrail level. It appeared to be on a NNE course and gradually descending, because its thicker end was pointed in that direction and slightly downward. While watching this light for from 2 to 5 minutes, it was noted that it did not develop as a vapor trail should. Its intensity appeared to increase, but its length relative to its width remained constant. Reporting officer called the attention of his wife and daughter to the light. His daughter, age 11, had already been watching it.

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CINCNELM, ALUSNA RABAT

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9	CIA		CinCPac/FO		ComSubPac				OP31		E2	ENCLOSURE
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	FBI		ComNavGer		ComEastSeaFron	1	Op51		OP41		N37	w/encl
	NSA		ComMarianas		ComHawSeaFron				OP50		N4	indicated by
	Commerce				ComWestSeaFron	1	NRL		OP55		N40	
			ComMidEastFor			1	ONR		OP		N4E	33-?
0	USCG		ComNavPhil		BuSandA				OP		Y	
	Interior		Com1F		BuShips		NRL	1	Op25		X	
	NS		Com2F				ONR		OP32	1	Y1	LR 5038056
	MAPO		Com6F		BuAer		PK	0	321E	0	Y1Z	
	AEC		Com7F		BuDocks		OP20				Y3	
			ComMinPac		BuNAS		OP25		FIC			
	SecDef		ComMinLant		BuOrd		OP27		FIE			

Note that while Director of Intelligence, USAF, got one copy, the CIA gets nine!

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After another minute or two, the light descended rapidly towards the earth, describing an arc as in Fig. (2). This movement was very rapid and definite. The thicker end of light was pointing straight down and while the light could be observed, it dropped approximately 10 degrees or half of the distance to the horizon. All observers were convinced at this time that the light was either a meteorite or a returning Soviet satellite. At this point, a row of trees blocked the view for approximately 30 seconds.

When the view was again clear, the light had regained its former altitude, was in a horizontal position, and appeared to be heading in the opposite direction, in that its thicker end was now pointed SSW. However the car was now stopped and it was possible to determine the bearing of the light from the observers. Its bearing did not change, but the light decreased in intensity, became slimmer and gradually faded from view. This gave the impression of movement straight away from the observers. However, the lights disappearance may well have been due to lack of reflected sunlight as the "object" entered the earths shadow. Time of disappearance was approximately 1730Z.

Weather Conditions. Fleet Weather Central, Port Lyautey, has provided the following information on weather conditions between 081715Z and 081730Z for the vicinity of Rabat, the approximate area of sighting:

Temperature: 62°F			
Sky condition: Clear	1000 ft.	350°	8knots
Visibility: Unrestricted	10000 ft.	100	2
Wind: Northerly 10 knots	20000 ft.	120	35
Temperature	30000 ft.	140	50
Inversions: About 1½°C at 1200 feet	40000 ft.	145	36
(Above temperature inversion considered	50000 ft.	240	18
insignificant for optical illusions)	60000 ft.	275	9 knots

Source Information: LTJG [redacted] is currently attached to the Fleet Air Intelligence Augmenting Unit and has had over two years experience as an Air Intelligence Officer.

Preparing Officers Comments. The fact that such sightings are usually due to natural phenomena is well established. However, since the reporting officer is not qualified to determine the cause of the phenommon observed, this report has been prepared in the hope that it may be of some use to those engaged in analysing unidentified object reports.

Prepared:

[redacted]

LTJG USNR

Forwarded:

U.S. COMER
CAPT USN

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Page giving points 1-5 missing from Blue Book records

6. Report does not indicate whether the observer, using intelligence facilities available to him as a Fleet Intelligence Officer, made checks or queries of aircraft, radar or other military operations units to determine if aircraft or missile were in the area. These investigations can be better conducted in the area of origin than from the AI.

7. Object was not a meteor or a returning satellite as implied. The time duration of 15 minutes rules these out. Meteors are seldom seen for longer than 6-9 seconds; the earth entry velocity of the satellite would be between 18-20,000 MPH.

CONCLUSIONS: From the limited information given, and lack of investigative data, no firm conclusions can be made regarding the identity of the light, other than that it appears that the planet Venus and a jet afterburner contrail were separately seen, and mistaken for a single phenomenon. This was probably due to the fact that the observations were intermittent, and changes in the objects' bearing resulting from the travel of the car.

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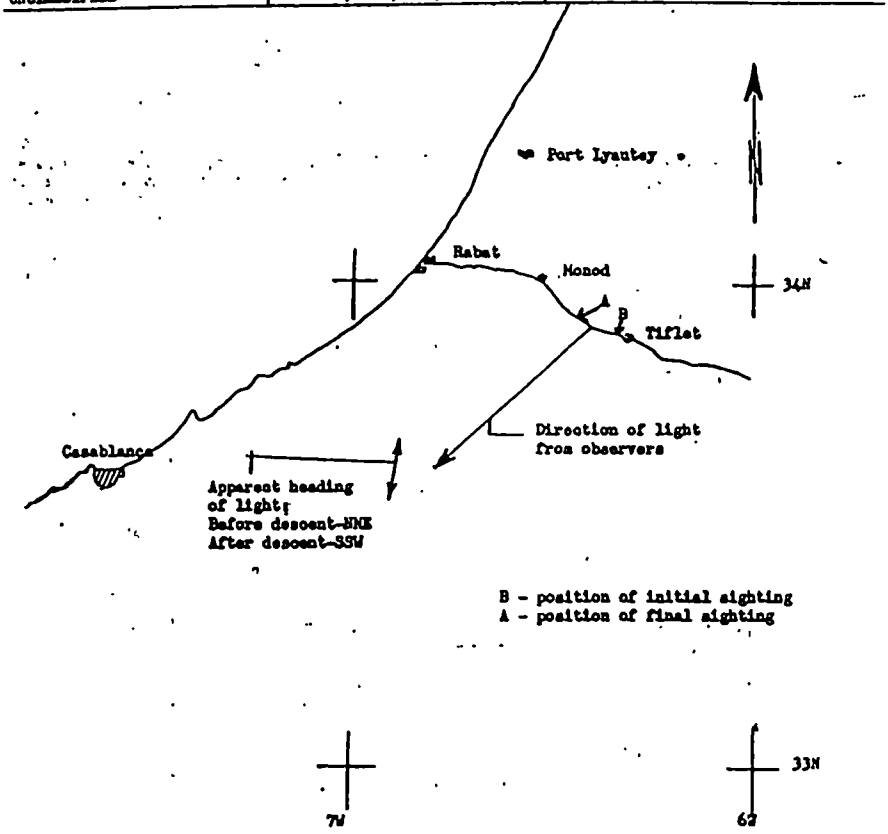

Encl (1)
Overlay of WAC Chart 420

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Encl (2)

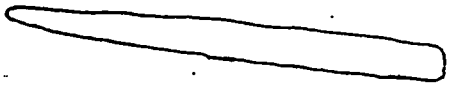

Figure 1. Shape of light and its orientation before descent.

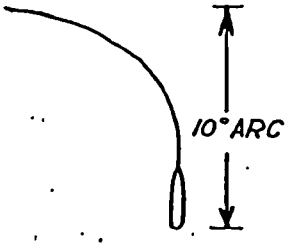

Figure 2. Arc described by light's descent.

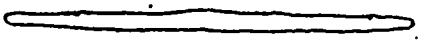

Figure 3. Shape of light and its orientation while fading from view.