DIS0006

DIS0006-00000010

DIS0006

DIS0006-00000010

FILE COVER

DECISIONS AND PRECEDENTS NOTED UNDER

NOTES

FORMER REFERENCE NO:—

TOP

FEED DIRECTION

115

U N C L A S S I F I E D

CAS030 13/1401 073C2093

FOR CAV

ROUTINE 131131Z MAR 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. TUESDAY 10 2220Z. A FEW SECONDS
B. ONE. LARGE. 50 PENCE. FLOURESCENT. NO NOISE. NO SMELL SEEN THROUGH REAR VIEW MIRROR OF CAR. IT WAS NOTED THAT A LOT OF STATIC INTEFERENCE CAME OVER THE RADIO
C. ON THE HARDWICK ROAD O KINGS LYNN. BETWEEN KEMBLE SUITS FACTORY AND JAGGER FACTORY
D. NAKED EYE
E. NIL
F. 50FT HIGH
G. NIL
H. HOVERING
J. UNKNOWN
K. NIL

PAGE 2 RBDAID 0003 UNCLAS
L. KINGS LYNN POLICE STATION
Section 40 [redacted]
N. NIL
O. 2 DAUGHTERS AGED [redacted] AND UNDER. ONE OF WHOM HAS DRAWN A PICTURE
P. 131010Z FROM MR [redacted] CONTROL ROOM KINGSLYNN POLICE STATION TEL
Section 40 [redacted]
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55

END U N C L A S S I F I E D

ANNEX A TO
SOP 502

114

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	101930Z Mar 92 Up to 10 mins
B.	Description of Object (No of objects, size, shape, colour, brightness)	Four objects, each one a dimish red light about the size of a star
C.	Location, indoor/outdoor, stationary/moving	Seen outdoors in Sainsburys' car park, Kettering, Northants
D.	How Observed (naked eye, binoculars, other optical device, still or movie	Naked eye
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	The 4 objects were moving in various directions anti-clockwise
F.	Angle of Sight (Estimated heights are unreliable)	45 to 60 degrees
G.	Distance (By reference to a known landmark	Not sure
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Moving more slowly than an aircraft
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear sky
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	2 x Radio masts nearby, but informant not sure of exact location

L.	To whom reported (Police, military, press etc)	Local police gave informants mother Air Force Operations telephone number. Informant said mother was a member of a local UFO society?
M.	Name & Address of Informant	Section 40 [redacted]
N.	Background of Informant that may be volunteered	Informant's mother who made the initial contact said her son was aged [redacted] and had an interest in Astronomy Section 40
O.	Other Witnesses	None
P.	Date, Time of Receipt (in AFOR)	102200Z Mar 92
Q.	Any Unusual Meteorological Conditions	Nil
R.	Remarks:	Nil

Section 40 [redacted]

Sqn Ldr
Duty Ops Officer
AF Ops

Date: 10 Mar 92

Distribution:

Sec(AS)2, Section 40 MB
AEW/GE, Rm [redacted] MB
DI 55, Rm [redacted] Metropole Bldg
File AF Ops/2/5/1

Sec(AS)2a dist

DTSS(

113

RAF Boulmer
ALNWICK
Northumberland
NE66 3JF

RMR/35/Ops

Alnwick Section 40
(GPTN Section 40

MOD Sec(AS)2a
Room Section 40
Main Building

21 Feb 92

REPORT OF AN UNIDENTIFIED FLYING OBJECT

a. 242355(local)Jan92, approx 5 mins.

b. Large slightly elongated object with white semi-circular flame/glow out front and red/orange tail. Object was estimated to be quite large as when viewed at arms length it was only just covered by the angle of the fully spread fingers. The front of the object was estimated to be about the same angular size as a full moon.

c. In an hotel in LARNACA, CYPRUS, near Dhekelia Barracks. Stationery.

d. Naked eye.

Perhaps some of the witnesses be smoking?

e. North.

f. Not known.

g. Not known.

h. Travelled silently from North horizon to South horizon slowly over a period of approx 5 mins.

j. Not known.

k. Not known.

l. RAF Boulmer on return; believe it was reported in the local Greek press.

Section 40 [redacted]

n. Nil.

o. Believe there were 18 other witnesses in the same location.

p. 211130zFeb92. Telephoned to Sqn Ldr Section 40 (Low Flying Complaints Officer).

Section 40 [redacted]

Sqn Ldr
for OC

TOP

FEED DIRECTION

112

U N C L A S S I F I E D

CAV023 19/0902 050C0661

FOR CAV

ROUTINE 190B00Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT AERIAL PHENOMENA
A. 18 FEB 92. 1820. 7 MINUTES
B. ONE. SIZE OF SMALL AEROPLANE. SAUCER SHAPED. WHITE FLASHING LIGHT ON THE BOTTOM. FULL MOON BRIGHTNESS. NO SOUND. NO SMELL
C. BILTON WAY. HAYES. OUTDOORS. STATIONARY
D. NAKED EYE
E. HAYES LOOKING TOWARDS SOUTHALL. OBJECT MOVED TOWARDS UXBRIDGE
F. QUITE LOW
G. HALF MILE TO A MILE
H. STEADY
J. CLOUDY
K. NIL
L. PRESS MAY HAVE BEEN INFORMED
Section 40 [redacted]

PAGE 2 RBDAID 0001 UNCLAS
N. NIL
O. Section 40 [redacted]. POSSIBILITY WIFE OF Section 40 [redacted]
SAW SAME OBJECT
P. 18 FEB 92. 2005
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDU)
CYD 1 DD GE/AEW
CAV 1 DI 55

*END U N C L A S S I F I E D

TOP

FEED DIRECTION

UFO File

111

U N C L A S S I F I E D

CAV025 19/0907 050C0675

FOR CAV

ROUTINE 190800Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 1740 18 FEB 92
B. ONE, AIRSHIP SIZE, CYLINDER SHAPED, WHITE, BRIGHT
C. INDOORS
D. BINOCULARS
E. TOWARDS CANARY WHARF
H. MOVING SLOW
J. CLEAR SKY
L. ENFIELD POLICE STATION. PC Section 40 [redacted]
Section 40 [redacted]
P. 18 FEB 92. 1750
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDD)
CYD 1 DD GE/AEW
CAV 1 DI 55

*END U N C L A S S I F I E D

UFO File
pse.

110

Triangular Recon Aircraft May Be Supporting F-117A

WILLIAM B. SCOTT/LANCASTER, CALIF.

The U. S. Air Force is believed to be operating several highly classified triangular-shaped stealth aircraft with its Lockheed F-117A fighters, to provide real-time reconnaissance imagery.

The single-pilot aircraft also could eventually support B-2 bomber missions in a similar manner, possibly augmenting other systems in locating and attacking mobile strategic missiles.

About 25-30 of the special reconnaissance aircraft—designated the TR-3A "Black Manta"—could be placed in service eventually, based at Holloman AFB, N. M., and Tonapah, Nev. Initial TR-3As are collocated with F-117As, although housed separately in larger hangars.

Several TR-3As are believed to have been deployed temporarily to Alaska, Britain, Panama and Okinawa. More recently, they are believed to have supported F-117A operations in the Persian Gulf war.

The aircraft is designed to collect and transmit near-real-time digital photo data for immediate tactical applications. With a range of more than 3,000 naut. mi. and the ability to operate at both low and high altitudes, the TR-3A is a stealthy, versatile reconnaissance platform capable of both tactical and strategic duties.

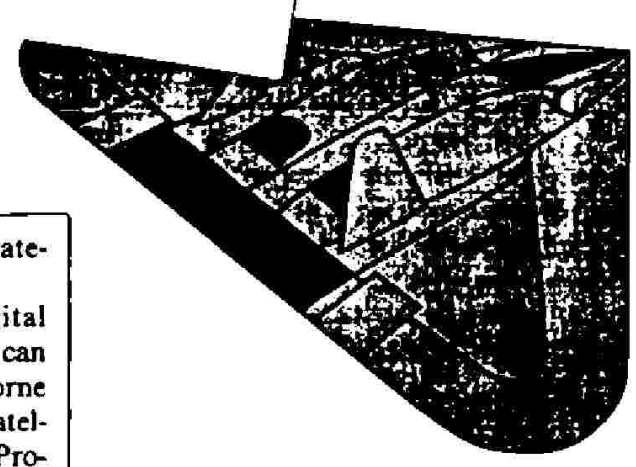
By employing sophisticated digital transmission techniques, the TR-3A can relay time-critical data through airborne Lockheed TR-1 aircraft or military satellites such as the Defense Support Program spacecraft. Consequently, electro-optical data reach end-users in minutes rather than the hours required today with systems that rely on photographic film.

The need for more timely reconnaissance data has prompted developments of new real-time systems for the RF-16 such as the Advanced Tactical Airborne Reconnaissance System, or ATARS (AW&ST Apr. 22, p. 78).

During Desert Storm, TR-3A data might have been limited to F-117A support only, possibly for intelligence security reasons. Allied Central Command officers acknowledged that obtaining adequate reconnaissance information was a definite weak link in the air campaign.

At one point, Saudi Arabian air force Northrop RF-5s were requested to augment USAF RF-4C operations. This implied that TR-3A data were not distributed widely for use by other than F-117A forces.

JOSEPH JONES



TR-3A, based on the Northrop THAP, is believed to be a stealthy, triangular vehicle about 42 ft. long and 14 ft. high with a 60-65-ft. wingspan. The reconnaissance aircraft reportedly has a range of more than 3,000 naut. mi.

Some industry experts believe the Air Force intends to use TR-3As with the B-2, possibly to bolster the bomber's effectiveness against relocatable targets such as strategic missiles. Critics of the B-2 have repeatedly seized upon this apparent deficiency as partial justification for canceling the next-generation strategic bomber program or severely limiting its production run.

For years it has been suspected that a closely held aircraft such as a TR-3A existed, although its designation and mission were unclear. The classified reconnaissance aircraft has been observed flying at night with multiple F-117As near Edwards AFB, Calif., since 1989. A

TR-3A Evolved From Classified Prototypes, Based on Tactical Penetrator Concept

LANCASTER, CALIF.

The U. S. Air Force's stealthy near-real-time reconnaissance aircraft, the TR-3A, evolved from a number of 1970s-era classified programs aimed at developing both a deep-interdiction strike fighter and a companion vehicle to gather target location data.

Sponsored by the Defense Dept., Central Intelligence and Defense Intelligence agencies, the Air Force and possibly the U. S. Navy, several of these "black world" study contracts were awarded in 1976. For example, the Air to Surface Technology Evaluation and Integration (ASTEI) program was created to develop concepts for an advanced deep-interdiction fighter. Three contractors—Boeing, McDonnell Douglas and Grumman—were awarded $600,000 study contracts and charged with developing mission-oriented concepts that included low radar cross-section (RCS) airframes.

The same year, the government's "Blue Team" was formed to identify operational applications for stealth technologies produced by ASTEI, Have Blue and other classified efforts. At least 10 separate "black" aircraft programs based on stealth techniques were recommended to the services and intelligence agencies between 1976 and 1983. These included fighter, attack and bomber aircraft, as well as cruise missiles and unmanned aerial vehicles (UAV).

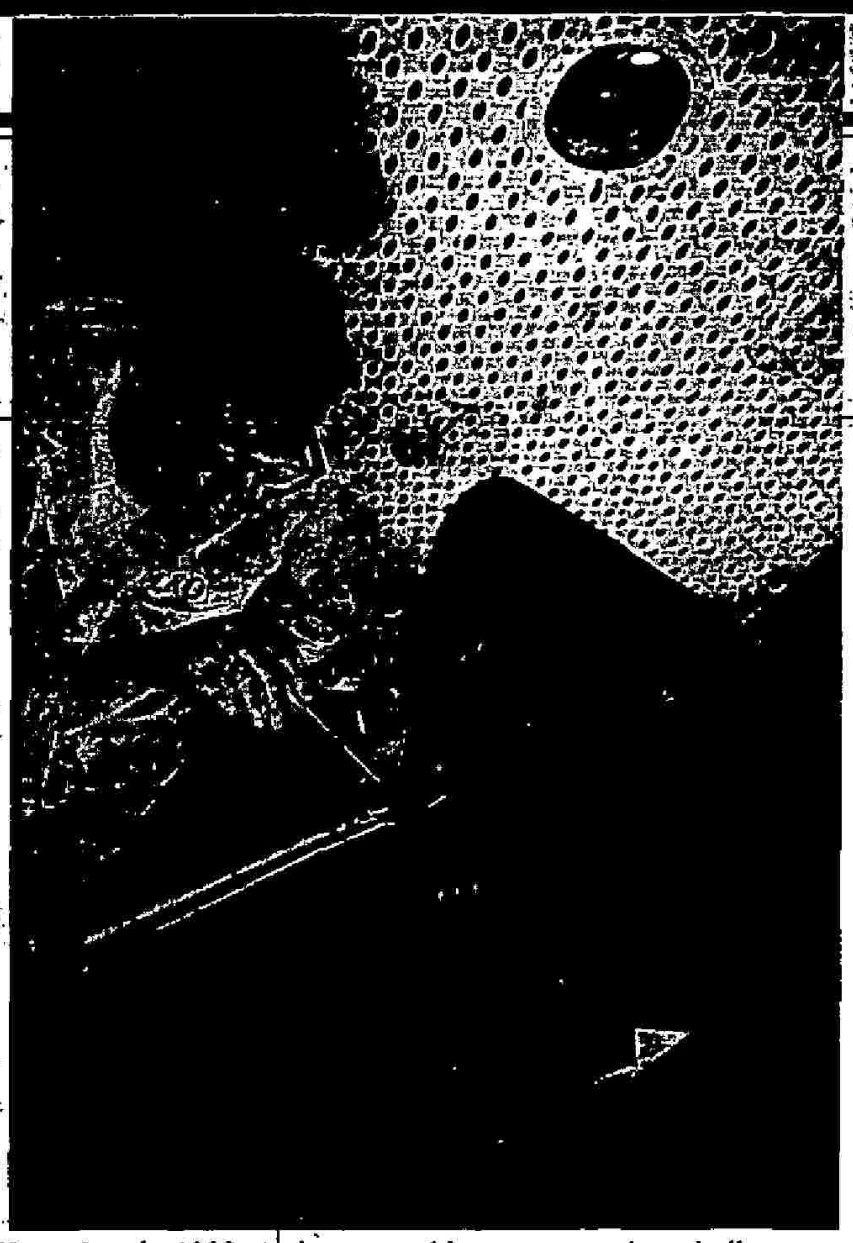
Two key proponents of stealth aircraft at that time were Lt. Gen. Robert Bond (who was killed in an aircraft crash in 1984) and Lt. Gen. Thomas Stafford (USAF, Ret.), a former astronaut and onetime commander of the Flight Test Center at Edwards AFB, Calif.

Blue Team efforts eventually prompted the Air Force to initiate the Covert Survivable In-weather Reconnaissance/Strike (CSIRS) program, which was to yield two separate stealth aircraft designs. One was to be a tactical strike fighter; the other would be dedicated to a tactical reconnaissance role. The program was jointly managed by the Flight Dynamics and Avionics laboratories at Wright-Patterson AFB, Ohio.

In mid-1976, Lockheed was awarded a contract to build two stealth fighter prototypes under the Defense Advanced Projects Agency's Have Blue program, edging out Northrop's design (AW&ST Apr. 22, p. 30). The Air Force also initiated wind tunnel and RCS model tests of a Tactical High Altitude Penetrator (THAP) spanloader concept based on proposals submitted by Northrop under the ASTEI and CSIRS programs.

Northrop received a fixed-price research and development and demonstration/validation contract from the Air Force in late 1978 to build a stealthy high-altitude tactical reconnaissance aircraft. A THAP demonstrator made its first flight from the secluded Groom Lake, Nev., facility in 1981.

The company reportedly received a follow-on Air Force contract in 1982 to build what was to become the TR-3A, based on the THAP concept. □



Wind tunnel tests were conducted on this model of a Tactical High-Altitude Penetrator (THAP) in 1976. The concept evolved into the U. S. Air Force TR-3A stealth reconnaissance aircraft that is believed to operate with Lockheed F-117A fighters.

triangular vehicle operating during daylight hours near Tehachapi, Calif.—about 30 naut. mi. from Edwards—in May, 1990, also closely matched descriptions of the TR-3A. Initially, the delta-shaped aircraft was thought to be a Navy A-12 prototype or proof-of-concept vehicle (AW&ST Oct. 1, 1990, p. 20).

The TR-3A is based on a Northrop concept for a tactical reconnaissance vehicle developed under a multipurpose Air Force stealth technology program in the mid-1970s called Covert Survivable In-weather Reconnaissance/Strike, or CSIRS (see story p. 20). Northrop's stealthy Tactical High-Altitude Penetrator (THAP) design began radar cross-section and wind tunnel tests in 1976, and photographs of a THAP model were released publicly.

At the time, "stealth" technology was not considered "black" or ultra-classified.

A THAP prototype first flew in mid-1981, about the same time that Lockheed started flying its No. 1 full-scale development F-117A. The manta-ray-shaped demonstrator was approximately the size of a McDonnell Douglas F/A-18, employing rounded, blended surfaces and radar-absorbing material.

'RUDDERATRONS' FOR ROLL/YAW

Engine inlets and exhausts were on the prototypes' top surface, similar to the configuration seen later when an artist's rendition of the B-2 bomber was released. Dual nonafterburning turbofan powerplants were buried in the fuselage and fitted with exhaust flow mixers to reduce the aircraft's infrared signature. Rounded twin vertical tails—called "rudderatrons"—were canted inward, providing both roll and yaw control. Trailing-edge elevon surfaces outboard of the tails provided pitch and roll control.

The THAP design relied heavily on radar absorbing materials (RAM)—as well as blended, curved surfaces—to reduce its radar cross-section. Leading and trailing edges were covered with a foam core wrapped in a black plastic RAM film. Use of RAM instead of faceted surfaces (similar to the F-117A design) resulted in a heavier aircraft than the fighter, but was acceptable for a long-range reconnaissance platform.

The single-pilot THAP concept aircraft was a spanloader design about 38 ft. long. It had a 56-ft. wingspan, stood approximately 14 ft. high and was rated for a maximum takeoff weight of 55,000-60,000 lb.

The TR-3A is believed to have a slightly larger planform, possibly up to 42 ft. long with a 60-65-ft. wingspan. It may be powered by modified twin General Electric F404 engines rated in the 12,000-lb.-thrust range, but has a much quieter noise footprint than the F-117A. This is attributed to exhaust nozzles placed well forward of the TR-3A's wing trailing edge, shielding them from ground-based acoustic and infrared detectors.

During the late 1970s and early 1980s, Air Force-sponsored studies yielded a number of stealth aircraft concepts having delta-winged, spanloader airframes and engines buried in the fuselage, particularly for long-range bombers (AW&ST June 16, 1980, p. 136; Jan. 29, 1979, p. 113). It is reasonable to expect that similar concepts developed in that period would have made sense for long-range, high-altitude reconnaissance vehicles. □

(Research assistance provided by Joseph Jones, aerospace consultant.)

Israeli Company Offers Vanguard UAV for Civilian Use

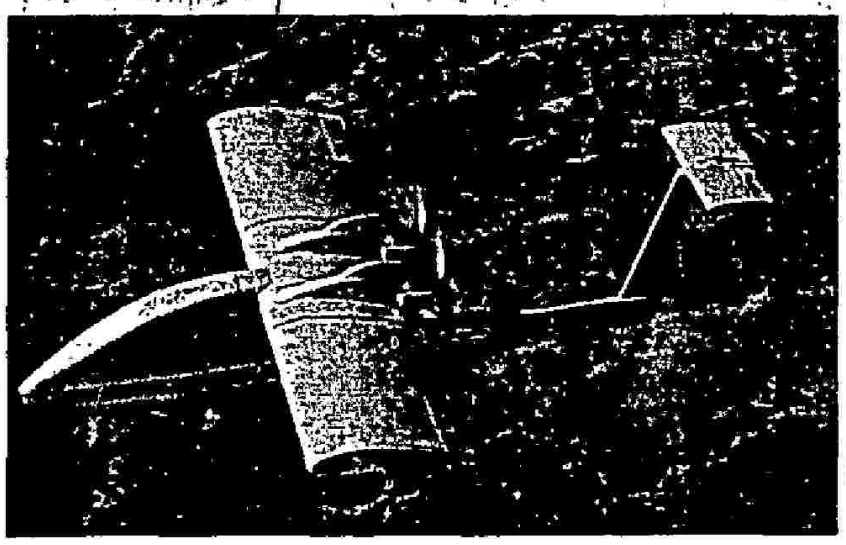
NEW YORK

Electronic Security Measures, Ltd., of Israel is offering the Vanguard unmanned aerial vehicle for civilian use.

Suitable missions for the twin-engine UAV include traffic control, video and voice relay, drug interdiction, environmental monitoring, border surveillance and agricultural surveying. It has a 5.1-meter wingspan and an overall length of 3.24 meters. The UAV weighs 90 kg. empty and has a maximum takeoff weight of 211 kg.

The glass-fiber-fuselaged Vanguard has a maximum speed of 92 kt. and cruises at 65 kt. It can stay aloft for 16 hr. A basic system comprises UAVs, a control station unit, a takeoff and landing unit, ground support equipment and an instrument landing system package. Payloads can include color, black-and-white or low-light television cameras or a forward-looking infrared.

The UAV can be launched in less than 30 min. Officials of the Tel Aviv company said Vanguard is undergoing final flight tests. □



LOOSE MINUTE

D/Se[redacted]S)12/2

19 February 1992

ufo file

109

DPO(RAF)
AF Ops

Section 40

Copy t[redacted]
DI55c
GE3
RAF West Drayton - AIS(Mil), LATCC

RECENT UFO SIGHTINGS OVER LONDON

1. Many addressees will be aware that there has been a recent spate of UFO sightings over the London area. Witnesses describe a large saucer or cigar-shaped luminous object, with a red flashing light underneath. Some witnesses also report having heard the sound of an engine.

2. Any report that fits this pattern is almost certain to have been the airship that has been flying over London recently - the main body of which is strongly illuminated. I have actually seen it myself from a number of angles and distances, and can appreciate why many people are filing UFO reports.

3. Whilst we have standard lines to take on UFOs, it is perfectly acceptable to suggest any logical explanation for a sighting to a caller, and in this instance I suspect it might put a few people's minds at rest to suggest that - if the details fit - the object that they saw was this airship.

4. I hope this is helpful.

Section 40

[redacted]

Sec(AS)2a

Section 40 [redacted]

ANNEX A TO
SOP 502

108

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	18 Feb 92, between 1215 and 1415 2 hours duration
B.	Description of Object (No of objects, size, shape, colour, brightness)	One object. Varied in size from the size of a car to the size of a football pitch. Green/Silver/Blue Bright
C.	Location, indoor/outdoor, stationary/moving	Between Aldrich and Sutton Coldfield Outdoors, stationary.
D.	How Observed (naked eye, binoculars, other optical device, still or movie	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	Travelling West to East.
F.	Angle of Sight (Estimated heights are unreliable)	3000 ft
G.	Distance (By reference to a known landmark	Not known.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Stationary for 4 to 15 secs. Moved off at high speed in Easterly direction.
J.	Met Conditions during Observations (Moving clouds, haze, mist etc) (Moving clouds, haze, mist etc)	Cloudy. Cloud base 3000 ft. Mist.
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake etc or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Not known.

L.	To whom reported (Police, military, press etc)	West Midlands Police. Local Press.
M.	Name & Address of Informant	Section 40 [redacted]
N.	Background of Informant that may be volunteered	- Local UFO Reporter.
O.	Other Witnesses	44 other people have reported the same sighting.
P.	Date, Time of Receipt (in AFOR)	182015Z Feb 92
Q.	Any Unusual Meteorological Conditions	- None
R.	Remarks:	

Section 40 [redacted]

RO2
Duty Ops Officer
AF Ops

Date: 18 Feb 92

Distribution:

Sec(AS)2, [redacted] Section 40, MB
AEW/GE, Rm [redacted] MB
DI 55, Rm [redacted] etropole Bldg
File AF Ops/2/5/1

TOP

FEED DIRECTION

ufo file pre

107

U N C L A S S I F I E D

CAV028 18/1039 049C0989

FOR CAV

ROUTINE 181005Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 171730 FEB 92 15 MINUTES
B. 1, SMALL, DOME SHAPED, LIGHT COLOURED, VERY BRIGHT
C. EAST ACTON, Section 40
D. NAKED EYE
E. NORTHWARD
F. 65 DEGREES
G. 60 FT
H. ERRATIC MOVEMENT
J. CLEAR, NO CLOUDS
K. NIL
L. POLICE
Section 40
N. NIL

PAGE 2 RBDAID 0003 UNCLAS
O. MAN WALKING DOG
P. 171940 FEB 92
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55

END U N C L A S S I F I E D

TOP

FEED DIRECTION

106

U N C L A S S I F I E D

CAV040 18/1239 049C1615

FOR CAV

ROUTINE 181045Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT:AERIAL PHENOMENA
A. 171930-1950 FEB 92
B. 1 OVAL SHAPED, VERY BRIGHT, LIT FROM WITHIN
C. COLDSALL WOOD, NORTH LONDON N10. SEEN WHILE DRIVING AND AFTER STOPPING
D. NAKED EYE
E. GOING WEST
F. TWICE THE HEIGHT OF A 3 STOREY HOUSE
G. 50 YARDS
H. SLOW, STEADILY MOVING
J. CLEAR
K. NIL
L. POLICE

Section 40 [redacted]

PAGE 2 RBDAID 0004 UNCLAS
N. NIL
O. 2 OTHER WITNESSES
P. 181030 FEB 92
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55

END U N C L A S S I F I E D

ANNEX A TO
SOP 502

105

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	17 Feb 92, between 1740 and 1840 two sightings.
B.	Description of Object (No of objects, size, shape, colour, brightness)	Cigar shaped bright. Changed to flatte shape as came lower returning to cigar shape at second sighting
C.	Location, indoor/outdoor, stationary/moving	Outdoors, stationary.
D.	How Observed (naked eye, binoculars, other optical device, still or movie	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	Viewed from North of river looking South: Observer near Chelsea River Boat houses.
F.	Angle of Sight (Estimated heights are unreliable)	Not known
G.	Distance (By reference to a known landmark	Not known.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	1st Sighting: moved East and circled lower (change of shape occurred). 2nd Sighting: moved West
J.	Met Conditions during Observations (Moving clouds, haze, mist etc) (Moving clouds, haze, mist etc)	Clear skies.
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake etc or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Battersea Bridge, Power station across river.

L.	To whom reported (Police, military, press etc)	Air Force Ops Main Building
M.	Name & Address of Informant	Section 40 SW10s Section 40
N.	Background of Informant that may be volunteered	- Disabled, on invalidity pension as result of car accident. Taking dog for walk at the time.
O.	Other Witnesses	- Section 40 Observer phoned daughter- Section 40 to tell her and daughter also saw object. Daughters view was from Haverstock Hill, Hampstead Heath.
P.	Date, Time of Receipt (in AFOR)	171900Z Feb 92
Q.	Any Unusual Meteorological Conditions	- None
R.	Remarks:	Well spoken lady very clear voice worried in case we thought her a crank.

Section 40

RO2
Duty Ops Officer
AF Ops

Date: 14 Sep 91

Distribution:

Sec(AS)2, Section 40, MB
AEW/GE, R MB
DI 55, Rm etropole Bldg
File AF Ops/2/5/1

RESTRICTED
UNCLASSIFIED

Copy No. . . . .
of 37 copies

AIR FORCE OPERATIONS

Summary of Activity No 032
for 24 hour period ending
0001Z 18th February 1992

Duty Officer
RO2
Section 40

OP WARDEN

1. Jaguar sorties and flying hours to date are:

17 Feb 92:	6 sorties	15 hours 40 mins
Total to date:	903 sorties	1676 hours 00 mins

UKADR QRA ACTIVITY

2. There were no QRA interceptions by RAF aircraft in the UKADR.

SEARCH AND RESCUE

3. RAF Search and Rescue forces were involved in 4 incidents.

TOP

FEED DIRECTION

104

C1

C1

ANNEX A TO
SOP 502

103

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	122000Z Feb 92. Visible for approx 7 min. 1955-2002
B.	Description of Object (No of objects, size, shape, colour, brightness)	1 Oval shaped. Lights from windows flashing light beneath.
C.	Location, indoor/outdoor, stationary/moving	Outdoors, stationary.
D.	How Observed (naked eye, binoculars, other optical device, still or movie	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	SSW from Beaconsfield
F.	Angle of Sight (Estimated heights are unreliable)	Low
G.	Distance (By reference to a known landmark	Not known. Looked well into Berks
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Performed half circle and descended
J.	Met Conditions during Observations (Moving clouds, haze, mist etc) (Moving clouds, haze, mist etc)	Starry sky, patchy cloud.
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake etc or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Nothing of note.

L. To whom reported (Police, military, press etc) — Air Force Ops Main Building

M. Name & Address of Informant — Section 40

Wooburn Common
Bucks

N. Background of Informant that may be volunteered — - Sales Rep. On way to dance

O. Other Witnesses — - Section 40

P. Date, Time of Receipt (in AFOR) — 121800Z Feb 92

Q. Any Unusual Meteorological Conditions — - None

R. Remarks: — None

Section 40

RO2
Duty Ops Officer
AF Ops

Date: 14 Sep 91

Distribution:

Sec(AS)2, Section 40
AEW/GE, R
DI 55, Rm
File AF Ops/2/5/1

TOP

FEED DIRECTION

UFO file pse

C1

102

TOP

FEED DIRECTION

Section 40

ufo file

101

CAVEAT LAV 04 CINCE

UK LAV

NUUTIME 101102Z FEB 92

FROM KAF WEST MARTINS

TO MUNUK AIR

U N C L A S S I F I E D

SIC 2SP

SUBJECT: AERIAL PHENOMENA

A. 05 FEB 92. 2300 NUP SITE UNTIL 0234

B. 1 ROUND BLUE VERY BRIGHT. NO SOUND. NO SMELL

C. VISIBLE OF LIGHT BY THE LEAFLESS TREE WALLS

D. NAKED EYE

E. NIL

F. NIL

G. WEATHER AT 0 MILL

H. CLEARY LIGHTNING SPRAIN

J. CLOUDS

K. NIL

L. INFORMANT WOULD NOT SAY

M. Section 40

N. NIL

PAGE 2 RTUAIB 0002 UNCLAS

O. INFORMANT WOULD NOT [illegible] OF OTHER [illegible] EVENT

P. 0702240 FEB

NT

DISTRIBUTION 20F

F

LAB 1 DIRECTOR [illegible] LAB 1 ADVL

LAV 1 MR GERMEW

LAV 1 MR DB

LAV 1 MOSTI

DL [illegible]

TOP

FEED DIRECTION

Section 40 [redacted]

100

UNCLASSIFIED

CAS005 07/1019 038C0930

FOR CAV

ROUTINE 070835Z FEB 92

FROM RAF BRIZE NORTON
TO MODUK AIR

UNCLASSIFIED
SIC Z6F
SUBJECT AERIAL PHENOMENA
A. 6 FEB 92 0630Z 30 SECS
B. ONE OBJECT. 2 INTENSE WHITE(ALMOST BLUE)LIGHTS RH SIDE 2 RED LH SIDE 1 FLASHING RED IN MIDDLE
C. INDOORS THROUGH SECONDARY GLAZED CLOSED WINDOW
D. NAKED EYE THROUGH NEW SPECTACLES
E. TO SOUTH OF MILTON UNDER WYCHWOOD
F. 45 DEGREES TO 30 DEGREES
G. ONE HALF MILE
H. MOVED FROM SOUTH TO NORTH
J. CLEAR AND STILL
K. STRECT LIGHTS-NO LIGHTS ABOVE THESE
L. RAF BRIZE NORTON ONLY

Section 40 [redacted]

PAGE 2 RBDOYT 0004 UNCLAS
NORTON, OXON
Section 40 N. [redacted] YRS OF AGE
Section 40 [redacted]
F. 6 FEB 92 1010Z
Q. NIL
R. NIL
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 1 DGSTI

END UNCLASSIFIED

TOP

FEED DIRECTION

99

Section 40 [redacted]

UFO File

U N C L A S S I F I E D

CAV047 07/1120 038C1195

FOR CAV

ROUTINE 070800Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT AERIAL PHENOMENA
A. 061715 FEB 92
B. LARGER THAN MOON. SEEN FROM A DISTANCE. LIKE A FLYING SAUCER. LIKE AN ILLUMINATED MOON. BRIGHT CREAM YELLOW. NO SOUND NO SMELL
C. FROM OUTSIDE BONHOMIE OLD PEOPLES HOME NEAR HURST (READING). THEN ALONG THE ROAD TO TWYFORD TO GET A BETTER VIEW
D. NAKED EYE
E. IN DIRECTION OF SLOUGH
F. LOWER THAN TOPS OF TREES. POSSIBLY DESCENDING
G. ABOUT A MILE AT BOTH POINTS
H. FAST MOVING TOWARDS SLOUGH WHEN FIRST SEEN AND SLOWED DOWN ALMOST IN A HOVER
J. CLEAR NIGHT
K. OVERFLIGHTS CLOSE TO OLD PEOPLES HOME

PAGE 2 RBDAID 0001 UNCLAS
L. READING POLICE
Section 40 [redacted] EARLEY, READING, BERKS
N. NIL
O. Section 40 [redacted]
P. 6 FEB 92
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 1 DGSTI

END U N C L A S S I F I E D

TOP

FEED DIRECTION

98

U N C L A S S I F I E D

CAS012 05/1110 036C1039

FOR CAV

ROUTINE 051000Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 4 FEB 92. 2155L
B. 1 VERY BIG. ROUND OBJECT. LOTS OF FLASHING LIGHTS. RED. ORANGE. BLUE. GREEN LAUNCHING FEET ON THE BASE WITH COLD ICE AROUND IT
C. IN CAR. ON B5085 KNOTSFORD. CHESHIRE. MOVING. BUT CAR CUT OUT WHEN UFO FLEW OVER IT
D. NAKED EYE
E. NORTH EAST
F. NIL
G. VERY LOW ABOUT 2 TREE HEIGHTS
H. MOVING SLOWLY NE
J. CLEAR AND DRY
K. OUSES
L. POLICE

PAGE 2 RBDAID 0002 UNCLAS

Section 40

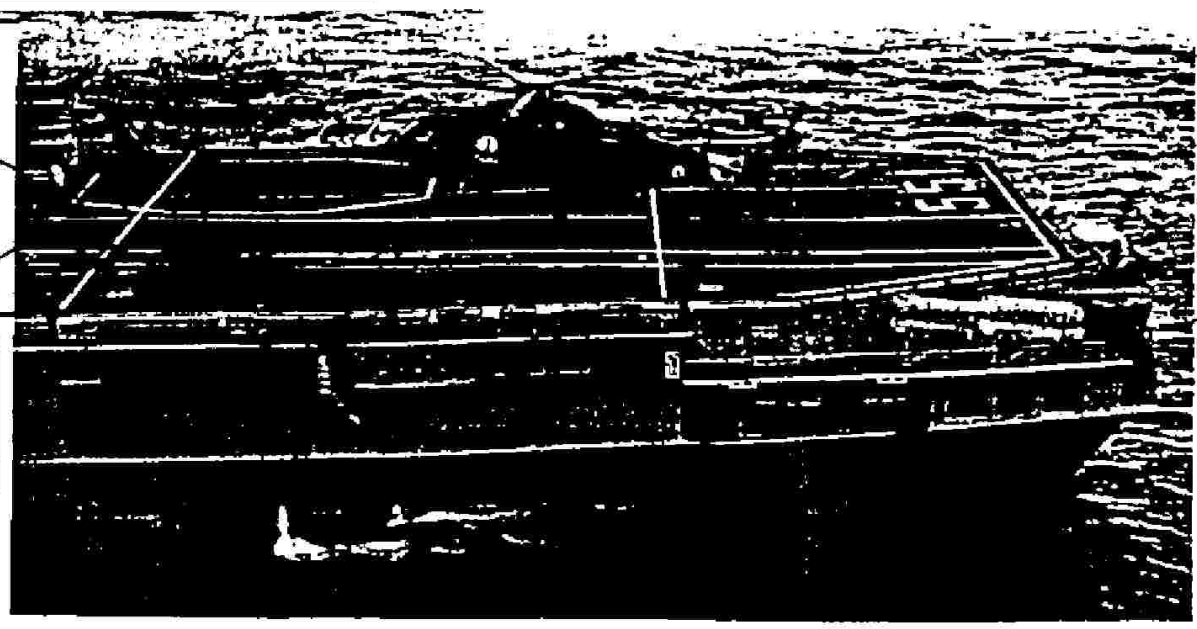
N. NIL
O. A LADY IN ANOTHER CAR
P. 5 FEB 0950
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 1 DGSTI

END U N C L A S S I F I E D

NEWS BREAKS

UFO File Pse



BRITAIN, ITALY PAVE WAY FOR EH101 PRODUCTION PLANT

British and Italian officials have signed a new memorandum of understanding, paving the way for investment in production facilities for the Agusta/Westland EH101 helicopter.

This MOU, which authorizes the preparation of production facilities, will be followed by another later this year committing the two nations to production orders.

Last month, U. K. Ministry of Defence officials formally signed a 1.5-billion pound ($2.7-billion) contract to supply 44 EH101 Merlin antisubmarine warfare (ASW) helicopters for the Royal Navy. The agency in September selected IBM Corp. as prime contractor to complete development of the Merlin helicopter and manufacture it, with Westland as its partner (AW&ST Sept. 9, p. 24). The Merlin will replace the Westland Sea King.

Other orders are expected to follow. Italy is expected to order 36 EH101 naval helicopters to replace Agusta-Sikorsky SH-3D rotorcraft, and the Canadian Defence Force has selected the EH101. The force has a requirement for 35 ASW aircraft. □

USAF/MCDONNELL DOUGLAS C-17 was grounded last week for several days to repair fuel leaks in the two inboard wing tanks. Test force officials said they elected to completely reseal the tanks rather than resort to a "band-aid fix." A test flight was planned for Nov. 8, after the tank sealant had cured. The C-17 has flown 28.8 hr. on 15 flights, and has completed air data system calibrations, flutter instrumentation checks, nose gear flow visualization (tuft) tests and at least one crosswind landing.

TWO UNUSUALLY LOUD SONIC BOOMS heard along the west coast from San Diego to north of Los Angeles, Calif., may have been produced by high-flying classified aircraft returning to test ranges in Nevada. Twenty-five of the U. S. Geologic Survey's 220-sensor system for pinpointing earthquake epicenters detected the passing shock waves around 6:30 a. m. on Oct. 31. The instruments have recorded shock waves from SR-71 flights and space shuttle reentries in the past. As a result, USGS scientists were able to determine that the unknown aircraft were flying at speeds up to about Mach 3 and altitudes of 23,000-33,000 ft. The sonic booms were 100 sec. apart, and detected along slightly different ground tracks, but on a general south-to-north heading. Air Force, Navy and NASA/Dryden officials claimed they had no high-speed aircraft airborne at that time.

PRATT & WHITNEY and Spain's Empresa Nacional Santa Barbara last week agreed to form a Spanish-based joint venture company that will manufacture maintenance tooling for commercial transport gas turbine powerplants. The joint, 50-50 venture marks Pratt & Whitney's first dealings in Spain and could be the first of several agreements in that country that may result in the eventual Spanish manufacture of components for Pratt's PW4000 and PW2000 commercial gas turbines.

LAUNCH OF THE EUTELSAT 2 communications satellite scheduled at Cape Canaveral Nov. 14 will be delayed until faulty transistors in the Atlas 2 launch vehicle Centaur stage inertial navigation unit are replaced and tested. The problem also is delaying the launch of a Defense Systems Communications Satellite by another Atlas 2. The delay of Eutelsat is the fourth time launch of this spacecraft has been postponed. Honeywell supplies the navigation unit to General Dynamics.

GALILEO OFFICIALS planned to start transmitting the first picture of an asteroid on Nov. 7, taken during the Oct. 29 Gaspra encounter (AW&ST Nov. 4, p. 26). The transmission of the single frame is expected to take eight days, and several more days will be required to process and interpret the photo. Gaspra will subtend about 80 pixels in the black-and-white image and chances are better than 95% that the asteroid will be in the frame, based upon the good navigation.

THE U. S. NAVY DECOMMISSIONED the aircraft carrier Lexington Nov. 8 and will replace it as its training carrier with the Forrestal. Training plans for the 14-month period during 1992-93 in which Forrestal is due for major repairs and refurbishment have not been decided. The Navy's oldest carrier now is the Midway, due to be decommissioned next April.

SIKORSKY AIRCRAFT and Japan's Mitsubishi have launched a joint study assessing the commercial international helicopter market. The study is focusing on the need for a commercial, 19-passenger, wide-cabin-body derivative of Sikorsky's H-60 aircraft. □

PRATT TO TEST IMPROVED F100-229 TURBINE BLADE

Pratt & Whitney plans to conduct two accelerated mission tests next month to verify the performance of a more durable F100-229 fourth-stage turbine blade. The new blade, which could be placed into production early next year, is expected to end blade cracking problems that limited the flying life of F100-229s to 100 tactical cycles.

Pratt & Whitney is fielding a modified fourth-stage blade capable of flying about 300 tactical cycles as an interim fix. These blades will allow full field service evaluations of F-15Es equipped with F100-229 improved performance engines to resume shortly at Nellis AFB. Nev. Field service evaluations of the engines in five F-15Es and four F-16 C/Ds were suspended about two months ago as a result of the cracked blades.

Despite the engine problems, F-15E airframe field service evaluations have continued.

Once the blade cracking was discovered, F100-220 engines were substituted for the F100-229s in the F-15Es to avoid disruptions in the the F-15E airframe tests, according to Ray Van Overschelde, Pratt & Whitney's vice president of F100 programs.

Three Nellis-based F-15Es were fitted with rebladed F100-229 engines and began flying field service evaluations late last week. A decision on when F100-229-powered F-16s will return to flight status is pending, he said. □

conventional, rocket-like nozzle. ombustible gas mixture (ethylene bient air have been used in experi- is injected at the closed (forward) the det ion chamber. A fuel/air e of about 6% was used with good in CFD simulations developed by

tonation wave is produced near the of the chamber by igniting a small of fuel in separate "detonation That, when introduced into the hamber, starts detonative combus- the fuel-air mixture there.

URE RISE PRODUCED

ain detonation wave—loosely anal- to the piston in an automobile en- travels forward in the main er at about Mach 4 (in laboratory- st engines). This wave compresses jected fuel-air mixture and pro- supersonic combustion. A pressure produced during this phase, which *important feature of the constant* e combustion process.

n the wave strikes the thrust wall chamber's forward end, it rebounds, ating most of the combustion prod- ward the nozzle. Some of the prod- under high pressure—are ejected wave through the air inlet openings e outside airstream, creating a toroi- rtex around the chamber's exterior. cle then repeats.

Naval Postgraduate School experi- conducted by D. Helman, R. P. e and Shmuel Eidelman during the 980s, a small detonation tube with es 2-4% of the total main chamber e was used. An automobile ignition ignited the fuel-air mixture inside all tube, creating what is called the ary" detonation wave. That rela- small wave, when introduced into ain chamber, triggered the strong " detonation wave.

larger PDEs, other means of gener- the main wave also may be used. larger the engine, the easier we it will be to initiate detonation," m Grossmann, chief scientist for SAIC's applied physics operation in McLean, Va., said. "A small [primary] detonation tube filled with oxygen and hydrocarbon fuel takes a very small amount of energy to detonate the mixture. The wave created by that detonation can enter the main chamber through a series of small ports and [interact] with the mixed air and fuel."

By introducing the primary detonation into the chamber through several ports around the circumference, a series of small spherical-shaped waves expand as they travel forward, converging and creating a near-vertical wavefront about halfway down the chamber.

Pulsed detonation engines have several potential advantages over conventional powerplants:

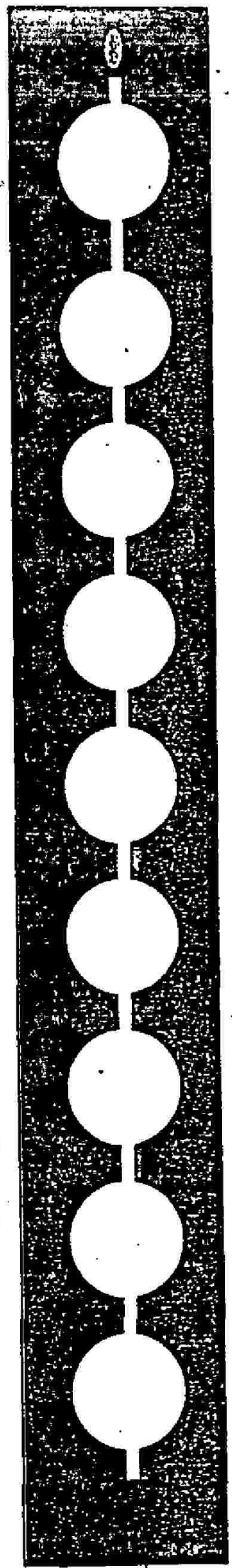
- They operate on a "constant volume" combustion process that can theoretically achieve higher efficiencies than a "constant pressure" engine such as a conventional turbojet. Although evaluated in the *early part of this century* and again in the 1940s, unsteady combustion engines were difficult to design and optimize because they operate in an intermittent or pulsing mode. Constant pressure, continuous combustion systems (such as turbojets and rockets) were easier to control and optimize, so they developed more rapidly than the unsteady combustion type.

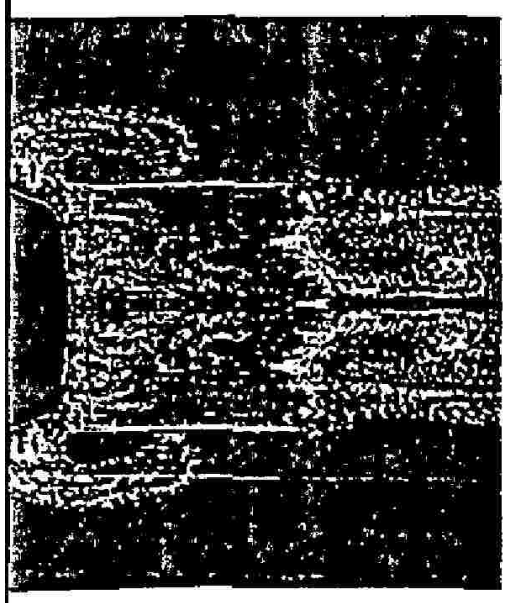
However, the concept remained attractive, because PDEs can be scaled over a wide range of powerplant sizes and thrust levels. According to Eidelman, SAIC senior research scientist in computational fluid dynamics, PDE engines can be produced in many sizes. Theoretically, PDEs on the order of a few inches in diameter can produce thrusts of several pounds. Larger engines can feasibly produce thrust in the thousands-of-pounds range.

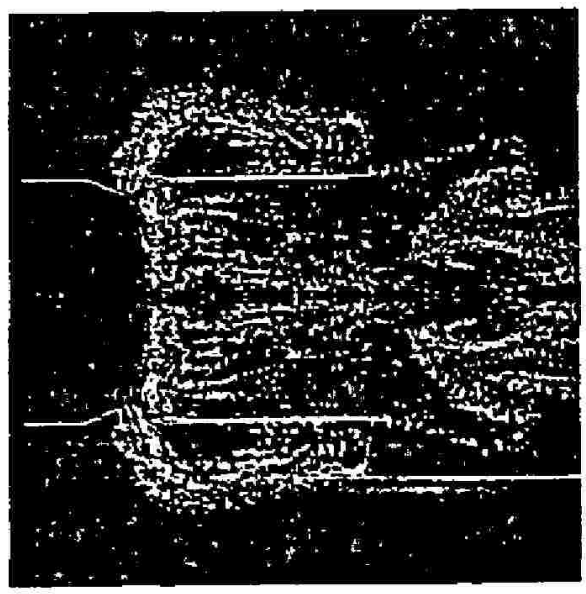
SAIC studies indicate that PDE thrust levels vary linearly with detonation chamber volume and operating frequency. If the fuel injection/detonation frequency is doubled, for example, and chamber volume is increased by five times, the new engine will produce 10 times more thrust. Just how far this scaling relationship holds true is still under investigation.

- PDEs have a high thrust-to-weight ratio and low specific fuel consumption rates, giving them greater range than equivalent-size jet engines. Without complex compressors, turbines and pumps, PDEs also can be substantially lighter weight than jet and rocket engines—a characteristic of great interest to National Aero-Space Plane (NASP) designers.
- PDEs are mechanically simple. It appears that they can be built with very few—if any—moving parts, based on CFD and laboratory work completed during the last few years. As a result, they offer the potential for low manufacturing costs.
- PDEs can be operated as air-breathers or as rockets, using free-stream air or on-board oxidizers, respectively. They also are good candidates for inclusion in hybrid powerplant systems, since they are operable over a broad speed range. For example, PDEs will operate in static conditions—such as sitting on a runway—or at high speed, making them attractive for single-stage-to-orbit applications. A number of NASP propulsion system researchers are familiar with PDE theory and technologies, prompting speculation that PDE cycles might be candidates for powering a NASP vehicle through at least part of its flight regime. □

(Assistance to AW&ST provided by Larry Smith, a technology researcher.)



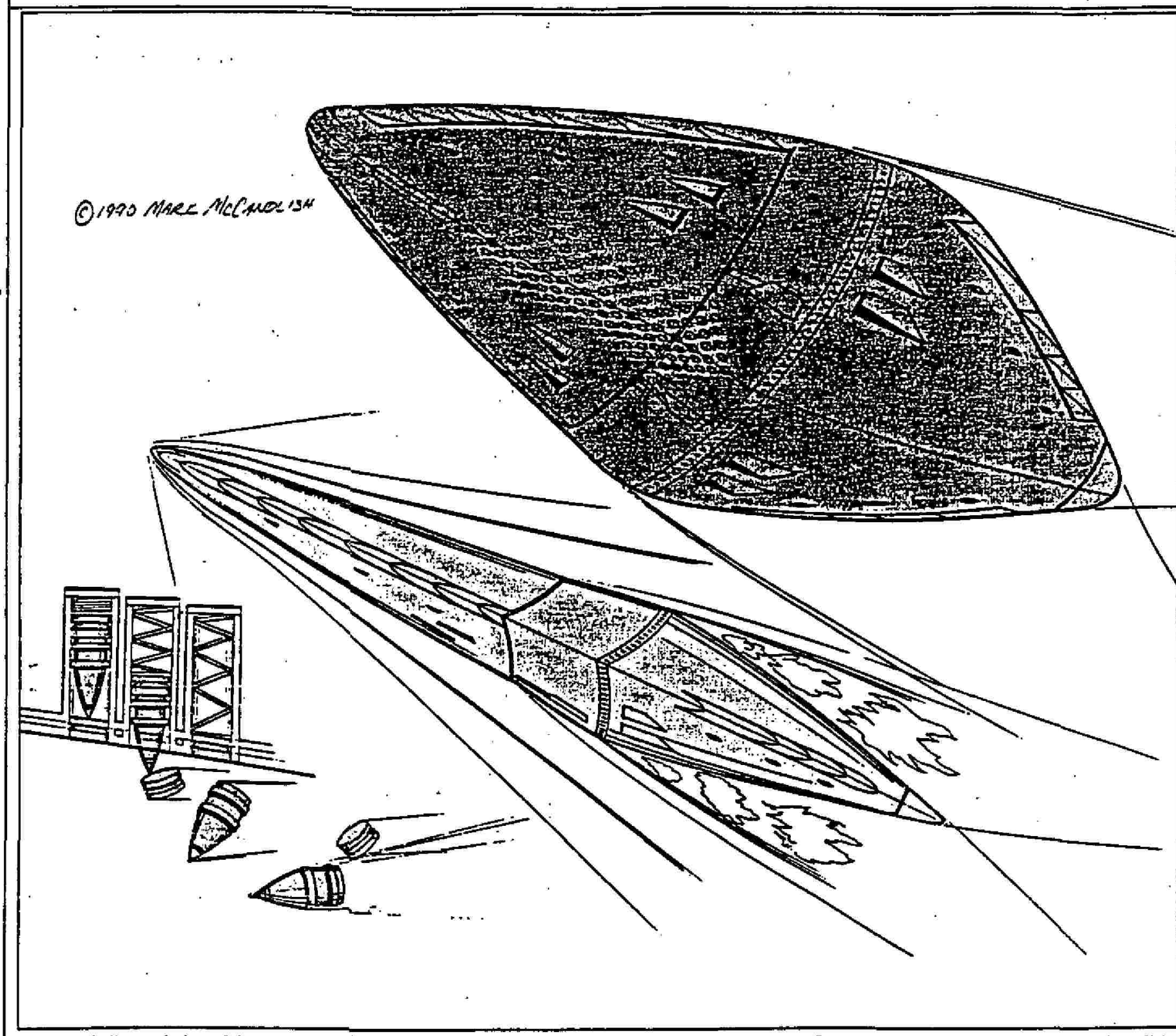




Described as "cotton balls strung on heavy yarn" by D. C. Card, a mechanical engineer who saw it forming at high altitude over Denver in 1989, this distinctive contrail matches exhaust patterns that could be expected from a pulse detonation engine. At its high altitude, the unknown dark-gray aircraft was barely visible in late-afternoon sunlight.

Scientists' and Engineers' Dreams Taking to Skies as 'Black' Aircraft

WILLIAM B. SCOTT/LOS ANGELES



Unmanned diamond-shaped hypersonic vehicle has control surfaces on leading and trailing edges, and 121 ports for dispensing nuclear warheads (insert, lower left). Conventional powerplants boost the aircraft to supersonic speeds, where an external burning mechanism takes over.

Super-classified "black" aircraft development programs have served the U. S. and its allies well during the last 40-plus years, providing specialized vehicles such as the U-2/TR-1, SR-71 and F-117A. Still unproven, but also products of this special access shadow world, are the B-2 bomber and Navy A-12, among others.

How many additional air vehicles may have been developed, yet never revealed publicly, often is debated but rarely proven.

It is certain, however, that eight years of the Reagan Administration were good to the black world. For whatever reason, billions of dollars were pumped into highly classified, special access programs and new facilities, allowing creative scientists and bright engineers unprecedented opportunities to experiment and test their wildest dreams. Their only constraint, apparently, was that projects be linked to operational considerations and pragmatic applications.

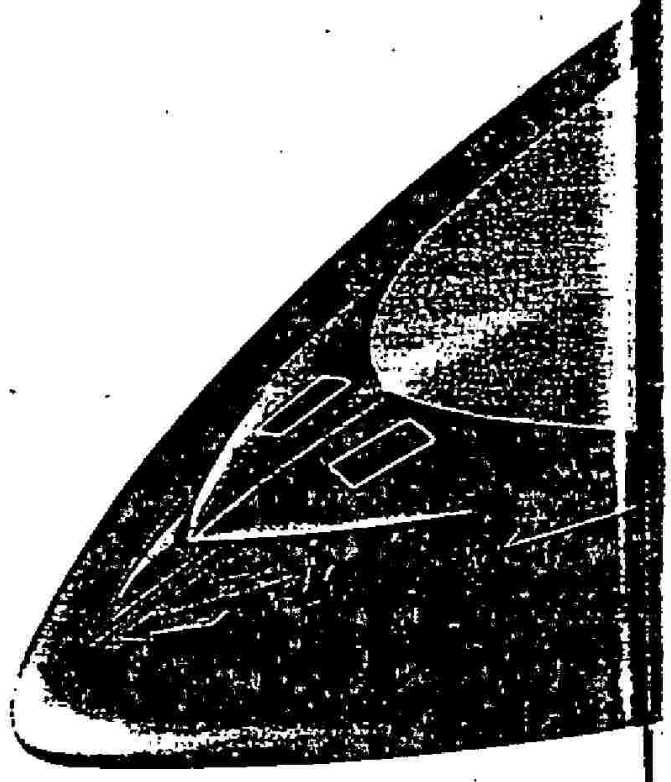
A number of those dreams have taken wing in the past few years, and increasing numbers of new, exotic vehicles have been reported by ground observers throughout the U. S. recently (AW&ST Dec. 18, 1989, p. 42; Oct. 1, p. 22). In addition, airline and military pilots have reported seeing unusual high-speed, high-altitude, maneuvering vehicles during the last few years.

What these sightings add up to is this: The U. S. has developed a fleet of new aircraft and is either testing them or already flying several types in operational service. Because they are considered "super-super-black" programs, military and other government officials deny their existence.

Those who are briefed and know such aircraft exist cannot admit it, and those who are not briefed simply do not know. The best guesses of experts—and those who think they should know, by virtue of their position—really are no more reveal-

Secret Advanced Vehicles Demonstrate Technologies For Future Military Use

Artist's concept of an unmanned hypersonic vehicle is based on a composite of descriptions provided by observers who have seen and heard high-speed aircraft in the southwestern U. S. Such a vehicle may fly with the inlet below a waverider-type fuselage, but invert prior to landing.



Advanced secret aircraft developed at highly classified government facilities in the Nevada desert over the last decade are demonstrating and validating new technologies for the U. S.'s future fighters, bombers and reconnaissance platforms.

Although facilities in remote areas of the Southwest have been home to classified vehicles for decades, the number and sophistication of new aircraft appear to have increased sharply over the last 10 years, when substantial funding was made available for "deep black" projects.

Vehicles now flying from these well-guarded sites include both manned and unmanned hypersonic-capable aircraft designed to perform strategic reconnaissance and other, less conventionally defined missions. The classified fleet also comprises a number of large-winged concept demonstrators that evolved into the Air Force's B-2 bomber and the Navy's A-12 next-generation attack aircraft. Several vehicles, though, appear to incorporate technologies that outstrip those now employed by engineers charged with developing more traditional, current-generation aircraft.

A number of these aircraft have been seen and heard repeatedly by ground-based and airborne observers in the western U. S. over the last few years. Based on about 45 reports provided by people who have seen, heard or had access to the advanced aircraft, there now appear to be at least two—but probably more—distinct types of vehicles:

- A triangular-shaped, quiet aircraft seen with a flight of Lockheed F-117A stealth fighters several times since the summer of 1989. This may be a demonstrator or prototype of the General Dynamics/McDonnell Douglas A-12. Navy officials recently noted that full-size test models will soon be "exposed to public view" during testing, suggesting that predecessors of the A-12 are already flying.
- A high-speed aircraft characterized by a very loud, deep, rumbling roar reminiscent of heavy-lift rockets. When observed at medium altitude, this aircraft type often makes a pulsing sound and leaves a thick, segmented smoke trail or contrail (AW&ST Dec. 18, 1989, p. 42). Lighting patterns indicate the aircraft is on the order of 100+ ft. long, but no reliable description of a planform has been reported to AVIATION WEEK & SPACE TECHNOLOGY.
- A high-altitude aircraft that crosses the night sky at extremely high speed. Normally, no engine noise or sonic boom is heard. The vehicle typically is observed as a single, bright light—sometimes pulsating—flying at speeds far exceeding other aircraft in the area, and at altitudes estimated to be above 50,000 ft. Such aircraft have been reported by both ground-based and airborne observers. This may be the same vehicle as the one characterized by a loud, pulsing noise when flying at lower altitude and slower speed.

Two sightings of wing-shaped aircraft occurred during daylight hours, while the remainder occurred only at night. Descriptions and a sketch from one of the daytime observations closely match the A-12 planform (AW&ST Aug. 20, p. 17).

These primary types of "black" aircraft appear to employ relatively conventional propulsion systems, although more advanced than those available to the "white" world. In addition, there is substantial evidence that another family of craft exists that relies on exotic propulsion and aerodynamic schemes not fully understood at this time. Data pertaining to this type of vehicle are being studied by Aviation Week and several consultants.

The variety of highly classified "black-world" aircraft has prompted industry experts to suggest that the term "Aurora," which has been used in reference to a purported new classified hypersonic aircraft, may be inappropriate. Instead, Aurora may be one of several code names "nested" within other code names, all referring to a class of aircraft designed for multiple missions.

A line item identified as "Aurora" in a Fiscal 1986 Procurement Program document dated Feb. 4, 1985, supposedly was simply one "site" for B-2 bomber funds when that program was highly classified, according to a government official. Listed under the "Other Aircraft" category, "Aurora" was projected to receive sharply increased funding. The Fiscal 1986 budget request for Aurora—$80.1 million—jumped to $2.272 billion in Fiscal 1987, according to the document.

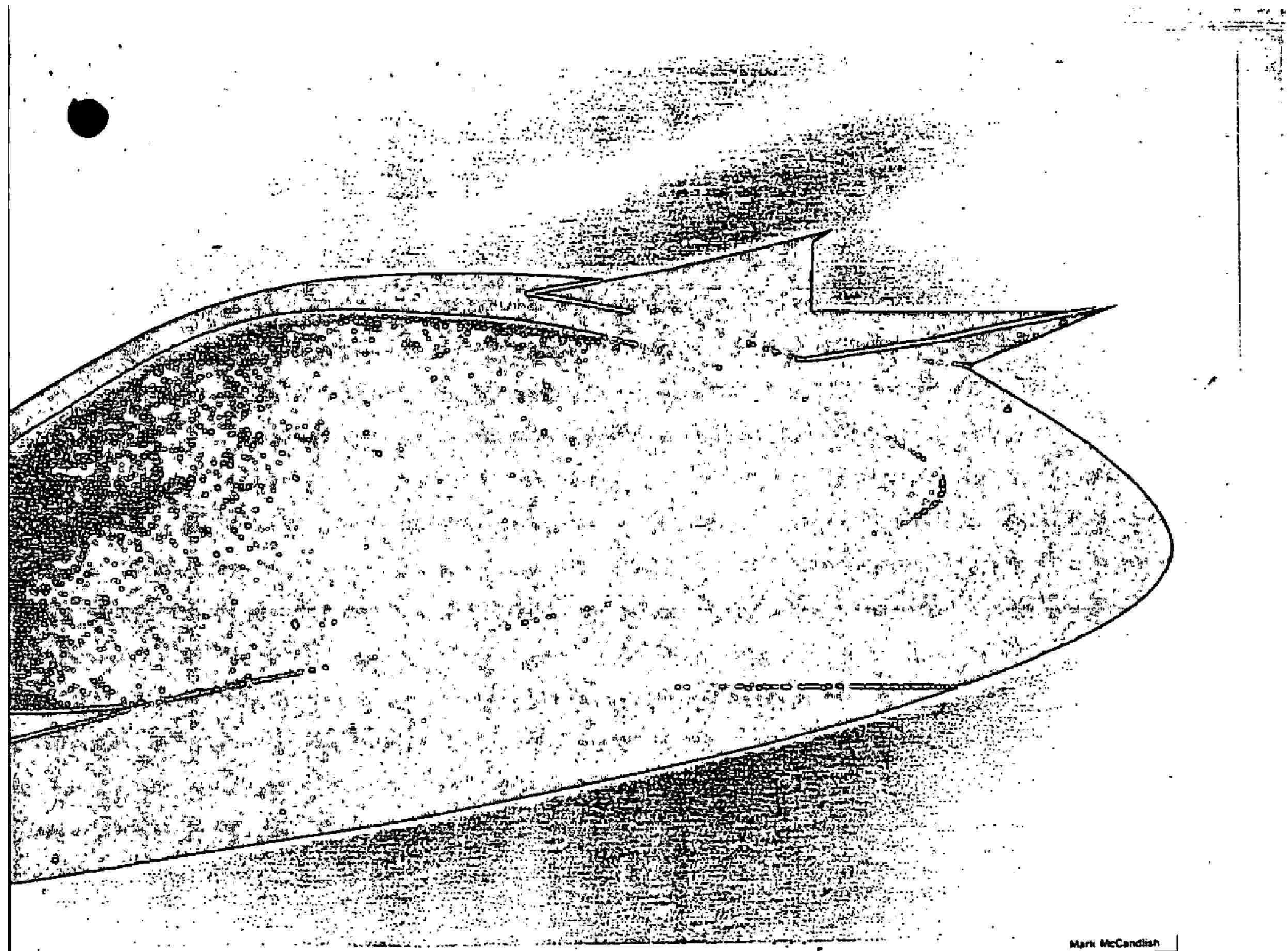
Because it was listed under a strategic reconnaissance section, the Aurora reference was widely thought to be a subtle admission that an SR-71 replacement was under development. However, given the B-2 funding practices of the time, the Aurora name may not have been related to a new hypersonic aircraft as originally believed. The Air Force has yet to provide a detailed breakdown of B-2 costs.

Several of the secret aircraft believed to be based in Nevada may be experimental or prototypes. At least one type has advanced to the production and deployment phases, and may be capable of hypersonic flight, according to officials who have been closely associated with classified programs at several Nevada test sites in recent years. One senior official said, "We don't really do anything strictly for experimental reasons. There's usually an operational twist." Several of these people had hands-on experience with a number of the classified vehicles.

Although prevented from discussing specific projects, these individuals said, "There are bigger and better things out there," referring to aircraft based at the Nevada test locations.

Several aerospace manufacturers are involved in the development, testing and production of these aircraft.

For one, Lockheed's advanced develop-



Mark McCandlish

ment (Skunk Works) unit has been linked to what has been called an Aurora project—for lack of another name—by financial analysts, and probably is involved in any number of classified aircraft programs. About 50-100 Lockheed employees participated in a hypersonic test program called UAB (believed to mean "Unmanned Air Breather") in the early 1980s, conducting flight tests off the coast of California. That vehicle may have been a predecessor to one of the aircraft types seen and heard in the southwestern U. S. over the last year.

In the mid-1980s, Lockheed proposed a Mach 7-8 "transatmospheric vehicle" or TAV as an SR-71 replacement and as an advanced tactical fighter concept. The name "Aurora" was associated with that proposal, according to government officials. The Air Force considered the concept too risky and canceled the project, the officials said. However, they acknowledged that diamond and triangular-shaped vehicles are "the trend now." A recently released artist's depiction of the Navy A-12 attack aircraft supports that statement.

Lockheed executives have denied any knowledge of an "Aurora" aircraft and have said they "wish there was such a thing in the works," from a business standpoint. However, the company's advanced development unit is believed to have about 4,000 employees on its payroll, even though TR-1 and F-117A production and YF-22A prototype construction have been completed. The unit has released a number of personnel through retirement or layoffs during the last year, but still maintains a sizable workforce, including approximately 10 pilots.

Other major aerospace firms almost assuredly are participating to some degree in classified aircraft development and testing. As one industry observer noted, "Other companies have their version of the Skunk Works, too, but they prefer to keep a low profile."

As an example, at least one major aerospace corporation has developed and is marketing a concept for an unmanned hypersonic vehicle that would target dense enemy air defense networks, clearing the way for manned bombers to follow. Designed to operate at speeds around Mach 10 or higher, the waverider-type vehicle would be extremely difficult to intercept. It also would have the high-g maneuverability necessary to escape a new family of lethal surface-to-air missiles deployed throughout the Soviet Union in recent years.

The unmanned hypersonic concept has been presented to several government agencies. In explaining the concept's evolution, a marketing official said, "We looked around and saw that all the pieces were there" to build a hypersonic, unmanned aircraft for this mission. "I can't believe, though, that we were the only ones smart enough to see that. The necessary technologies have been available for five or six years."

Knowledgeable government officials charged with oversight and funding of military programs, however, continue to be extremely skeptical of reports about secret hypersonic aircraft based in Nevada. One respected official said he is confident that there is no such thing as a class or family of high-speed aircraft codenamed Aurora, either in name or in fact. Industry experts who have worked on "deep black" programs, however, believe that it would be highly unusual for all but a very few political officials to have access to or knowledge of these programs. History has shown, they maintain, that elected officials and their staffs are poor security risks. Sensitive information, they say, will invariably be leaked through these channels if it is perceived politically advantageous to do so. □

Multiple Sightings of Secret Aircraft Hint at New Propulsion, Airframe Designs

Multiple reports from well-qualified observers lend substantial credence to the existence of numerous secret aircraft flying from remote bases in the southwestern U. S., regardless of the political, funding or technical arguments against that probability.

Over the past 13 months, large, triangular wing-shaped aircraft characterized by a relatively quiet propulsion system have been the object of at least 11 sightings near Edwards AFB, Calif., and one near Fresno, Calif. These are supported by additional reports of similar vehicles seen and heard around remote central Nevada communities near government ranges operated by the Energy Dept. and the Air Force.

Possibly prototypes or concept demonstrators of the Air Force B-2 or Navy A-12, the fairly flat, triangular-shaped vehicles have a rounded nose, rounded wingtips and probably no vertical tail surfaces. The flying 'wings' trailing edges may be slightly curved, but definitely are not sawtooth-shaped like those of the Air Force's B-2 bomber, according to reports received so far. One observer in Nevada described the shape as "like a manta ray."

Key sightings include:

- A daytime observation near the Tehachapi mountains (about 30 mi. northwest of Edwards AFB) in early May verified this craft's triangular shape. Numerous earlier sightings had been at night, although several were under a near-full moon that provided enough illumination to identify a large, triangular planform. The Tehachapi report noted that the aircraft was light-colored, but had a dark area near the center of the trailing edge, presumed to be the engine exhaust area.
- On the night of May 3, 1990, a quiet aircraft matching the triangular description was reported by five different observers over a 4-hr. period. One or more of the aircraft made multiple passes over Tehachapi, Mojave, Lancaster and Palmdale, Calif., during this time.
- A triangular aircraft also has been seen flying with multiple-ship Lockheed F-117A flights. Typically, the stealth fighters fly alone, spaced about 8-10 min. apart—a general pattern that has characterized F-117 operations since they were first observed in California in mid-1989 (AW&ST May 1, 1989, p. 24).

However, on several occasions, the larger, triangular aircraft appeared on the same general flight path as the F-117As. It was seen after about three or four of the stealth fighters had passed, yet was ahead of another three or four. It has been spotted repeatedly over the northern end of the Antelope Valley, near Edwards AFB and Mojave, Calif., as well as in central Nevada.

This vehicle is quieter than the F-117As—which already are substantially quieter than an F-15 or F-16—and definitely larger. It normally displays a lighting pattern similar to that of the F-117s—single amber lights under the wingtips and a red beacon near the nose—but can be distinguished by its characteristic hushed engine noise and larger planform.

The 'pulser' is separate from the triangular-shaped aircraft and may be capable of hypersonic speeds

All observer descriptions of the triangular aircraft correlated closely, and the observer who reported seeing the vehicle before sunset sketched a top view. That sketch matched descriptions of similar vehicles supposedly seen in Nevada-based government hangars several years ago and flying in military operating areas nearby.

Workers who were assigned to one or more of the classified Nevada locations in the past agreed the triangular shape of the reported aircraft "has been around a long time" and is a planform familiar to those associated with that community. Recent disclosure of an A-12 artist's depiction, and reports over the last few years of "large, black flying wings" approximating the B-2's shape, would support that assessment (AW&ST Aug. 20, p. 17).

One of the earliest accounts of such a vehicle was reported by Timothy B. Reynolds, a computer system manager in Houston, Tex., who saw a triangular-shaped aircraft parked in an Ellington AFB hangar in the late 1960s. The aircraft had an estimated 30-40-ft. wingspan, no visible cockpit, no vertical tail and tricycle landing gear.

Two 4 × 12-in. rectangular openings in the wing leading edge, one on each side of the nose, appeared to be engine inlets, although no cowlings or engine pods were visible. The vehicle was relatively thin, measuring about 4-5 ft. thick at the center and tapering to each wingtip. Reynolds described the aircraft as "very rounded—with a molded look—and gray-colored."

Initial sightings of flying wing-type vehicles in Nevada occurred as early as the mid-1980s, but these are believed to be different from the A-12-like triangular aircraft. At least one—described as large, black-colored and very quiet—was seen at close range in the daylight. Subsequent sightings in southern California were reported a few months before the Air Force/Northrop B-2 made its first flight, which fueled suspicions that a B-2 prototype or concept vehicle was being flown.

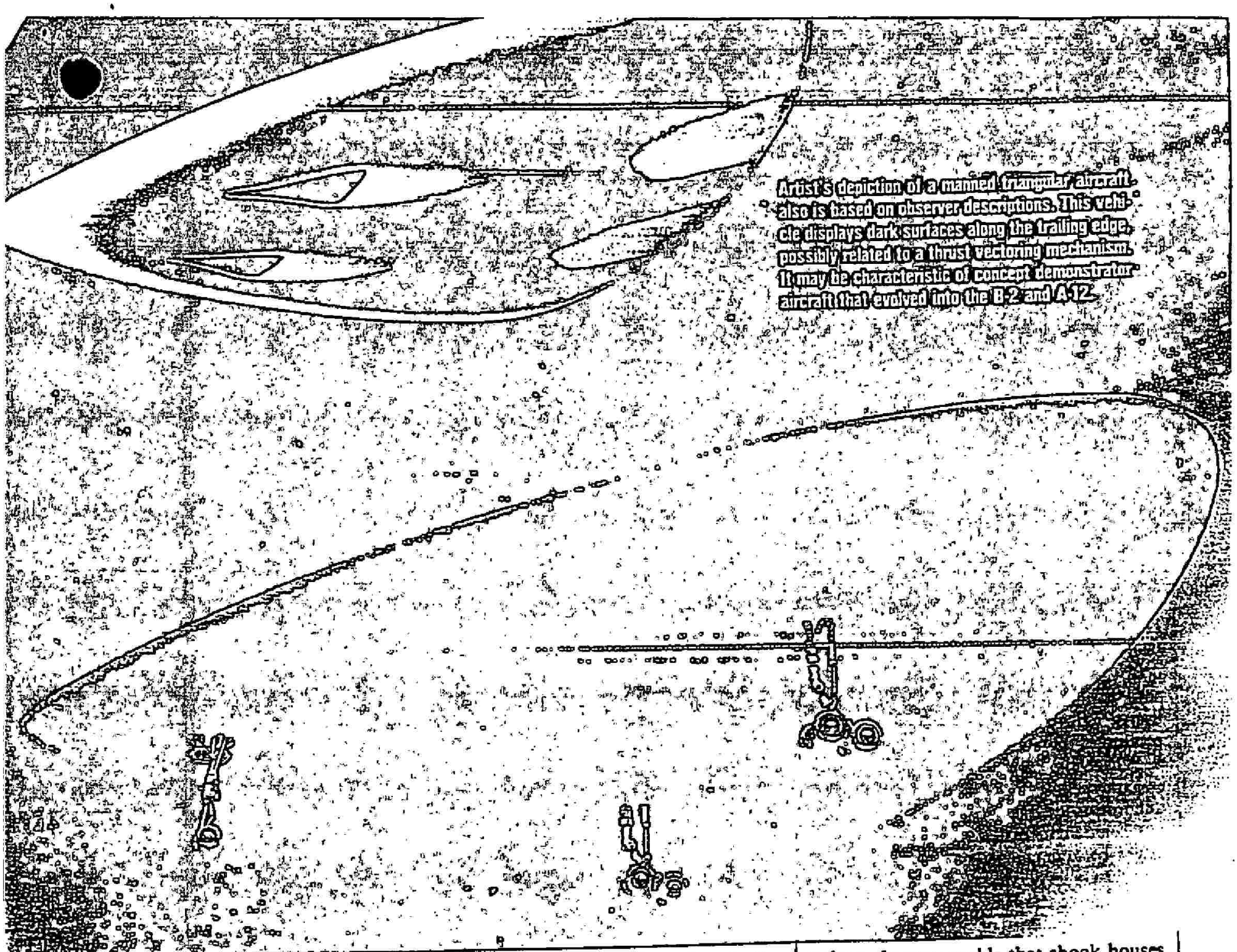
Subsequent to the bomber's maiden flight, reports of a wing-shaped aircraft flying at night did not correlate with known B-2 flight tests. A number of positive sightings on moonlit nights occurred during B-2 downtimes, further discounting the possibility that the unknown vehicle was the new stealth bomber. Senior Air Force program officials have repeatedly denied the existence of any B-2 prototypes or concept demonstrators, although this may be a matter of semantics. Reports from people who worked with such vehicles and from numerous observers who have seen them suggest that there were, indeed, highly classified flying-wing vehicles being tested in Nevada and at White Sands, N. M., prior to the B-2's rollout.

A totally separate, distinctly different type of aircraft seen and heard in California and Nevada over the last year is characterized by a loud, very deep, rumbling engine noise. At times, the exhaust noise is punctuated by a slow-frequency (about 1 Hz.) pulsing sound, which has prompted observers to call this aircraft the "pulser." The aircraft also produces a sausage-link-shaped smoke trail or vapor contrail when it is pulsing (AW&ST Dec. 18, 1989, p. 42). This vehicle is not the triangular-shaped aircraft discussed earlier, and may be capable of hypersonic speeds.

At other times, however, the aircraft exhibits a more continuous noise without the pulsing characteristic. Observers are confident it is the same type of aircraft, based on its distinctive deep, loud roar.

There have been multiple reports of "pulser" flights, including:

- The first, in July, 1989, at about 3 a. m. near Edwards AFB, Calif. The vehicle was at medium altitude, flying very fast and exhibiting the characteristic pulsing sound. The "pulser's" position was marked by a white glow, rather than a distinct point of light.
- An early evening takeoff from Edwards AFB on Oct. 18, 1989.



Artist's depiction of a manned triangular aircraft also is based on observer descriptions. This vehicle displays dark surfaces along the trailing edge, possibly related to a thrust vectoring mechanism. It may be characteristic of concept demonstrator aircraft that evolved into the B-2 and A-12.

Mark McCandlish

- Multiple reports of an aircraft having a deep, pulsing roar flying over central and eastern Nevada during the early morning hours throughout the past year.
- Eight separate reports of an aircraft exhibiting the same characteristics; always flying on a northerly heading near Mojave, Calif., between midnight and about 5 a. m. It was typically at lower altitude and slower speeds than when first seen in July, often had a slower pulsing sound and displayed only two position lights.
- Six reports of an extremely fast-moving vehicle in southern California's skies, ranging from Santa Barbara on the Pacific coastline to near George AFB at the eastern end of the Antelope Valley. These aircraft typically were flying at very high altitude, were seen as a single bright light, and seldom changed direction. Speed changes have been observed, and, on occasion, a pulsing red or white light was seen. Whether these so-called fast movers also are the "pulser" aircraft is not known.

A Santa Barbara observer estimated the aircraft crossed "some 350 mi. of night sky off the Pacific Missile Range bases in about 6 min." (AW&ST Jan. 8, p. 74). One AVIATION WEEK & SPACE TECHNOLOGY editor estimated a similar aircraft—seen as a bright point of white light—required less than 20 sec. to transit about 70 deg. of sky.

On June 19, 1990, the loud, deep-roaring vehicle was seen and heard twice near Mojave—once at 3:44 a. m. and again at 4:50 a. m. Both aircraft were on a northeasterly flight track and at medium altitude. There was no way to determine whether they were the same aircraft.

Typically, the aircraft are seen flying a southwest-to-northeast track, skirting Edwards AFB and the China Lake Naval Weapon Center. This routing would suggest the aircraft are returning from test ranges or "work areas" off the western U. S. coast, where airline pilots have reported seeing very high-speed vehicles maneuvering at altitudes above 50,000 ft. To local test pilots, these overwater areas are known as ideal locations to conduct performance flight testing, since calm air conditions typically prevail there.

On Oct. 18, 1989, the "pulser" apparently took off from North Base, an airfield at the north end of the Edwards AFB complex primarily devoted to classified programs. The noise from that takeoff was described as extremely loud, with a deep, throaty rumble that shook houses 16 mi. away, drawing residents into the street. One observer claimed the noise compared with that of Saturn 5 rocket tests conducted at Edwards AFB in the 1960s and 1970s.

Although no lights were seen, the deep, vibrating roar continued for about 5 min., and its source appeared to be climbing steeply to the north. "Your eyes tended to follow the noise; something was climbing at a very steep angle," one observer noted. Residents of surrounding communities reported that the sound "was like the sky ripping," and was unlike anything they had heard in the Edwards area for years.

The same pulsing, very loud, rumbling type of engine noise has been reported by multiple observers in central Nevada as well. It typically was heard in the early morning hours and was described as having a 1-2-Hz. pulse rate. One Nevada-based observer said the same pulsing aircraft departed from the Groom Lake range and flew over a nearby community as recently as Aug. 6. It was "the loudest thing I've ever heard. It wasn't breaking the sound barrier, but it was rattling the windows!" □

Triangular Recon Aircraft May Be Supporting F-117A

WILLIAM B. SCOTT/LANCASTER, CALIF.

The U. S. Air Force is believed to be operating several highly classified triangular-shaped stealth aircraft with its Lockheed F-117A fighters, to provide real-time reconnaissance imagery.

The single-pilot aircraft also could eventually support B-2 bomber missions in a similar manner, possibly augmenting other systems in locating and attacking mobile strategic missiles.

About 25-30 of the special reconnaissance aircraft—designated the TR-3A "Black Manta"—could be placed in service eventually, based at Holloman AFB, N. M., and Tonapah, Nev. Initial TR-3As are collocated with F-117As, although housed separately in larger hangars.

Several TR-3As are believed to have been deployed temporarily to Alaska, Britain, Panama and Okinawa. More recently, they are believed to have supported F-117A operations in the Persian Gulf war.

The aircraft is designed to collect and transmit near-real-time digital photo data for immediate tactical applications. With a range of more than 3,000 naut. mi. and the ability to operate at both low and high altitudes, the TR-3A is a stealthy, versatile reconnaissance platform capable of both tactical and strategic duties.

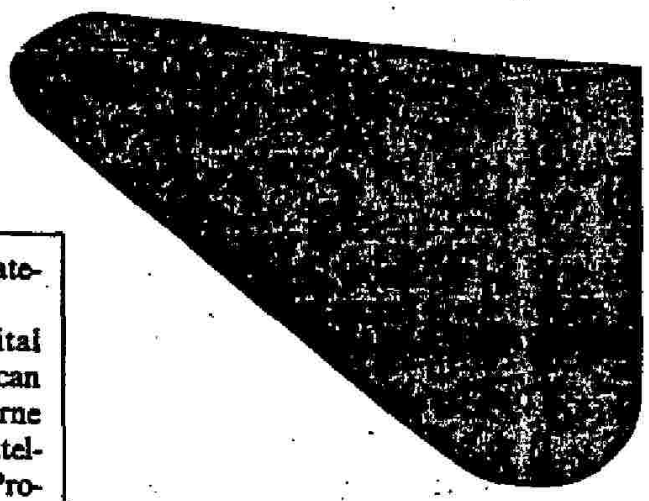
By employing sophisticated digital transmission techniques, the TR-3A can relay time-critical data through airborne Lockheed TR-1 aircraft or military satellites such as the Defense Support Program spacecraft. Consequently, electro-optical data reach end-users in minutes rather than the hours required today with systems that rely on photographic film.

The need for more timely reconnaissance data has prompted developments of new real-time systems for the RF-16 such as the Advanced Tactical Airborne Reconnaissance System, or ATARS (AW&ST Apr. 22, p. 78).

During Desert Storm, TR-3A data might have been limited to F-117A support only, possibly for intelligence security reasons. Allied Central Command officers acknowledged that obtaining adequate reconnaissance information was a definite weak link in the air campaign.

At one point, Saudi Arabian air force Northrop RF-5s were requested to augment USAF RF-4C operations. This implied that TR-3A data were not distributed widely for use by other than F-117A forces.

JOSEPH JONES



TR-3A, based on the Northrop THAP, is believed to be a stealthy, triangular vehicle about 42 ft. long and 14 ft. high with a 60-65-ft. wingspan. The reconnaissance aircraft reportedly has a range of more than 3,000 naut. mi.

Some industry experts believe the Air Force intends to use TR-3As with the B-2, possibly to bolster the bomber's effectiveness against relocatable targets such as strategic missiles. Critics of the B-2 have repeatedly seized upon this apparent deficiency as partial justification for canceling the next-generation strategic bomber program or severely limiting its production run.

For years it has been suspected that a closely held aircraft such as a TR-3A existed, although its designation and mission were unclear. The classified reconnaissance aircraft has been observed flying at night with multiple F-117As near Edwards AFB, Calif., since 1989. A

TR-3A Evolved From Classified Prototypes, Based on Tactical Penetrator Concept

LANCASTER, CALIF.

The U. S. Air Force's stealthy near-real-time reconnaissance aircraft, the TR-3A, evolved from a number of 1970s-era classified programs aimed at developing both a deep-interdiction strike fighter and a companion vehicle to gather target location data.

Sponsored by the Defense Dept., Central Intelligence and Defense Intelligence agencies, the Air Force and possibly the U. S. Navy, several of these "black world" study contracts were awarded in 1976. For example, the Air to Surface Technology Evaluation and Integration (ASTEI) program was created to develop concepts for an advanced deep-interdiction fighter. Three contractors—Boeing, McDonnell Douglas and Grumman—were awarded $600,000 study contracts and charged with developing mission-oriented concepts that included low radar cross-section (RCS) airframes.

The same year, the government's "Blue Team" was formed to identify ogies produced by ASTEI, Have Blue and other classified efforts. At least 10 separate "black" aircraft programs based on stealth techniques were recommended to the services and intelligence agencies between 1976 and 1983. These included fighter, attack and bomber aircraft, as well as cruise missiles and unmanned aerial vehicles (UAV).

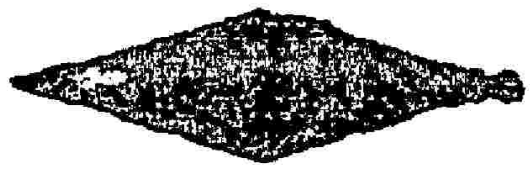
Two key proponents of stealth aircraft at that time were Lt. Gen. Robert Bond (who was killed in an aircraft crash in 1984) and Lt. Gen. Thomas Stafford (USAF, Ret.), a former astronaut and onetime commander of the Flight Test Center at Edwards AFB, Calif.

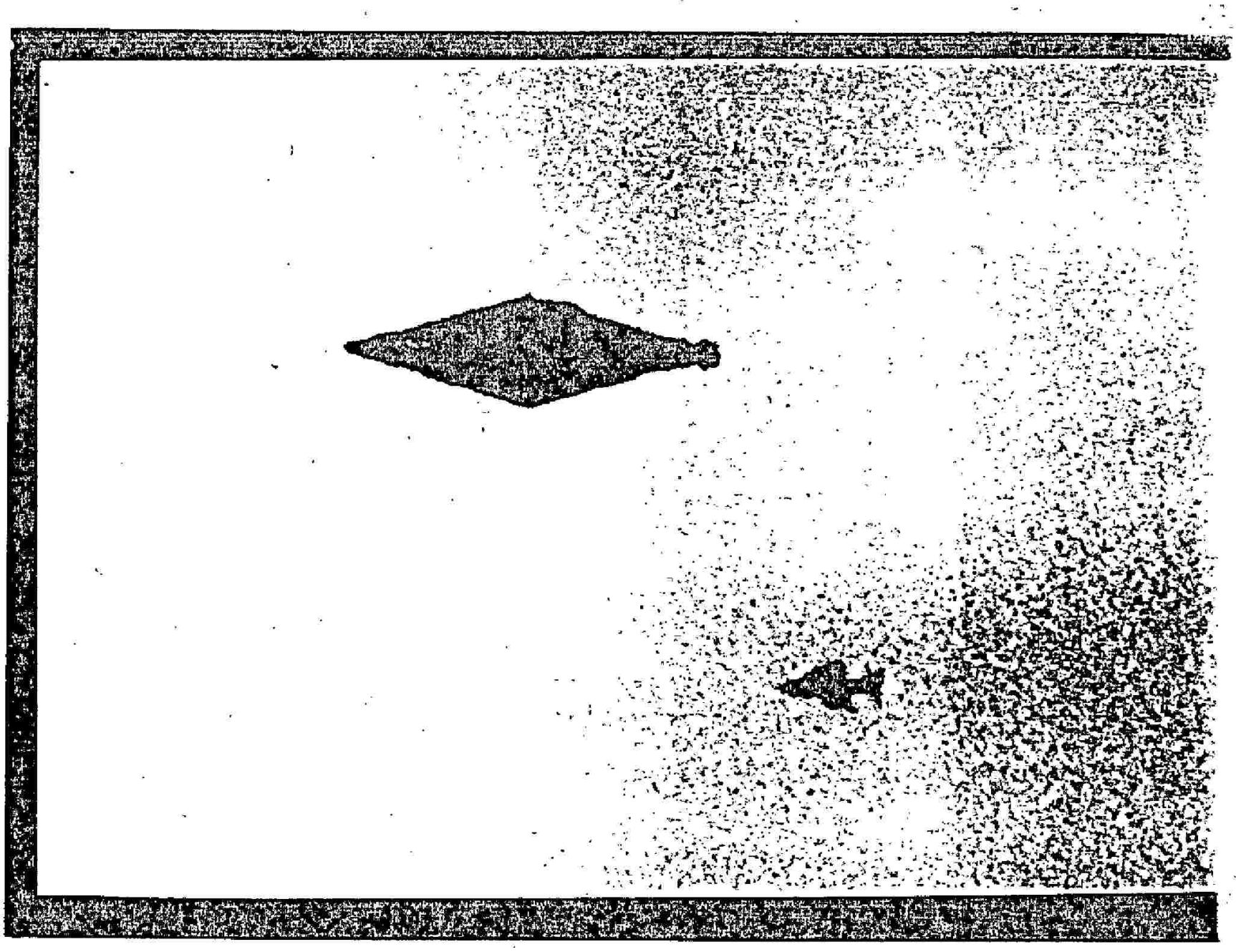
Blue Team efforts eventually prompted the Air Force to initiate the Covert Survivable In-weather Reconnaissance/Strike (CSIRS) program, which was to yield two separate stealth aircraft designs. One was to be a tactical strike fighter, the other would be dedicated to a tactical reconnaissance role. The program was jointly Avionics laboratories at Wright-Patterson AFB, Ohio, [illegible]

In mid-1976, Lockheed was awarded a contract to build two stealth fighter prototypes under the Defense Advanced Projects Agency's Have Blue program, edging out Northrop's design (AW&ST Apr. 22, p. 30). The Air Force also initiated wind tunnel and RCS model tests of a Tactical High Altitude Penetrator (THAP) spanloader concept based on proposals submitted by Northrop under the ASTEI and CSIRS programs.

Northrop received a fixed-price research and development and demonstration/validation contract from the Air Force in late 1978 to build a stealthy high-altitude tactical reconnaissance aircraft. A THAP demonstrator made its first flight from the secluded Groom Lake, Nev., facility in 198[illegible]

The company reportedly received a follow-on Air Force contract in 1982 to build what was to become the TR-3A.





MEMORANDUM UFO file copy **MOD Form 4A**

To DI 5Qb1 HT Rm [redacted] Section 40

From DI (ER) Pol 3D 96

Date 3/2/92

Tel. [redacted] Section 40

Your ref. —

Our ref. —

Subject: UFO PHOTO

We spoke. I would be grateful for your expert opinion on the attached!

Ta!

[redacted] Section 40

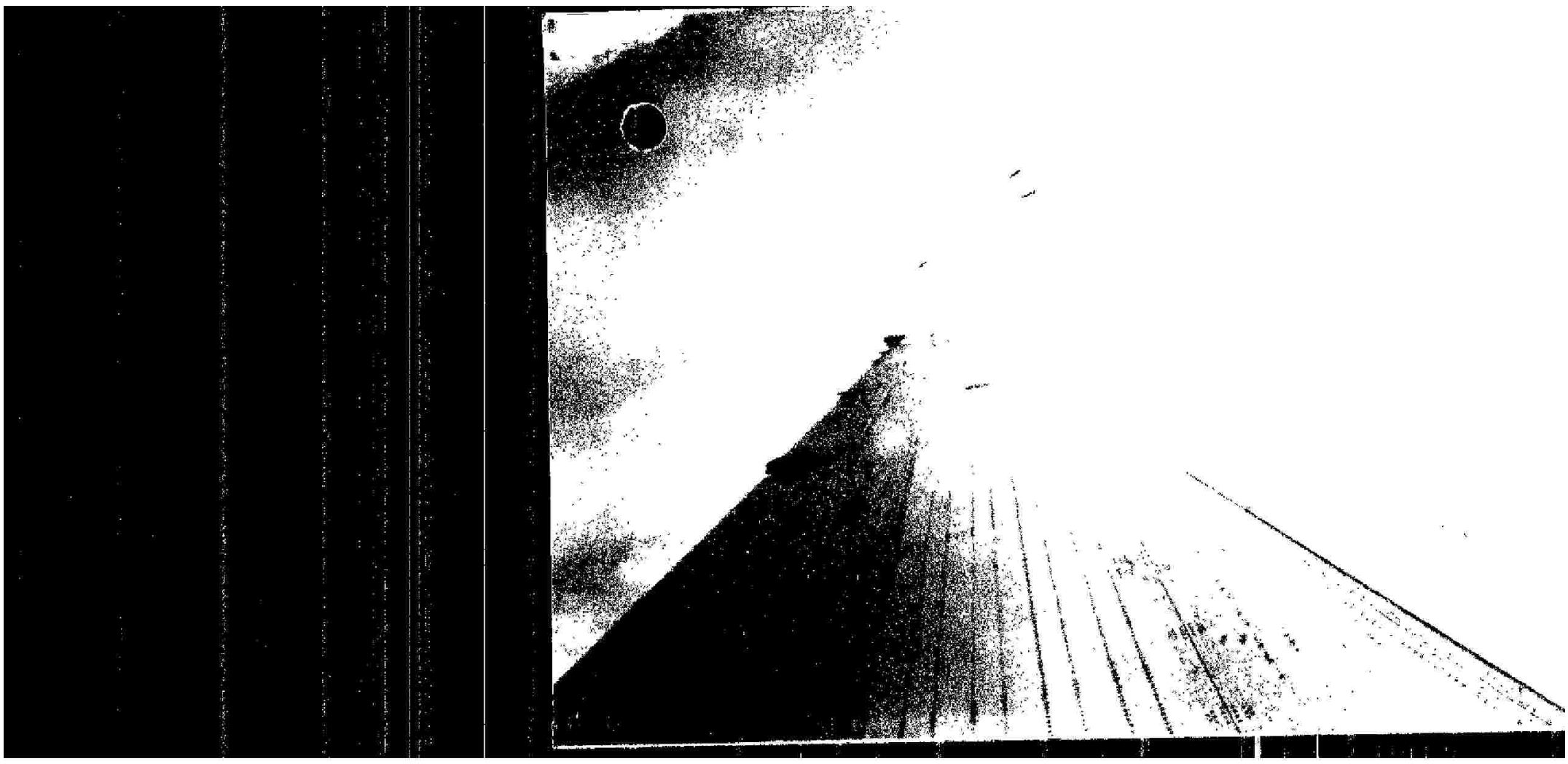
I understand that these will [redacted] Section 40 be of more interest to you than to me

[redacted] Section 40

Rank/ Appointment: Sqn Ldr

Name in Block Letters: [redacted] Section 40

Signature:



Section 40

[redacted]

Section 40

[redacted]

93.

From: Wing Commander Section 40 RAF
Defence and Air Attache

BRITISH EMBASSY
Defence Section
Thomas Heftyesgate 8
0244 Oslo 2
Section 40

Our ref: NOR 5/15

Section 40
DI(Sov/Eur)POL WE3
Room Section 40
Ministry of Defence
Metropole Building
Northumberland Avenue
LONDON WC5N 2BL

27 January 1992

Dear Section 40

PHOTO OF UFOs

I have been sent 2 photos taken in 1978 by the daughter of a Norwegian Section 40 when she was an air hostess. The photos taken on approach to Rhodos supposedly show two UFOs. I pass them on for what they are worth - perhaps you know of a Department who might be interested.

My reaction on first seeing the photos was that the lights are lens reflections, but perhaps some of your technical staff can have a closer look.

Sincerely

Section 40

Enclosure:

1. Letter from Section 40 plus 2 photos

100% Recycled Paper

Section 40 [redacted]

OSLO, 14 JAN. 1992 92

Wingcommander Section 40 [redacted]
British Embassy,
Oslo.

Dear Sir:

I am sorry that it lasted so long time before I could send You the mentioned picture - sending two for stereoscopic view. Since, I would say, september 1991 I have not been well enough to use my typewriter.
As I told You, my youngest daughter was for some years an air hostess and the picture that I send You was taken on approach to Rhodos in the year 1978.
By looking stereoscopic I hope that it is possible to see if the UFO's are on the move.

Best Regards

Section 40 [redacted]

NB; The blank surface on the pictures are untouched by hand.

with the compliments of

MINISTRY OF DEFENCE

Sec (AS) 2a

DJ55c - Section 40 [redacted]

The last 3 sightings in a row involved objects seen over or near bridges - all on 3rd Feb! Any interest in this?

Section 40 [redacted]

MOD FORM 195

ANNEX A TO
SOP 502

91

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	3rd Feb 2125 Z, 2 mins
B.	Description of Object (No of objects, size, shape, colour, brightness)	2 objects. Red circle, white light red trail across sky
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Hoo Marina, Rochester, from houseboat
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	Naked eye
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	red circle directly overhead red trail moved towards marina in NE direction
F.	Angle of Sight (Estimated heights are unreliable)	c 45°
G.	Distance (By reference to a known landmark)	N/k
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	1st circle overhead. Appeared then disappeared. Trail flashed across sky
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear bright night
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Marina + river, Medway bridge ½ mile away lighting from around marina

A7/10

Sec AS 2 Annex 2233

L.	To whom reported (Police, military, press etc)	local police
M.	Name & Address of Informant	Section 40 [redacted]
N.	Background of Informant that may be volunteered	Not been drinking - perfectly sane
O.	Other Witnesses	None
P.	Date, Time of Receipt	Section 40 Inspector [redacted] Maidstone Police 2130 z Fg Off [redacted] ATC Manston 2139 z
Q.	Any Unusual Meteorological Conditions	Section 40 None
R.	Remarks	None

Section 40 [redacted]

.....

Squadron Leader
Duty Operations Officer
AF Ops

Date 4/2/92

Copies to:
Sec(AS)2
AEW/GE
DI 55
File AF Ops 1/5!!

A2

RWG

Cl
90

Sub
Rec. disch

E10

TOP

FEED DIRECTION

U N C L A S S I F I E D

CWD046 03/1242 034C1312

FOR CAB

ROUTINE 031145Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 2 FEB 92. 17 TO 1800Z
B. DARK DELTA OBJECT WITH RIDGES 2 LIGHTS EITHER SIDE LIT UP, DOME ON TOP LIT UP
C. GREEBA BRIDGE IN CAR
D. NAKED EYE
E. HOVERING OVER BRIDGE
G. 40-50FT AGL
H. HOVERING
J. CLEAR SKY
K. HOUSES
L. LOCAL POLICE
Section 40 [redacted] ST JOHNS, ISLE OF MAN

PAGE 2 RBDAID 0002 UNCLAS
O. NO
P. 031145Z FEB 92
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 1 DGSTI

C1

89

TOP

E9

FEED DIRECTION

U N C L A S S I F I E D

CWD045 03/1241 034C1300

FOR CAB

ROUTINE 031130Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 3 FEB 92. 0045. 10 TO 15 SECS
B. BLACK OBJECT. 1 LIGHT WHICH FLASHED TWICE ACCOMPANIED BY A LOUD BANG
C. BEDROOM LOOKING OUT OF WINDOW
D. NAKED EYE
E. BETWEEN TWO FORTH BRIDGES
G. ABOVE FORTH BRIDGES
H. MOVING TOWARDS EDINBURGH EASTWARDS THEN DISAPPEARED
J. CLEAR SKY
K. FORTH BRIDGES AND RIVER
L. LOTHIAN AND BORDERS POLICE HQ AT FETTES
Section 40 [redacted] SOUTHQUEENSFERRY EDINBURGH Section 40 [redacted]

PAGE 2 RBDAID 0003 UNCLAS
O. NONE
P. 3 FEB 92 1130
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 1 DGSTI

TOP

FEED DIRECTION

68/2

U N C L A S S I F I E D

CAU042 20/1230 020C1343

FOR LAV

ALLUTINE [illegible] JAN 92

FROM MAF WLFI [illegible]
TO [illegible]

U N C L A S S I F I E D

SIT 152
SUBJECT: [illegible]
A. 1W681 [illegible] JAN 92 FIRE [illegible]
B. [illegible] ACCUM TRAILS.
USE [illegible] TIME [illegible] VEHICLE TRAIL.
FALLING LAKE W START UP THE [illegible]
C. [illegible] [illegible] MOUNTAIN [illegible] A487.
D. MOVED [illegible] [illegible] AND [illegible]
E. ABOVE MOUNTAIN LINE MOVING [illegible] HEADING NE
F. N/A
G. N/A
H. INLAND HEADING NE
J. N/A
K. N/A
L. SDU FILE: Section 40

PAGE 2 [illegible]
P. Section 40
N. DIF NOT SEE [illegible] LAND [illegible] LAW [illegible] AIRCRAFT IN AREA [illegible]
DISCUSSED
O. NONE
P. 111200 JAN 92 LOCAL
BT

DISTRIBUTION [illegible]

LAS [illegible]
LTB [illegible]
LAV [illegible]
LAV [illegible]

LAS [illegible]

TOP

FEED DIRECTION

88/1

U N C L A S S I F I E D

CAV070 06/1934 006C2436

FUE CAV

ROUTINE 061630Z JAN 72

FROM HAF WEST MRATION
TO MOBILE AIR

U N C L A S S I F I E D
SIC 20F
SUBJECT: AERIAL PHENOMENA
A. 6 JAN 72 0735Z 2 SECONDS DURATION
B. BRIGHT CIRCULAR OBJECT
C. TRAVELLING IN VEHICLE EASTERLY ON M62. JUNCTION 11 ON M6 AND M602
D. NAKED EYE
E. NORTH TO SOUTH VIA BEGRELLS ALROSS MOTORWAY
F. 30 DEGREES
G. VERY HIGH
H. SMOOTH. LEFT TO RIGHT
J. CLEAR CLOUD IS BRIGHT HARVESTED. HIGH BASE
K. NONE
L. MANCHESTER ATC. MANCHESTER AIRPORT
Section 40
N. DRIVING TO WORK FOR 12 YEARS

PAGE 2 RSUAID 0005 UNCLAS
Section 40
F. 6 JAN 1530
BT

DISTRIBUTION 20F
F
CAS 1 SECRETARY MINISTRY OF DEFENCE
CYD 1 DD SE/AEW
CAV 1 D1 D5
CAV 1 DGSTI

*END U N C L A S S I F I E D

UFO file
PSE

88
H

UNCLASSIFIED

RESTRICTED
covering
~~SECRET~~
CONFIDENTIAL

D/DI 50/6/10/1/5

D/SSC/ Attention [redacted]

RESPONSE TO ITP M AND S TASKING REQUESTS

Reference : ITP form dated 29 Nov 91

1. The attached form(s) have been actioned and copies are returned for your retention or disposal.

2. The following EPSS numbers have been allocated:

00920009

[redacted]

29 January 1992

[redacted] Lt Col (rtd) RA
Secretary ITP M&S

Attachments ITP dtd 29.11.91

UNCLASSIFIED

RESTRICTED
covering
~~SECRET~~
CONFIDENTIAL

CLASSIFICATION UK CONFIDENTIAL

UK No:

Copy No of Copies

Page No of Pages

DIS(SP)OPS IMAGERY TASKING FORM

00920009

A	INTELLIGENCE PROBLEM (NUMBER AND TITLE)	0092
B	EXPLOITATION PROBLEM SET (NUMBER AND TITLE)	00
C	EXPLOITATION PROBLEM SUB-SET (NUMBER AND TITLE)	09
D	COUNTRY (TWO LETTER CODE)	ENCLOSED ARE 5 (FIVE) VU-FOILS OF AN UNIDENTIFIED FLYING OBJECT. PLEASE PRODUCE
E	TASK To include: BACKGROUND and REASON For TASK	LINE DRAWINGS OF OBJECT WITH SIZE AND DIMENSION WHERE POSSIBLE. THIS IS A RETASK OF AN ORIGINAL PASSED IN SEPT 90. ORIGINAL NEGATIVES ARE NOT AVAILABLE.

F ESSENTIAL ELEMENTS OF INFORMATION

1. Task already discussed with Ops 4 Sqn
2. Section 40 [redacted]
3. Since result exists official tasking would
4. be in order, but sensitivity of material
5. suggests very special handling. Suggest
6. therefore an ad hoc on DISS's IP 4005
7. with minimum handling by listed personnel.
8.
9.
10. NSL 32/149
11.
12.

CLASSIFICATION: UK CONFIDENTIAL

CLASSIFICATION UK CONFIDENTIAL

Page No [redacted] Pages

G TARGETS

INSTALLATION NAME DESCRIPTION	COUNTRY	BE No	LAT	LONG
1.				
2.				
3.				
4.				
5.				
6.				
7.				
8.				
9.				
10.				
11.				
12.				
13.				
14.				
15.				

H PURPOSE:

☐ DATABASE ☑ BRIEF ☐ CONFERENCE ☐ PRINTINGS ☑ OTHER

J DATE(S) REPORT(S) REQUIRED: [illegible] 13 Feb 1992

K DISTRIBUTION: (Changes to normal distribution) [illegible] ALL [illegible] TO DISS 1.

ORIGINATOR BRANCH: DISS 1

NAME Section 40 [redacted] TEL No Section 40 [redacted] DATE: 29 NOV 1991

ITP SECRETARY: ITP: Section 40 [redacted] TEL No: Section 40 [redacted]

NAME Section 40 [redacted] SIG: [redacted] DATE: 17 December 1991

DIS(SP)OPS: TASK SENT TO

JARIC ON: BY

UK CONFIDENTIAL

CLASSIFICATION:

ANNEX J TO
SDO ORDERS

~~94~~

87

REPORT OF AN UNIDENTIFIED FLYING OBJECT

Date, time and duration of sighting. (Local times to be quoted).
26 Jan 92 - 1805 - 1810 Hrs

Description of object. (Number of objects, size, shape, colours, brightness, sound, smell, etc). One light, triangular in shape of medium brightness.

Exact position observer. (Geophraphical location. Indoors or outdoors, stationary or moving). Observer was outside his house, wellies below, and stationary.

How observed. (Naked eye, binoculars, other optical device, still or movie camera). Observed by naked eye.

Angle of sight. (Estimated heights are unreliable).
Low in the sky, well below "Star level".

Distance. (By reference to a known landmark wherever possible).
Not known, over a mile.

Movements. (Changes in E, F and G may be of more use than estimates of course and speed). Very erratic in movement, violent changes of direction, not unlike a firefly.

Meterological conditions during observations. (Moving clouds, haze, mist etc).
Clear.

Nearby objects. (Telephone lines; high voltage lines; reservoir, lake or dam; swamp or marsh; river; high buildings, tall chimneys, steeples. spires, TV or radio posts; airfields, generating plant; factories, pits or other sites with flood-lights or other night lighting).

To whom reported. (Police, military organisations, the press etc).
SDO RAF Coltishall.

Name and address of informant. Section 40 [redacted]
WYVERTON, HOLT. TEL

Any background on the informant that may be volunteered.
Electrical Contractor. Works for Coastguard.

Other witnesses
Wife only.

Date and time of receipt of report.
26 Jan 92 1905

Is a reply requested?
yes.

CRO
Spoke to Ops, they say this is 'our' pigeon. What action is required?

Section 40 [redacted]

ORGD
28'

2/GD/SDO.34

Sec (AS) 2a dist
VTSS
GE3

ANNEX A TO
SOP 502

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	11 FEB. 1850. 8 MINS.
B.	Description of Object (No of objects, size, shape, colour, brightness)	~~SEMI DETACHED HOUSE~~ SILVERY DISH BEHIND + ABOVE HOUSES GLOWING - HOVERING + USING ENGINES.
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	~~OUT~~ BY FRONT GATE - STATIONARY
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	NAKED EYE.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	DIRECTLY ACROSS FROM HOUSE. ~~BACK~~ NNW DIRECTION.
F.	Angle of Sight (Estimated heights are unreliable)	LOW IN SKY.
G.	Distance (By reference to a known landmark)	JUST BEHIND HOUSE OPPOSITE.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	SIDE TO SIDE. + MOVEING.
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	GETTING DARK. NOT CLOUDY.
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	HOUSE.

A210

SEC AS 2 FILE 2233

L.	To whom reported (Police, military, press etc)	FIRST TO POLICE, CIVIL AVIATION.
M.	Name & Address of Informant	Section 40 [redacted] CROFTON PARK Section 40
N.	Background of Informant that may be volunteered	
O.	Other Witnesses	HUSBAND.
P.	Date, Time of Receipt	
Q.	Any Unusual Meteorological Conditions	
R.	Remarks	

Section 40 [redacted]

Sec(AS)2A

Squadron Leader
Duty Operations Officer
AF Ops

Date FEB 72

Copies to:
Sec(AS)2
AEW/GE
DI 55
File AF Ops 1/511

This chart is an illuminated mishap which has been flying over London recently. We saw it myself! We've had other calls & signals

Section 40 [redacted]

A2

TOP

FEED DIRECTION

86

85

ANNEX A TO
SOP 502

84

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	230640 Z, c30 secs
B.	Description of Object (No of objects, size, shape, colour, brightness)	1 Object, flat and square, blue, very bright, no noise
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Driving, we assume in the Macclesfield area, but not stated.
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	Naked Eye
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	N/K
F.	Angle of Sight (Estimated heights are unreliable)	N/K
G.	Distance (By reference to a known landmark)	50 - 100 metres away
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Constant motion in one direction
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear sky, good visibility
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	N/K

ATL10

Sec A: 2 Section 40 [redacted]

L.	To whom reported (Police, military, press etc)	Macclesfield Express, who phoned AFDO
M.	Name & Address of Informant	Section 40 [redacted] Section 40 Macclesfield, Cheshire Section 40
N.	Background of Informant that may be volunteered	None
O.	Other Witnesses	None
P.	Date, Time of Receipt	231010Z Jan 92
Q.	Any Unusual Meteorological Conditions	None
R.	Remarks	Relaying report from sensible, genuine sounding lady.

Section 40 [redacted] Sec(AS)2a

(Message taken in AF ops and relayed to Sec AS)

.....

Squadron Leader
Duty Operations Officer
AF Ops

Date 23/1/92

Copies to:
Sec(AS)2
AEW/GE
DI 55
File AF Ops 1/5

A2

RLG

with the compliments of

MINISTRY OF DEFENCE

Sec (AS) 2a

DI55c - Section 40 [redacted] UFO File Please

Another report, received via HQP&SS, RAF Rudloe Manor.

Section 40 [redacted]

MOD FORM 195

RANDUM

MOD Form 4A

Section 40 [redacted]

D155c

Date 17/1/92

Your ref. —

From Section 40 [redacted]

Sec(AS)2a

83

Tel. Section 40 [redacted]

Our ref. P/Sec(AS)12/3

Subject UFO REPORTS

I've attached a copy of a UFO report submitted by the Captain of an aircraft flying accross the Atlantic. The report sounds like some form of meteorological phenomenon.

I've also attached a copy of RAF Buchan's 162025Z Jan 92 - interesting, as the UFO was seen on 3 successive days! It sounds similar to the other report I've attached, which was reported through RAF Kinloss. Any ideas on this one?

I've sent a standard reply to Section 40 [redacted], but there may be a comeback in view of previous sightings and press interest reported in Para 0.

Rank/ Appointment EO

Name in Block Letters Section 40 [redacted]

Signature Section 40 [redacted]

SCOTTISH & OCEANIC ATC CENTRE

CAA
CIVIL AVIATION AUTHORITY

82

Atlantic House
Sherwood Road
Prestwick
Ayrshire KA9 2NR

Telephone: Section 40
ext Section 40

Ministry of Defence
RAF Main Building
SEC(SA)2A
Whitehall
LONDON SW1A 2HB.:

14th January 1992

Dear Sir ,

Please find enclosed form for reporting of "UFO's" received by R/T to ScATCC from AMM 206 crossing east to west on North Atlantic Track W on the 4th Jan 1992.

Also enclosed the NAT Structure tracks for that day for your info.

Yours faithfully,

Section 40 [redacted]

OAC/Ops
Room Section 40 [redacted]
Atlantic House.

CALL SIGN AMM 206.
K/CC

REPORT FORM

UNIDENTIFIED FLYING OBJECT

MANUAL OF AIR TRAFFIC SERVICE PART 1

CHAPTER 6 - 20 1.9.89

A. Date, Time Duration of Sighting. 4/1/92 0525Z 1-2 SECS

B. Description of Object SIMILAR TO SHEET LIGHTNING LATER VIEWED FROM AIRCRAFT

C. Exact Position of Observer 55°N 26°W

D. How Observed ON RIGHT HAND SIDE. BALISH ON TRACK WAS SAW IT TO THE NORTH.

E. Direction in which Object was first seen SOUTH OF TRACK

F. Angular Elevation of Object —

G. Distance of Object from Observer ABOUT 30 N.M

H. Movements of Object FLASH

J. Meteorological Conditions During Observations. Moving Clouds, Haze, mist etc GOOD VIS - SCATTERED AC ABOUT 5000' BELOW

K. Nearby Objects —

L. To Whom Reported. SCATCC S.26

M. Name and Address of Informant. CAPT [redacted] Section 40

N. Any Background Information on the Informant that may be Volunteered.

O. Other Witnesses BALISH, ATL!

P. Date & Time of Receipt of Report 4/1/92 0645Z.

WP Ref: V:\MISC\JUNE\ST18BP

DATE:04/01/92

SHANWICK DAILY TRACK SIGNALS

EAST BOUND 0100Z - 0800Z

TRACK	U.S. LAND	U.S. LAND	50°	40°	30°	20°	15°	10°	08°	U.K. LAND
N										
P										
Q										
R										
S										
T										
U										
V	DOTTY		52.0	54.0	55.0	55.0		55.0		BEL
W	SG		51.0	53.0	54.0	54.0	54.0			ACKIL
X	YQX		50.0	52.0	53.0	53.0	53.0			SNN
Y	VYSTA		49.0	51.0	52.0	52.0	52.0			CRK
Z	YYT		48.0	50.0	51.0	51.0	51.0			TIVLI

EAST BOUND ALTITUDES

ALT 1	ALT 2	ALT 3	ALT 4	ALT 5
330	350	370	390	
330	350	370	390	
330	350	370	390	
330	350	370	390	
330	350	370	390	

WEST BOUND ALTITUDES

ALT 1	ALT 2	ALT 3	ALT 4	ALT 5

WEST BOUND 1130Z - 1900Z DOM ROUTE 3

TRACK	U.K. LAND	08°	10°	15°	20°	30°	40°	50°	U.S. LAND	U.S. LAND
A				53.0	53.0	53.0	53.0	51.0		SG
B				52.0	52.0	52.0	52.0	50.0		YQX
C				51.0	51.0	51.0	51.0	49.0		VYSTA
D				50.0	50.0	50.0	49.0	47.0		COLOR
E				49.0	49.0	49.0	47.0	45.0		POGGO
F		48.0		48.0	48.0	48.0	46.0	44.0		JOBOC
G										
H										
J										
K										
L										
M										

EAST BOUND ALTITUDES

ALT 1	ALT 2	ALT 3	ALT 4	ALT 5

WEST BOUND ALTITUDES

ALT 1	ALT 2	ALT 3	ALT 4	ALT 5
310	330	350	370	
310	330	350	370	
310	330	350	370	
310	330	350	370	
310	330	350	370	
310	350			

DPA3/OCEAN12

08/01/92

TOP

FEED DIRECTION

U N C L A S S I F I E D

CYD055 16/2141 0160367G

FOR CAB

ROUTINE/ROUTINE 162025Z JAN 92

FROM RAF BUCHAN
TO MODUK AIR
INFO HQSTC
BROAD SHIELD
HQ 11 GP BENTLEY PRIORY

U N C L A S S I F I E D
SIC Z6F/KGA
MOD AIR FOR AFDO. UNIDENTIFIED FLYING OBJECT REPORT
A. 14-15-16 JAN 92, 0730-0945L
B. SINGLE BRIGHT WHITE LIGHT WITH POSSIBLE TINT OF GREEN. INTENSITY OF LIGHT FADED SLIGHTLY AND THEN RETURNED. THIS HAPPENED SEVERAL TIMES. NO SOUND. NO SMELL
C. OBSERVER INDOORS, STATIONARY AT SMITH CROFT, GLEN TINNIE, IN ALFORD, GRAMPIAN. (WEST OF ABERDEEN APPROX 25 MILES)
D. NAKED EYE ON 14-15 JAN. BINOCULARS ON 16 JAN. NOT ON AN. OF FILM
E. SEEN OVER BRUNT HILL WHICH IS BETWEEN HUNTLY AND TARLAND. OS MAP NUMBER 37, GRID REFERENCE 13-48

PAGE 2 RSDOWI 0015 UNCLAS
F. APPROX 20 DEGREES
G. FROM SMITH CROFT COTTAGE TO BRUNT HILL APPROX 1000 YARDS FURTHER THAN TELEGRAPH POLES WHICH ARE IN BETWEEN
H. MOVED RIGHT BETWEEN 2 TELEGRAPH POLES, THEN FURTHER RIGHT TO OTHER SIDE OF TELEGRAPH POLE. DURING THE 2 HRS OF SIGHTING LIGHT MOVED DOWNWARDS SLOWLY THEN THE LAST MINUTE OF SIGHTING CLIMBED HIGH AND FAST OUT OF SIGHT
J. 14 AND 15 JAN CLEAR SKY. 16 JAN LIGHT CLOUD
K. TELEGRAPH POLES, BRUNT HILL, RADIO/TV MAST NEAR BY BUT OBSERVER QUOTED DEFINITELY NOT ANYTHING TO DO WITH MAST, UNQUOTE
L. RAF BUCHAN

Section 40 [redacted]

N. AT COTTAGE WITH DAUGHTER OR DAUGHTER IN LAW, AND SON
O. LIGHT HAS BEEN SEEN BEFORE AND HAS BEEN REPORTED IN LOCAL PAPER (NAME OF PAPER UNKNOWN)
P. INITIAL REPORT 141300 JAN 92, COMPLETED REPORT 161900 JAN 92
Q. REPLY REQUESTED
BT

U N C L A S S I F I E D

Date, time and duration of sighting (local times) 26 DEC 91 2150-2205 L.

Description of object (number of objects, size, shape, colours, brightness, sounds

1. CIRCULAR OBJECT GREEN/BLUE WITH WHT, VERY BRIGHT BUT NO NOISE - ABOUT SIZE OF LARGE AIRCRAFT.

Exact position observer (Geographical location. Indoors or outdoors. Stationary or or moving).

MUNLOCKIE, BLACK ISLE. 3 MILES NORTH OF INVERNESS. SEEN FROM INDOORS - THEN WENT OUTDOORS WITH BINOCULARS. HOVERING AND MOVING.

How observed. (Naked eye. binoculars , other optical device still or movie camera

BY NAKED EYE AND BINOCULARS.

Direction in which object was first seen . (a landmark may be more useful than a badly est, bearing.

SOUTH OF HIS HOME - HOVERED FOR A TIME THEN SPED AWAY SOUTH WARDS THEN TURNED WEST.
IT WAS EAST OF INVERNESS AT FIRST SIGHTING.

Angle of sight. (estimated heights are unreliable)

ESTIMATED 35° ANGLE.
PROBABLY 1000 FT IN AIR.

Distance. (By reference to a known landmark wherever possible

Movements (Changes in E. F. G. may be of more use than the estimates of course and speed)

WHEN IT DEPARTED IT TOOK ABOUT 30 SECONDS TO DISAPPEAR AND THEY WATCHED IT FOR ABOUT ½ MILE.

Meteorological conditions during observations. (moving clouds, haze, mist.)

SKY CLEAR WHILST IT WAS ABOUT BUT CLOUD APPEARED AFTER IT DEPARTED. THEY COULD SEE IT THROUGH THE CLOUD.

Nearby objects (telephone lines, high voltage lines, reservoir, lake, swamp, marsh, river high buildings, tall chimneys, steeples, spires, T.V. masts, airfields, factories its , floodlighting

THERE ARE 3 HOUSES ABOUT ½ MILE ~~AT~~ AWAY FROM THEM. BUT THEY LOOK OUT ONTO A RIDGE. ON THE OTHER SIDE OF THE RIDGE IS THE FIRTH.

To whom reported. (~~Police~~, military organisations, ~~press~~)

RAF KINLOSS, BASE OPS. AND SPOKE TO A FRIEND IN NAIRN, [redacted] Section 40

Sheet No. 2

M. Name address of informant.

Section 40 [redacted]

N. Any background on the informant that may be volunteered.

HE SAW SIMILAR ABOUT 4 OR 5 YEARS AGO WHICH WAS MORE LIKE A SPHERE WITH A HALO ROUND IT.

O. Other witness Section 40 [redacted] - SAME ADDRESS - WIFE

AND Section 40 [redacted] - FRIEND ON HOLIDAY FROM A LANGUAGE SCHOOL IN PARIS.

P. Date and time of receipt of report.

26 DEC 91 2230L.

Section 40 [redacted]

with the compliments of

MINISTRY OF DEFENCE

Sec (A5) 2a

DI55c

Section 40 [redacted]

UFO file
N sec.

You may be amused by the attached.

I have already replied.

Section 40 [redacted]

MOD FORM 195

From: Section 40 [redacted]

16. January 1992

81

Dear M.O.D.

On my way home on the M1 South bound from Leeds on Tuesday 14 January approx 7.15 Pm I was aware of 4 strange lights above me.
The lights were of oval shape, quite large and hovered very slowley.
I know this was not an air-craft, Helicopter or weather Balloon because the lights were for to big to be any of them, and it moved to slow. (a side to side motion rather than forward).
They were 3 other people in the car who witnessed this and they watched it for about 3 minutes above the motorway. I saw very little of this because I was driving and for obvious reasons could'nt gaze out.
The Incident happened above Wakefield close to the Barnsley side.
I have not encounted anything unusual before and I'm not into U.F.O's.
I work for the civil Service so I'm no freak and have my wits about me.
I was'nt going to report this incident but was persudded by my work mates to do so, after mentioning the subject today.
I must point out that it was definatly not a plane or any other aircraft I could identify.

Yours faithfully,

Section 40 [redacted]

with the compliments of

MINISTRY OF DEFENCE

Sec(AS)2a

DI55c - Section 40 [redacted]

I've attached some recent UFO sightings which didn't get to you.

Section 40 [redacted]

MOD FORM 195

FEED DIRECTION

80

U N C L A S S I F I E D

CAS043 16/2141 016C3676

FOR CAV

ROUTINE/ROUTINE 162025Z JAN 92

FROM RAF BUCHAN
TO MODUK AIR
INFO HQSTC
BROAD SHIELD
HQ 11 GP BENTLEY PRIORY

U N C L A S S I F I E D
SIC Z6F/KGA
MOD AIR FOR AFDO. UNIDENTIFIED FLYING OBJECT REPORT
A. 14-15-16 JAN 92. 0730-0945L
B. SINGLE BRIGHT WHITE LIGHT WITH POSSIBLE TINT OF GREEN. INTENS OF LIGHT FADED SLIGHTLY AND THEN RETURNED. THIS HAPPENED SEVERAL TIMES. NO SOUND. NO SMELL
C. OBSERVER INDOORS. STATIONARY AT SMITH CROFT, GLEN KINDIE, BYE ALFORD, GRAMPIAN. (WEST OF ABERDEEN APPROX 20 MILES)
D. NAKED EYE ON 14-15 JAN. BINOCULARS ON 16 JAN. NOT ON ANY TYPE OF FILM
E. SEEN OVER BRUNT HILL WHICH IS BETWEEN HUNTLY AND TARLAND.
05 MAP NUMBER 37. GRID REFERENCE 13-48

PAGE 2 RBDOWI 0015 UNCLAS
F. APPROX 20 DEGREES
G. FROM SMITH CROFT COTTAGE TO BRUNT HILL APPROX 1000 YRDS FURTH THAN TELEGRAPH POLES WHICH ARE IN BETWEEN
H. MOVED RIGHT BETWEEN 2 TELEGRAPH POLES, THEN FURTHER RIGHT TO OTHER SIDE OF TELEGRAPH POLE. DURING THE 2 HRS OF SIGHTING LIGHT MOVED DOWNWARDS SLOWLY THEN THE LAST MINUTE OF SIGHTING CLIMBED HIGH AND FAST OUT OF SIGHT
J. 14 AND 15 JAN CLEAR SKY. 16 JAN LIGHT CLOUD
K. TELEGRAPH POLES, BRUNT HILL. RADIO/TV MAST NEAR BY BUT OBSERV QUOTED DEFINITELY NOT ANYTHING TO DO WITH MAST, UNQUOTE
L. RAF BUCHAN
Section 40 [redacted]
N. AT COTTAGE WITH DAUGHTER OR DAUGHTER IN LAW, AND SON
O. LIGHT HAS BEEN SEEN BEFORE AND HAS BEEN REPORTED IN LOCAL PAP (NAME OF PAPER UNKNOWN)
P. INITIAL REPORT 141300 JAN 92, COMPLETED REPORT 161900 JAN 92
Q. REPLY REQUESTED
BT

U N C L A S S I F I E D

TOP

FEED DIRECTION

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 1 DGSTI

DISTRIBUTION KGA
F
CYD 1 DD GE/AEW ACTION (CXJ 1 AFDO)
CXJ 1 AFDO

*END

TOP

FEED DIRECTION

79

U N C L A S S I F I E D

CA5002 13/0911 0130041

FOR CAV

ROUTINE 130800Z JAN 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT:AERIAL PHENOMENA
A. 092359Z JAN AND 100045Z JAN 92
B. RED, BLUE AND YELLOW OBJECT FLYING AROUND IN CIRCLES
C. INDOORS, STATIONARY
D. NAKED EYE AND A PHOTOGRAPH WAS TAKEN ON 10 JAN
E. N/K
F. N/K
G. N/K
H. N/K
J. N/K
K. N/K
L. SWANSEA POLICE STATION
M. Section 40 [redacted] SWANSEA Section 40 [redacted]
N. N/K

PAGE 2 RBDAID 0001 UNCLAS
O. N/K
P. 111435Z JAN 92
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDU)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 1 DGSTI

END U N C L A S S I F I E D

UFO File Please

78

Section 40 [redacted]

The Officer-in-Charge
Flying Complaints Flight
Provost and Security Services
RAF Rudloe Manor
Corsham,
Wilts.

18th December 1991

Dear Sir,

Unidentified Flying Objects - evening of 17th August 1991

I am writing to you as I believe you may be interested in my report, given the locality. I apologise for the fact that the events are four months old.

On Saturday, the 17th of August, I was at Rudloe Park Hotel for an evening wedding reception. At about **11.35pm** I went into the garden where about ten others were standing. As I was due to drive home later I had not been drinking alcohol so my faculties were intact. As your metereological records will show, it was a fine, clear evening with no wind; the stars were visible, even the Milky Way. I am fairly well acquainted with observing the night skies as I have an astronomical telescope. I am used to seeing planets, aircraft, meteors, and satellites, all of which are frequently mistaken for UFOs by those who are not acquainted with the night sky.

I am also aware of the effect of air bubbles in the fluid of the eye which can sometimes be mistaken for objects seen in the telescope. While these are spherical they are unique to the particular eye of that observer and I know what mine looks like and where it is situated in my field of vision.

The group I was standing in suddenly became aware of an object travelling in a south-westerly direction directly above us. Coincidentally we also saw some fireworks in the sky over Corsham a couple of miles to the west. At first we thought the object was part of the display that had drifted our way but as it took more than two minutes to traverse our field of view and maintained its height it clearly was not a firework.

..../cont.

The object was spherical with flames around the edge. The centre was not bright but illuminated like an orange glass globe lit from within. Our first thought was that it was a hot-air balloon but we discounted this explanation for a number of reasons. Firstly, it was a very dark sky, (the moon having set about two hours before), and balloons cannot fly at night. Secondly, it moved at a steady speed, around 60 mph if its apparent height of 1000 feet plus was correct, (difficult to judge), and there was no wind. Thirdly, there was no sign of a basket slung underneath, which would have obscured a portion of the light of the globe. The band at the reception was playing so it was difficult to tell if the object was emitting any sound.

Its size was difficult to judge but given its apparent height it may have been 40 to 50 feet in diameter. I do not have flying experience so my judgement as to height, size and velocity will not be accurate. My impression though was that it was of a large size and at an altitude that was not immediately overhead. As it looked like no aerial transport I had seen before it was impossible to judge scale.

We watched as it progressed to a point where the nearby trees obscured it as it headed for the horizon. We were still in the garden at 11.30pm when an identical object flew over at exactly the same height and speed. The fireworks in Corsham had finished by this time.

These objects were definitely not like any astronomical phenomenon I had observed before. Have you had any other sightings reported that corroborate my account? I wonder if the radar records at RAF Colerne confirm that two craft flew into the local airspace at those times? One reason I am writing to you is to ensure you are aware of these strange phenomena in our airspace. Have you any idea what they were?

Yours faithfullly,

Section 40

[redacted]

TOP

FEED DIRECTION

77

U N C L A S S I F I E D

CAS036 09/1611 009C2279

FOR CAV

ROUTINE 091500Z JAN 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 21 DECEMBER 91. 0719Z. 2 TO 3 SECONDS
B. SINGLE OBJECT. BALL SHAPED, WITH TAIL. GREEN. BRIGHT
C. FROM OVERHEAD DAGENHAM. OBSERVED INSIDE A CAR. MOVING
D. NAKED EYE
E. GLIDEPATH TO HEATHROW AIRPORT
F. NIL
G. NIL
H. MOVING IN A LINE
J. CLOUDS IN SKY. SKY CLEAR WHERE UFO SIGHTED
K. NIL
L. POLICE STATION AT ENFIELD
M. Section 40 [redacted] CHIGWELL ESSEX
N. POLICEMAN AT ENFIELD STATION-LONDON

PAGE 2 RBDAID 0004 UNCLAS
O. NIL
P. 9 JAN 92. 1445Z
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 BD GE/AEW
CAV 1 DI 55
CAV 1 DGSTI

*END U N C L A S S I F I E D

C1 - Section 40

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A. Date, Time & Duration of Sighting	"50th week of 1991" 76) 1
B. Desciption of Object (No of objects, size, shape, colour, brightness)	One UFO, hovering over house, followed by one black helicopter, no markings, which was over house the following day at 11.50 am.
C. Exact Position of Observer Location, indoor/outdoor, stationary/moving	In house.
D. How Observed (Naked eye, binoculars, other optical device, still or movie	Naked eye.
E. Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)	overhead.
F. Angle of Sight (Estimated heights are unreliable	N/k. Overhead.
G Distance (By reference to a known landmark)	N/k for UFO. Helicopter "so close I could've reached out and touched it."
H. Movements (Changes in E, F & G may be of more use than estimates of course and speed)	UFO hovered. Helo.
I. Met Conditions during Observations (Moving clouds, haze, mist etc)	N/k. UFO sighting was at night.
J. Nearby Objects (Telephone lines, high Voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	N/k, but was in a built up area.

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a, via switchboard.
L.	Name & Address of Informant	Section 40 [redacted] Hull, Yorks, Tel no - Section 40 [redacted]
M.	Background of Informant that may be volunteered	None.
N.	Other Witnesses	N/k.
O.	Date, Time of Receipt	Ø1154Ø Z Sep 92.
P.	Any Unusual Meteorological Conditions	N/k.
Q.	Remarks	Stories about black unmarked helicopters doing some sort of recce of an area where a UFO has been seen have cropped up before in the UFO community.

Section 40 [redacted]

Sec (AS) 2a

Copy to
DI55c

TOP

FEED DIRECTION

Section 40 [redacted]

File pse.

108/15/1

U N C L A S S I F I E D

CAV010 16/0921 350C0452

FOR CAV

76
+1

ROUTINE 160800Z DEC 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 152210Z DEC 91. 1 MINUTE
B. ONE. 7 FEET LONG. CYLINDER IN SHAPE. BLUE. VERY BRIGHT. NO SOUND OR SMELL
C. HOLMSDALE TUNNEL. OUTDOORS. MOVING
D. NAKED EYE
E. N/A
F. 20 FEET HIGH
G. VERY CLOSE
H. STEADY MOVEMENT
J. FOGGY
K. N/A
L. ENFIELD POLICE. WPC Section 40
Section 40 [redacted]

PAGE 2 RBDAID 0001 UNCLAS
N. N/A
O. NO OTHER WITNESSES
P. 152340Z DEC 91
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 1 DGSTI

END U N C L A S S I F I E D

Section 40 [redacted]

75

LOOSE MINUTE

[redacted]/Sec(AS)12/3

10 December 1991

DI55c
GE3(RAF)

UFO SIGHTING - DYFED/HEREFORD - MONDAY 9 DECEMBER 1991

1. We have received information about a UFO sighting which occurred yesterday over South Wales/Hereford and Worcester.

2. The sighting occurred at approximately 1650Z yesterday, and reports were made to a number of different locations, including the police at Worcester and Dyfed, local fire brigade stations, the CRO at RAF Hereford (where there were a number of military witnesses), and Duty Officers at RAF Shawbury, RAF Brampton and in Main Building. The Distress and Diversion Cell at West Drayton also fielded a number of calls. I understand that the sighting was reported on local radio and television, and reports appeared in the Shawbury Star and the Manchester Evening News.

3. The object seen was a bright white light, at a high altitude, with flames (or an illuminated vapour trail) in its wake. Many witnesses believed that they were witnessing an aircraft accident, and some reports indicated that the object broke up. A few seconds after the sighting, a low rumbling sound was heard, and some windows were seen to be shaking.

4. A local reporter (ex-RAF) phoned the CRO at RAF Hereford to say that he had witnessed the object through binoculars, and believed it to be a Tornado flaming out and subsequently recovering power. IFS(RAF) are not aware of a flight safety incident, but if one has occurred, it would normally be reported by signal within 48 hours. I will advise if a report is made. Routine use of afterburners, however, would not be unusual at all.

5. For the time being we are treating this as a UFO incident. I would be grateful for any light addressees can shed on this sighting. I will advise of further developments, and forward any reports that have not been copied to you.

Section 40 [redacted]

Sec(AS)2a
Section 40 [redacted]

RESTRICTED

LOOSE MINUTE

D/D Air Def/111/6/4

10 Dec 91

Sec(AS)2a

Copy to:

DI55c

UFO file Please 74

UFO SIGHTING - DYFED/HEREFORD - MON 9 DEC 91

References:

A. D/Sec(AS)12/3 dated 10 Dec 91.

B. D/Sec(AS)12/3 dated 28 Nov 91.

1. I am afraid I am unable to shed light on the incident you refer to at Reference A. Furthermore, the Air Defence Ground Environment (ADGE) System would also be unable to give us any more help because of the area. It does, however, sound very much like an aircraft engine going in and out of reheat.

2. I have also attempted to follow up the other incident, at Reference B, in the Edinburgh area. Once again, I am afraid the ADGE organisation has been unable to shed any further light on the incident for the same reason, ie it was outside the normal area of operations.

Section 40

[redacted]

Wg Cdr
GE 3

Section 40

RESTRICTED

U N C L A S S I F I E D

CAS025 10/1341 344C1772

FM [redacted] CAV

ROUTINE 101304Z DEC 91

FROM RAF WEST OPERATION
TO MOUOK AIR

U N C L A S S I F I E D
SIT ZAP
SUBJECT: AERIAL PHENOMENA
A. 091615Z DEC 91 B. BRIGHTLY LIT, LOOKED LIKE AIRCRAFT WITH LANDING LIGHTS ON C. 10 TO 15 MILES NW OF LEE RADAR OVERHEAD, MOVING RAPIDLY D. NAKED EYE E. NIL F. NIL G. NIL H. RAPID MOVEMENT FROM BELOW STRAIGHT UP AND OUT OF VISUAL CONTACT J. NIL K. NIL L. LONSDALE 22 LATCC M. REPORTED BY TWO AIRCRAFT CAPTAINS [redacted] MS123 FROM HAWKER [redacted] TO NORTHOLT AND [redacted] MS125 FROM AND TO [redacted] N. NIL O. NIL
091700Z DEC 91
NI

Section 40

Section 40

Section 40

ufo file no: 108/15/1

73

DISTRIBUTION ZAP
:
CAS 1 SEC(AS) ACTION ( )
CYD 1 DD GE/AEW
CAV 1 D1 SS
CAV 1 DISSTI

TOP

FEED DIRECTION

END U N C L A S S I F I E D

SIGHTINGS AT ROTHERHAM + SHEFFIELD
(NOTE. Please cross-check with Sheffield sighting on 8 Nov!)

Section 40

72

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A. Date, Time and Duration of Sighting. DEC 08 1800-1830 AND 1908

B. Description of Object. ORANGE & RED GLOWING LIGHTS TURNING TO SILVER THEN SPLIT BEFORE SPEEDING OFF.

C. Exact Position Observer.

D. How Observed. EYE

E. Direction in which Object was first seen.

F. Angle of Sight.

G. Distance.

H. Movements.

I. Meteorological conditions during observation. CLEAR STARLIT NIGHT GROUND FROST.

J. Weather details.

K. To whom reported. CIVIL POLICE AT HACKNEYOP – SHEFFIELD

L. Name and address of informant. CIVIL POLICE Section 40 INCIDENT NR 769 8TH DEC

M. Any background on the informant that may be relevant.

N. Other witnesses. Section 40 PLUS FRIENDS 2 SIGHTINGS

P. Date and time of receipt of report. ANSWERPHONE 9 DEC 0900

Q. Is a reply requested. YES

Section 40

Signed Section 40

Name

Section 40

Rank Section 40 Tel No

Section 40

GPT.D

Date 9 Dec 91

UNCLASSIFIED

RESTRICTED

E117

ANNEX A TO
SUP 502

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	6-12-91 1715-1745
B.	Description of Object (No of objects, size, shape, colour, brightness)	ONE, LOTS OF LIGHT ON BOTTOM, ONE ON TOP, VERY BRIGHT
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Section 40 [redacted] TEYNHAM SITTINGBOURNE
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	NAKED EYE
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	965037 - 955635
F.	Angle of Sight (Estimated heights are unreliable)	45° (approx)
G.	Distance (By reference to a known landmark)	1/2 a mile
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Moved 1/2 a mile before disappeared
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear night
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	None

L.	To whom reported (Police, military, press etc)	SWACE Police
M.	Name & Address of Informant	Section 40 [redacted]
N.	Background of Informant that may be volunteered	Nothing known to her detriment
O.	Other Witnesses	Her family Section 40 (aged 11) Section 40 [redacted]
P.	Date, Time of Receipt	7-12-91 2225L
Q.	Any Unusual Meteorological Conditions	
R.	Remarks	Reported to RAF MANSION by: PC Section 40 [redacted] TEYNHAM POLICE Ref: 077 incident 0797 of 6-12-91

Section 40 [redacted]

.....

~~Squadron~~ Leader
Duty Operations Officer
AF Ops

Date 9-12-91

Section 40 [redacted]

Sec (AS) 2b

Section 40 [redacted]

Copies to:
Sec(AS)2
AEW/GE
DI 55
File AF Ops/1/11

RESTRICTED

E110

FIN/2236/Ops

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A. Date, Time and Duration of Sighting. FRIDAY 8 NOV91 2300 (1min)

B. Description of Object. WHITE BLUE BALL WITH INTENSIVE WHITE BLUE BEAMS OF LIGHT ACTUALLY REACHING THE GROUND FROM A GREAT HEIGHT.

C. Exact Position Observer. FIELD/LANE MICKLEBRING, DONCASTER, YORKSHIRE

D. How Observed. 2 LADIES (BY EYE)

E. Direction in which Object was first seen. SE TO NW (BUT NOT SURE OF DIRECTIONS)

F. Angle of Sight. 75°-80°

G. Distance. UNKNOWN BUT CONTRAIL TYPE HE. SIMULAR TO HIGH FLYING JETS BUT NO SOUND. A JET WAS SEEN SOME TIME LATER (10 MIN) BUT WITH SOUND AT A SIMULAR HE.

H. Movements. SLOW AT FIRST BUT RAPID EXCEL WITH WHITE/BLUE AFTERGLOW. OBJECT (SMALL) SEEN AHEAD OF GLOW.

J. Meteorological conditions during observation. CLEAR STARLIT NIGHT

K. Nearby objects. TREES SOME HOUSES

L. To whom reported. CRO RAF FINNINGLEY

M. Name and Address of informant. Section 40 [redacted]

N. Any background on the informant that may be volunteered. Section 40 [redacted]

O. Other witnesses. HER FRIEND WHILE WALKING DOGS WITH HER BUT ..... Section 40 [redacted] IN SHEFFIELD (A FRIEND) ALSO SAW THIS WHILE WALKING IN SHEFFIELD AT 2300HRS.

P. Date and time of receipt of report. 12 NOV91 1500HRS

Q. Is a reply requested. YES PLEASE

Signed Section 40 [redacted]

Name

Rank Tel No Section 40 [redacted]

Date 12 NOV 91

RESTRICTED

TOP

FEED DIRECTION

Section 40 [redacted] DFC file pse. 108/15/1

CL [redacted] Section 40

U N C L A S S I F I E D

71

CAS005 09/0922 343C0451

FOR CAV

ROUTINE 090745Z DEC 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 062145 DEC 91
B. ONE, OBJECT, VARIOUS SHADES WITH PULSATING GREEN, BLUE, RED WHITE LIGHTS. NO SOUND OR SMELL
C. B4425 ROAD AND Section 40 [redacted]
D. NAKED EYE AND BINOCULARS
E. NIL
F. NIL
G. NIL
H. STEADY MOVEMENT
J. CLEAR NIGHT
K. NONE
L. CIRENCESTER POLICE
M. PC Section 40 [redacted] BUXBURY POLICE

PAGE 2 RBDAID 0001 UNCLAS
N. NIL
O. 3 PEOPLE IN HOUSE AND PEOPLE NEXT DOOR
P. 062245Z DEC 91
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDD)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 1 DGSTI

END U N C L A S S I F I E D

TOP

FEED DIRECTION

108/15/1 70

Section 40 [redacted]

U N C L A S S I F I E D

CAV080 031/731 337C2/47

FOR CAV

ROUTINE/ROUTINE 031033Z DEC 91

FROM RAF LEUCHARS
TO MODUK AIR
INFO HQSTC

U N C L A S S I F I E D
SIC 26F
FOR AFOR(RAF). REPORT ON UNIDENTIFIED FLYING OBJECT.
A 27 NOV 91 2230HRS 20 SECS
B ONE. BEVELLED STRIP LIGHTS. LIGHTS ONLY SEEN. NO SOUND
C BELLSDYKE ROAD. CARRON SHORE. BY FALKIRK
D NAKED EYE
E BETWEEN FALKIRK AND STIRLING
F GREATER THAN 45 DEGREES
G UNABLE TO JUDGE
H SLOW MOVING. HEADING FALKIRK TO STIRLING
J CLOUDY WITH CLEAR BREAKS
K NONE
L RAF LEUCHARS OPS
M Section 40 [redacted]

PAGE 2 RBDOXJ 0031 UNCLAS
N NONE
O Section 40 [redacted]
P 27 NOV 91 23102
Q YES
BT

DISTRIBUTION 26F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI SS
CAV 1 DGSTI

*END U N C L A S S I F I E D

MEMORANDUM **MOD Form 4A**

To Section 40 [redacted] 155c

Date 28/11/91

Your ref. –

From Sec(AS)2a 69

Tel. Section 40 [redacted]

Our ref. P/Sec(AS)12/3

Subject UFO REPORT

I have attached a letter about a recent UFO sighting. The witnesses sound reliable (civil servants!) and I would be grateful for any views you may have on this.

I have asked GE3(RAF) whether anything unusual appeared on AP radar.

I am aware that the JMC 91/3 exercise was going on at this time, but I'm not sure that the areas coincided.

Grateful for views!

Rank/ Appointment EO **Name in Block Letters** Section 40 [redacted] **Signature** Section 40 [redacted]

108/15/1

S.R.U.F.O.

Scottish Research into Unidentified Flying Objects

Section 40 [redacted]

ufo file pse.

68

Section 40 [redacted]

Section 40 [redacted]

Secretariat
(Air Staff) 2A Room Section 40
Ministry of Defence
in Building
Whitehall
London SW1A 2HB

22nd November 1991

Dear Sir,

Further to our telephone conversation of today Friday 22nd November 1991. I enclose details of the observations made by a number of Civil Servants in an Edinburgh Office block on the late afternoon of Wednesday 20th November 1991.

The witnesses have described the following incident:

During the period 15.50 hours until 16.15 on 20.11.91. Several objects were observed making erratic movements to the East of Edinburgh. From the vantage point in an upper floor of an office Block on the West of Edinburgh, the objects were seen above the local Edinburgh landmark of "Arthurs Seat" which is a large volcanic hill two miles to the East of the City Centre and an estimated 6 miles line of sight from the point of observation.

It is fair to add that several witnesses thought that the objects may have indeed been a greater distance to the East but in the same general direction.

The objects were not identified as conventional aircraft due to the very erratic movement patterns they made.

At around 16.15 a Civil aircraft thought to have been an Edinburgh bound Shuttle made its appearance in the same general area of airspace. As the Aircraft approached the objects they were seen to scatter upwards at phenomenal speed until they disappeared.

I find it hard to beleive that military aircraft would be operating in this area so close to traditional Civil air routes and I would be grateful if you would assist us by confirming whether or not there may have been Military manouvers at the above location and time.

I would also be most grateful for any other non confidential information that may assist us in our investigation into this incident.

Yours faithfully

Section 40 [redacted]

Chairman

TOP

FEED DIRECTION

~~FES~~

D8/15/1

67

UNCLASSIFIED

[illegible]

[illegible]

[illegible] NOV 91

FROM RAF [illegible]
TO MODUK AIR
INFO [illegible] SHIELD
HQ 11 GP BENTLEY PRIORY

UNCLASSIFIED
SIC [illegible]
MOD UK AIR/[illegible]
SUBJECT: UNIDENTIFIED FLYING OBJECT REPORT
A. BETWEEN 1 AND 4 OCT 91 SOMETIME BETWEEN 2000 AND 0130 [illegible] LASTING
10 SECS
B. LIKE A LOW FLYING A/C BUT MUCH BIGGER. EMITTING MASSIVE RED FLASHES
WHEN OVER THE HORIZON. SILENT
C. BACK GARDEN OF HOUSE IN STAINDROP 10 MILES FROM DARLINGTON
D. NAKED EYE
E. [illegible]
F. BETWEEN 20 - 30 DEGREES
G. VERY CLOSE ONE HUNDRED TO TWO HUNDRED YARDS FROM OBSERVER
H. SHOOT STRAIGHT ACROSS FROM NORTH TO SOUTH

[illegible]
[illegible]
[illegible]
[redacted]
N. [illegible]
P. 25 NOV [illegible]
BT

DISTRIBUTION 26F
F
CAB 1 SEC(AS) ACTION (CXX 1 AHDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 1 DDSTI

DISTRIBUTION 13F
F

UNCLASSIFIED

TOP

FEED DIRECTION

Section 40 [redacted]

Section 40 [redacted]

TOP

FEED DIRECTION

ufo Flying

66

[illegible]

[illegible]

[illegible]

FROM [illegible]
TO [illegible]

[illegible]

[illegible] 2&4
[illegible]
A. [illegible]
B. [illegible]
FLASHING LIGHT
C. [illegible]
D. STRUCTURE
E. [illegible]
F. UNKNOWN
G. UNKNOWN
H. STEADY [illegible]
PROTUBERANCE [illegible]
J. CLEAR DAY
K. NONE
L. RAF WEST [illegible]

PAGE 2 [illegible]
M. MR Section 40 [redacted]
N. NONE
O. NONE
P. 241002 NOV [illegible]
ST

DISTRIBUTION [illegible]
[illegible]
CAB [illegible]
TTL [illegible]
MAV [illegible]
MAG [illegible]

END [illegible]

C-8/15/1

Section 40

Section 40

UFO file

65

J O

Section 40 file pse

TOP

FEED DIRECTION

64

U N C L A S S I F I E D

LAV009 1171000 31DE0592

FOR CAV

ROUTINE 110052Z NOV 91

FROM RAF WEST DRAYTON
TO MOUDK AIR

U N C L A S S I F I E D
SIC 26F
SUBJECT: AERIAL PHENOMENA
A. 082200Z NOV 91 UNWARDS
B. RED WHITE AND BLUE LASER TYPE LIGHTS FLASHING BACKWARDS AND FORWARDS BETWEEN TWO POINTS. VERY BRIGHT LIGHTS. RED MIST/SMOKE ALSO OBSERVED
C. NORTH, NORTH EAST AND MID POWTS
D. NAKED EYE
E. LIGHTS SEEN OVER LARGE AREA
F. UNKNOWN
G. UNKNOWN
H. STEADY, CHANGING, ERRATIC
J. CLEAR SKY
K. NONE
L. NEWTOWN POLICE STATION Section 40

PAGE 2 RJBDAID 0002 UNCLAS
M. PC Section 40 NEWTOWN POLICE STATION. NUMEROUS PEOPLE HAD REPORTED LIGHTS TO NEWTOWN POLICE STATION
N. NONE
O. TWO SEPERATE MOBILE POLICE PATROLS AT 22562 SAW A HUGE LIGHT FOLLOWED BY AN EXPLOSION
P. 082300Z NOV 91
BT

DISTRIBUTION 26F
P
CAB 1 SEC(AS) ACTION (CXJ 1 AFDD)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 2 DGSTI

END U N C L A S S I F I E D

Section 40

File pse

ANNEX A TO
SUP 302

63

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	1830 hrs 13-45 9 NOVEMBER
B.	Description of Object (No of objects, size, shape, colour, brightness	VERY BRIGHT [illegible] ALONE – [illegible] – SEEMED TO QUITE NO NOISE – [illegible]
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	NOCCIRS [illegible]
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	NAKED EYE
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	SOUTH WEST (NEAR PLEIADES CONSTELLATION)
F.	Angle of Sight (Estimated heights are unreliable)	N/A – JUST HIGH
G.	Distance (By reference to a known landmark)	100'S OF MILES
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	VERRED NORTHWARD
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	CLEAR. DRY
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	DARTMOOR

L.	To whom reported (Police, military, press etc)	PRESS, LINTON AIRPORT, POLICE.
M.	Name & Address of Informant	Section 40 [redacted]
N.	Background of Informant that may be volunteered	[redacted]
O.	Other Witnesses	———
P.	Date, Time of Receipt	0130 - 11 NOVEMBER.
Q.	Any Unusual Meteorological Conditions	PARTICLES OF DUST HAVE BEEN SEEN - REPORTED ON LOCAL NEWS
R.	Remarks	SHE SEEMED CONVINCED - WILL BE REPORTING SIGHTING TO PRESS AND WRITING TO US FOR MORE INFO

Section 40 [redacted] .....

Squadron Leader
Duty Operations Officer
AF/Ops

Date 11 NOV .....

Copies to:
~~Sec(AS)2~~
AEW/GE
DI 55
File AF Ops/1/11

Section 40

ANNEX A TO
SUP 502

62

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	7 November 1991 21.20 - 21.30
B.	Description of Object (No of objects, size, shape, colour, brightness)	Bright White Light (large) hovering over Durham City. Light along side Long white, rounded shape.
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	From outside a car. Roundabout A167 Approaching Durham City from Chester-le-Street.
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	Car travelling South. West of Durham City - Object to South of Durham.
F.	Angle of Sight (Estimated heights are unreliable)	60° to Horizon.
G.	Distance (By reference to a known landmark)	Fairly close to observer. Distance not known.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Seemed to bank on side and then disappear Down and Away.
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Very clear - low cloud on horizon - starlight.
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	To right of Durham Cathedral

L.	To whom reported (Police, military, press etc)	Report to Police and Newcastle Airport.
M.	Name & Address of Informant	Section 40 [redacted]
N.	Background of Informant that may be volunteered	Runs Shop
O.	Other Witnesses	[redacted] Wife + Daughter
P.	Date, Time of Receipt	Ø8 13SØ 2 NOV 91
Q.	Any Unusual Meteorological Conditions	None.
R.	Remarks	

Section 40 [redacted] Sec(AS)2

~~Squadron Leader~~
~~Duty Operations Officer~~
~~AF Ops~~

Date 8/11/91

Copies to:
~~Sec(AS)2~~
AEW/GE
DI 55
File AF Ops/1/11

TOP

FEED DIRECTION

Section 40 [redacted]

ufo file pse.

61

UNCLASSIFIED

CAV016 28/0900 301C0410

FOR CAV

ROUTINE 280810Z OCT 91

FROM RAF WEST DRAYTON
TO MODUK AIR

UNCLASSIFIED
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 272345L OCT 91. FIVE MINUTES
B. ONE. (SIX RED INTERCONNECTED CIRCLES). WIDTH OF MINOR ROAD. CIRCULAR. RED. VERY BRIGHT. BEEPING
C. HAMPSTEAD HEATH, HAMPSTEAD LANE. WINNINGTON ROAD. OUTDOORS MOVING
D. NAKED EYE
E. NIL
F. NIL
G. VERY CLOSE
H. CHANGING
J. CLEAR
K. NIL
L. HAMPSTEAD POLICE
Section 40 [redacted]

PAGE 2 RBDAID 0001 UNCLAS
Section 40 [redacted]
N. NIL
O. YES
P. 280015L OCT 91
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ. 1 AFDU)
CYD 1 DD GE/AEW
CAV 1 D1 55
CAV 2 DGSTI

END UNCLASSIFIED

Section 40

file pse

ANNEX A TO
DOF 702

60

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	1500 HRS - 2200 HRS 7 NOVEMBER
B.	Description of Object (No of objects, size, shape, colour, brightness	3-5 SEPERATE LIGHTS GOING ROUND IN A CIRCLE - EACH INDIVIDUAL [illegible] LOOKED TRIANGULAR. FUZZY BLUE/WHITE - QUITE LARGE
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	OUTDOOR STATIONARY - DOORSTEP.
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	NAKED EYE
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	TRAVELLING AROUND IN A CIRCLE.
F.	Angle of Sight (Estimated heights are unreliable)	OVER HEAD/45° - 70° ABOVE CLOUDS.
G.	Distance (By reference to a known landmark)	ABOVE CLOUDS
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	-
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	+ SOME CLOUD.
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	CRYSTAL PALACE (TOO FAR TO SEE).

L.	To whom reported (Police, military, press etc)	—
M.	Name & Address of Informant	Section 40 [redacted] WEST WICKHAM.
N.	Background of Informant that may be volunteered	RESPECTABLE
O.	Other Witnesses	HUSBAND SON
P.	Date, Time of Receipt	11-00 SNOVEMBER
Q.	Any Unusual Meteorological Conditions	—
R.	Remarks	

Section 40 [redacted]

Section 40 [redacted]

SEC(KS)2A
~~Squadron Leader~~
~~Duty Operations Officer~~
~~AF Ops~~

Date Section 40 [redacted] 15 NOVEMBER 1991

Copies to:
~~Sec(AS)2~~
AEW/GE
DI 55
File AF Ops/1/11

ROUTING AND TRANSMITTAL SLIP

Date 24-10-91

TO:	Initials	Date
1. Section 40 [redacted]		
2.		
3.		
4.		
5.		

file pse.

	Action		File		Note and Return
	Approval		For Clearance		Per Conversation
	As Requested		For Correction		Prepare Reply
	Circulate		For Your Information		See Me
	Comment		Investigate		Signature
	Coordination		Justify		

REMARKS

Section 40 [redacted]

Section 40 [redacted] Data Base please

Could this be lasers? – or perhaps of interest to you

Section 40 [redacted]

FROM: Section 40 [redacted]

Room No —Bldg

Phone No Section 40 [redacted]

55

They will receive the right to acquire full ownership or to lease them. The range of services provided by our ground stations is being widened considerably.

The new policy has been approved not only by the countries participating in Intersputnik, for it is also receiving international support. Evidence of this is the accession of the organization's sixteenth member, Syria, and a memorandum of co-operation with the Intelsat satellite communications consortium. Germany has declared its desire to become the GDR's heir in Intersputnik. An accord has also been reached with US firms to develop a joint television and telephone bridge between America and Europe. *(TASS World Service in Russian 1608 gmt 18 Oct 91)*

[4]

Plisetsk launching ground boss embraces glasnost *(Text)* For the first time, the new head of the launching ground at Plisetsk, Maj-Gen (?Perminov), at his own initiative notified the Arkhangelsk Oblast administration of a forthcoming satellite launch. He gave details of the aims of the launch, the flight path and where spent sections of the rocket would be discarded. The general promised to tell the White Sea area administration should anything not go according to plan. The launch was a success. Reporting this, the newspaper 'Pravda Severa' calls upon the sailors, submariners and nuclear physicists of the Novaya Zemlya range to follow this good example. *(All-Union Radio, Mayak 2300 gmt 18 Oct 91)*

[5]

UFO sighting reported in Kazakhstan *(Text)* Residents of this regional centre in Kazakhstan sighted an Unidentified Flying Object last week, the local youth newspaper 'Express-K' reports today. The UFO, seen on the eve of the Soviet-Austrian space crew's landing, was described by eye-witnesses as a saucer with a semi-transparent halo and rays "shooting out" in different directions. According to the newspaper, this was not the first time the local residents observed the phenomenon in the sky over the city. Suprisingly enough, UFOs take the same route, flying from the north down to south, towards the usual landing area of Soviet cosmanauts. The newspaper claims UFOs obviously display keen interest in either bauxite deposites located in the area or in the Soviet space programme. *(TASS World Service, in English 1422 gmt 16 Oct 91)*

[Section D was last published in SU/1204.]

Section 40 [redacted]

UFO file pse. 54

LOOSE MINUTE

D/Sec(AS)12/1

24 October 1991

DI55c - Section 40 [redacted]

UFOs - PHOTOGRAPHS

1. We spoke recently about the possibility of trying to obtain the photographs of the UFO seen over Porlock by Section 40 [redacted]

2. We have given this very careful consideration, but regret that we do not believe we should follow this up.

3. There is a very good chance that any efforts we make to obtain photographs or videos of UFOs will come to the attention of the press and/or the UFO lobby, and this could be seen as MOD investigation of UFOs - something that we (and, far more importantly, Ministers) have said we will not do.

4. Having said this, we will continue to look at each such request on its merits. Additionally, if we are ever directly offered photos/videos, we will say that we are prepared to have a look at them.

Section 40 [redacted]

Sec(AS)2a

Section 40 [redacted]

TOP

FEED DIRECTION

53

U N C L A S S I F I E D

CAV016 211601Z EV4.0260

FOR CAV

ROUTINE 211602Z OCT 71

FROM AMF AESI BRAMPTON
TO MOBUK MIR

U N C L A S S I F I E D
SIC 20F
SUBJECT: AERIAL PHENOMENA
A. 201815Z TO 201700Z OCT 71
B. LARGE 8 TO 10 SILVER LIGHTS, ORANGE
C. OUTDOORS, STATIONARY. Section 40 LIMBURY MENU, ONTON
D. NAKED EYE
E. OVERHEAD
F. VERTICAL
G. 500FT E
H. N/K
J. CAVUK
K. N/K
L. TERMINAL DUTY MANAGER LUTON AIRPORT AT 20412Z
Section 40
N. N/K

PAGE 2 RJDAID 0001 UNCLAS
O. N/K
P. 202109Z ATCO D AND P
ST

DISTRIBUTION 20/
F
CAB 1 SECRETARY ADMIRALTY (CAS) 1 MOD
CTC 1 DG GE/NEW
CAV 1 DI 25
CAV 2 DGSTI

END U N C L A S S I F I E D

UFO file pse.
photos asked for.

TOP

FEED DIRECTION

52

CAS014 [illegible]

FOR CAV

[illegible]

FROM FAF WEST [illegible]
TO MOD[illegible]

U N C L A S S I F I E D
SIC Z6F
SUBJECT: [illegible]
A. [illegible]
B. TWO [illegible]
OTHER
C. [illegible]
D. NAKED [illegible]
E. CAST
F. N/A
G. N/A
H. STEADY
J. [illegible]
K. N/E
L. [illegible]

Section 40

PAGE 2 [illegible]
M. NIL
O. HUSBAND
P. [illegible]Z [illegible]
ST

DISTRIBUTION [illegible]
F
CAB 1 [illegible] [illegible]
CYB 1 [illegible]
CAV 1 [illegible]
CAV 2 [illegible]

END

UFO File

Section 40 [redacted]

51

Section 40 [redacted]

Secretariat (Air Staff) 2a
Room Section 40
Ministry of Defence
Main Building
Whitehall
London SW1A 2HB

17 October 1991

Dear Section 40 [redacted]

I am sorry to bother you with what may well turn out to be an easily explainable UFO sighting, but I promised the witnesses to inform the MoD about it.

Section 40 [redacted] and Section 40 [redacted] plus three other students from Eastbourne College, claim to have observed a peculiar flying object in Hyde Park, London, on Monday 26 August, between 18.30 and 19.00 hrs. I append their separate sketches of the object, which they are convinced was not a kite or balloon.

The object appeared to be moving fast at a high altitude, and glistening or rotating. It also appeared to be surrounded by a heat haze, which made the object look black at times. The entire sighting lasted for about fifteen minutes.

These are all the details I have. Perhaps you could be kind enough to let me know if you received any other reports at that time?

With many thanks in advance,

Yours sincerely

Section 40 [redacted]

encl.

Section 40 [redacted]

Section 40 [redacted]

Section 40
[redacted]

18th Oct. '91

SEC (AS2) ROOM Section 40
MOD Main Building
Whitehall
London SW1A 2HB

Dear Sir,

I am a fourth year languages student at Section 40 in Section 40 which is very close to Heathrow Airport. I was cycling home on Monday 14th October from the main college campus at about 12:15 am (00:15) when my attention was attracted by an extremely loud buzzing sound, not unlike that of a car alarm or rape alarm, but much louder. Looking up into the sky I saw a single intensely bright white light flying above me, flying too highly to be an aeroplane landing or taking off. This aircraft remained flying parallel to me, even though I was cycling along the bends and curves of Coopers Hill Lane, giving me the absurd impression that I was being followed. On arriving home and dismounting my bike, the deafening noise and light suddenly and instantaneously disappeared.

I would be very grateful if you might be able to explain what exactly the noise and aircraft were. I would appreciate hearing your opinion on the matter. I usually enjoy observing the planes flying to and from Heathrow and would be interested to find out what this aircraft was.

I thank you for your attention,

Yours Faithfully,

Section 40
[redacted]

UFO file

TOP

FEED DIRECTION

50

U N C L A S S I F I E D

CAV071 171610 290C2442

FOR CAV

ROUTINE 171429Z OCT 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 16 OCTOBER 91
B. MAIN BLAZE OF LIGHTS WITH TWO EITHER SIDE. A FLOURESCENT BANANA SHAPE OF LIGHTS UNDERNEATH MAIN SECTION OF LIGHTS
C. SWANSEA VALLEY. IN CAR. THE CAR WAS IN VALLEY AND THE OBJECT WAS SIGHTED ON TOP OF HILL OF VALLEY
D. NAKED EYE
E. NIL
F. NIL
G. LESS THAN A QUARTER OF A MILE
H. IT REMAINED STILL FOR APPROXIMATELY TWO MINUTES THEN SHOT STRAIGHT UPWARDS INTO CLOUDS
J. WINDY, CLOUDY
K. NIL

PAGE 2 RBDAID 0012 UNCLAS
L. POWYS POLICE STATION
Section 40 [redacted] LOWER CWMTWRCH, SWANSEA Section 40 [redacted]
N. NIL
O. NO
P. 17 OCTOBER 1991 MORNING
BT

DISTRIBUTION Z6F
P
LAB 1 SEC(AS) ACTION (CXJ 1 AFDD)
CYD 1 DD GE/AEW
CAV 1 D1 S5
CAV 2 DS1

NNNN U N C L A S S I F I E D

UFO file

Section 40

Section 40

49

with the compliments of
Ministry of Defence

Sec(AS)2a

D155c - Section 40 [redacted]

Further to our recent chat, Section 40 [redacted] completed UFO report from has now been received. Hope it helps!

Section 40 [redacted]

MOD Form 195 (Revised 6/89)

48/1

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Wednesday 2nd or 9th October 1991 about 2.30 - 3.00 pm. From first sighting until end of filming - about 3-4 mins.
B.	Description of Object (No of objects, size, shape, colour, brightness)	Single shining object - occasionally reflecting the sun - very, very distant but in comparison with planes would be much larger
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	I was standing outside facing due North-East.
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	By naked eye - then through camcorder - but could still see it when any aids until it disappeared
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	First seen travelling from North to North-East, - over Brightling Needle - Cross-in-Hand Television mast would be behind my left shoulder - SW
F.	Angle of Sight (Estimated heights are unreliable)	Approximately 30° angle from where I was standing
G.	Distance (By reference to a known landmark)	The distance from the ground would be difficult to estimated - I know that at that distance a commercial plane could not be seen.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	It travelled in a more or less E to W direction although it moved about abit
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear blue skies no clouds at all.
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Only overhead lines to my cottage - a valley covered by Dallington Forest - no lakes -

L.	To whom reported (Police, military, press etc)	NOT REPORTED
M.	Name & Address of Informant	Section 40 [redacted]
N.	Background of Informant that may be volunteered	Section 40 [redacted] 'about as informal as one can be these days'
O.	Other Witnesses	Only the helicopter on the tape. as far as I know
P.	Date, Time of Receipt	
Q.	Any Unusual Meteorological Conditions	
R.	Remarks	

TOP

FEED DIRECTION

Section 40

48
+1

Section 40

Section 40

Section 40

TOP

FEED DIRECTION

ufo file

47

U N C L A S S I F I E D

CAS015 08/0957 281C0847

FOR CAV

ROUTINE 080002Z OCT 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT AERIAL PHENOMENA
A. 7 OCT 91 2201-2212 LOCAL
B. CLUSTER OF LIGHTS. 3 UPTURNED [illegible] SMALLER [illegible] SERIES OF BLUE AND WHITE FLASHES AROUND IT. [illegible] NO SOUND
C. EAST CALDER WEST LOTHIAN. INDOORS AND OUTDOORS
D. NAKED EYE. BINOCULARS
E. OBJECT MOVED BETWEEN RATHO AND EDINBURGH AIRPORT
F. 1-2000FT DESCENDING
G. APPROXIMATELY 5 MILES
H. MOVED VERTICALLY UPWARDS. HOVERED FOR 6 MINS. MOVED SLOWLY TO THE SOUTH EAST. HOVERED FOR 2 MINS. DROPPED SLOWLY OUT OF SIGHT
J. CLEAR NIGHT
K. NIL
L. LIVINGSTON POLICE. EDINBURGH AIRPORT

PAGE 2 RBDAID 0005 UNCLAS
Section 40 [redacted]
N. Section 40
O. ~~HIS WIFE~~
P. 072210Z OCT 91. SIMILAR INCIDENT OCCURED ON 4 OCT [illegible] LOCAL
BT

DISTRIBUTION Z6F
F
CAB 1 SECONDARY ACTION [illegible]
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 2 DGSTI

END U N C L A S S I F I E D

TOP

FEED DIRECTION

46

U N C L A S S I F I E D

CAV015 04/0739 277C0390

FOR CAV

ROUTINE 040730Z OCT 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D

STC Z6F
SUBJECT AERIAL PHENOMENA
A. 031926L OCT
B. ONE. SPLIT INTO TWO. WHITE. NO SOUND. NO SMELL
C. 7 TO 10 MILES SOUTH OF SOUTH MAULTON. STATIONARY
D. NAKED EYE
E. FROM NORTH WEST
F. NIL
G. NIL
H. NIL
J. NIL
K. NIL
L. ORDERLY OFFICER RAF CHIVENOR
M. [redacted] Section 40
N. NIL

PAGE 2 RSDAID 0002 UNCLAS
O. NIL
P. NIL
BT

DISTRIBUTION Z6F
F
LAB 1 SEC(AS) ACTION (CXJ 1 AFDD)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 2 DGSTI

END U N C L A S S I F I E D

→ 55c

45

M4

APS/US of S(AF)

Copy to:
D Air Def
SRAFLO
DI55c
Sec(AS)1a

1. I attach at E6 a self-explanatory draft response to the letter at E5.

2. Given that a three metre long object seen from a distance of 1000 feet would have appeared very small to the naked eye especially at 9 o'clock in the evening when the light would have been failing. The estimated length of the object must also be treated with caution as, despite the undoubted experience of the crew, it is notoriously difficult to assess dimensions when no references are available. Hence it is probable that the object was not a missile; indeed it may have been another aircraft which, incidentally, would not have required Air Traffic Control clearance to fly at that height if it was clear of controlled airspace such as airways.

Section 40 [redacted]

Sec(AS)2

30 September 1991

Section 40 [redacted]

D/US of S(AF)/ADG 5597

Thank you for your letter of 5 September 1991, in which you raised further questions about the air incident over Kent on 21 April 1991.

Firstly, I can confirm that whatever was seen was not connected with any USAF activity. With regard to the criteria used to judge if such sightings represent a threat, the staff in my Department who are responsible for the air defence of the United Kingdom assess such sightings based on military expertise and an analysis of the available information. Unless it is judged that a sighting does present a threat, and I can confirm that this has not been the case so far, no further attempt is made to identify what was seen. You also asked about warning systems and the possibility of a hostile response being triggered. The UK operates a range of warning systems, but there are, of course, sophisticated operating procedures and safeguards to ensure that any response is appropriate to the circumstances. I can confirm that the incident over Kent did not result in any response.

As far as a review of UFO sightings is concerned, I am afraid that I simply could not justify the use of defence funds on such an investigation, unless a clear threat to the security of the UK had been identified, and as I have already said, no reports received to date fall into this category. Any air safety implications are, as I have already indicated, a matter for the CAA.

I hope this is helpful.

The Earl of Arran

Paul Murphy Esq MP

TOP

Section 40

FEED DIRECTION

44

U N C L A S S I F I E D

CAV105 30/1902 273C3002

FOR CAV

PRIORITY/PRIORITY 301800Z SEP 91

FROM RAF SAXA VORD
TO MODUK AIR
INFO HQSTC
PWHQ
HQ 11 GP BENTLEY PRIORY

U N C L A S S I F I E D

SIC Z6F/KGA
UFO SITING REPORT
A. 292036A LESS THAN ONE SECOND
B. V BRIGHT WHITE LIGT
C. DRIVING POSTION OF LORRY A968 HDG SOUTH 6046N 00050W
D. NAKED EYE
E. 050T FROM PARA C
G. 15 UP
G. 2NM
H. AWAY AND DOWN THEN GONE
J. 35KM VIS 3/8 CUSC BASE 2000FT
K. LIGHTHOUSE ON BALTA ISLAND OBSCURED BY LAND. UNST AIR PORT CEASED

PAGE 2 RBDOXN 0009 UNCLAS
FLYING 291935A
L. DUTY CONTROLLER RAF SAXA VORD
M. SAC[redacted] RAF SAXA VORD
N. NIL
O. CPL[redacted] RAF SAXA VORD
P. 292130A SEP 91
Q. YES PLEASE
BT

Section 40

Section 40

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 2 DGSTI

DISTRIBUTION KGA
F
CYD 1 DD GE/AEW ACTION (CXJ 1 AFDO)

U N C L A S S I F I E D

TOP

FEED DIRECTION

CXJ 1 AFDO

with the compliments of

MINISTRY OF DEFENCE

Sec(AS) 2 a

Section 40 [redacted]

DJ55c - Section 40 [redacted]

I would be grateful for your thoughts on this one - any satellite activity that could account for this?

Section 40 [redacted]

MOD FORM 195

UFO file pro...

43

Sir Fergus Montgomery MP

XHO

HOUSE OF COMMONS
LONDON SW1A 0AA

Ref: 7425 25 September 1991

Dear Michael,

i enclose a letter I have had from Section 40 [redacted] Altrincha, who as you can see witnessed a fireball fall from the sky but has read nothing in any of the papers since then. He seems to feel that it landed somewhere in the Lancashire area. I wondered if you could let me have a reply to pass on to him.

Yours,

The Rt Hon Michael Heseltine MP

-/425

Section 40

[redacted]

Sir Fergus Montgomery. M.P.
House of Commons.
London.

Dear Sir Fergus.

Last evening, whilst watching T.V. at 12.23 p.m. I witnessed a fireball fall from the sky. It was visible for between 5 & 10 seconds & the bearing from my home was approx 245° N.NW. I hadn't drawn the curtains & it was quite the most spectacular thing I've seen. It was too slow for a meteorite & too fast for a Venery Light. (in case it was a house) so my belief is that it was a satellite or portion of one. I haven't heard anything on the news this morning, my guess was that it would have landed somewhere in the Lancashire area. Any thing North of this & I reckon it would have been a very large object indeed. I am at a loss as who to inform, hence this letter to you.

Yours faithfully

Section 40

[redacted]

TOP

FEED DIRECTION

42

U N C L A S S I F I E D

CAV076 251343 268C1956

FOR CAV

ROUTINE 251102Z SEP 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIL 76F
SUBJECT: AERIAL PHENOMENA
A. 23 SEP 91 1930L 3 TO 7 MINS LONG
B. 1 BY MAIN CIGAR SHAPED PURPLE/RED HOVERED. 2 SMALLER OF SAME COLOUR DROPPED FROM IT AND MOVED OFF AND FADED INTO CLOUD. NO SMELL NO SOUND
C. OUTDOORS BURMANTOFTS LEEDS
D. NAKED EYE
E. E TO W FROM YORK TO LEEDS AIRPORT
F. 5 DEGREES ABOVE HORIZON
G. 2 TO 3 MILES 1000 TO 2000FT
H. NIL
J. SLIGHTLY CLOUDY CLEAR WEATHER CLOUD HIGH
K. TOWER BLOCKS 10 STOREY HIGH
L. LEEDS POLICE

PAGE 2 RBDAID 0006 UNCLAS
Section 40 [redacted]
N. NIL
Section 40 [redacted]
P. 232000L SEP 91
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CAJ 1 AFDU)
LTB 1 DD CE/AEW
CAV 1 DI 55
CAV 2 DGSTI

END U N C L A S S I F I E D

TOP

Section 40

FEED DIRECTION

41

[illegible]

FROM [illegible]
TO [illegible]

[illegible]
SIC SGE
(SIC INSERTED [illegible]
ROUTINE
STD 2400/1 [illegible]
[illegible] CC [illegible]
TO MOD

REPORT [illegible]

1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. [illegible]
10. [illegible]
11. [illegible]
12. [illegible]
1. [illegible]
2. [illegible]
3. [illegible]
4. [illegible]
5. [illegible]
6. [illegible]
7. [illegible]
8. [illegible]
9. MO.
ST

DISTRIBUTION [illegible]
C
CMV [illegible]

END

TOP

FEED DIRECTION

Section 40

40

R E S T R I C T E D

UNCLASSIFIED

SEC (RS) 2
AKW/GE
DISS

CXJ033 24/0840 267C0629

FOR CXJ

PRIORITY 240750Z SEP 91

FROM RAF WADDINGTON
TO BROAD SHIELD
MODUK AIR

R E S T R I C T E D
SIC I3F/IBJ
MODUK AIR FOR AFDO. HQSTC FOR UKRAOC AND WG CDR GE
SUBJECT REPORT OF AN UNIDENTIFIED FLYING OBJECT
A.240322Z SEP 91
B. 1 OBJECT-BRIGHT LIGHT HOVERING
C. HOWDALE ROAD JUNCTION WITH LINNET DRIVE OUTSIDE IN A STATIONARY POSITION
D. NAKED EYE
E. SOUTHEAST
F. 30 DEGREES
G. 5 MILES
H. MAINTAINED SAME HEIGHT BUT MOVED 10 DEGREES SOUTH SOUTHEAST TOWARDS SOUTH
8. VERY GOOD VISIBILITY

PAGE 2 RBDOXR 0003 R E S T R I C T E D
J. NO OBJECT CLOSE
Section 40 [redacted] HULL POLICE STATION
M. NIL
Section 40 [redacted] HULL POLICE STATION
O. 240340Z SEP 91
BT

DISTRIBUTION I3F
F
CXJ 1 AFDO ACTION (CXJ 1 AFDO)

DISTRIBUTION IBJ
F
CYD 1 DD EW&R ACTION (CXJ 1 AFDO)

LOOSE MINUTE

D/Sec(AS)12/4

17 September 1991

UFO file . 39

Section 40 [redacted]

D Air Def
SRAFLO

Copy to:
Sec(AS)1a
DI55c

AIR INCIDENT OVER KENT

1. I attach a copy of a Parliamentary Enquiry that we have received from Paul Murphy MP.

2. Some addressees may already be aware of the "Alitalia incident", in which the pilot of an Alitalia aircraft reported a near-miss with a missile-type object on 21 April 1991, over Lydd in Kent, at a height of approximately 22000 feet. I have attached a copy of the pilot's report and a newspaper article about the incident for ease of reference.

3. Although an object was seen on radar, subsequent enquiries were not able to identify it.

4. Could SRAFLO confirm that the object was not connected with any USAF activity.

5. I would be grateful if D Air Def could supply some unclassified sentences to cover the MP's point about a response from warning systems, and the possibility of a hostile response being triggered.

6. In order to meet our Parliamentary deadline, can I ask for responses by cop Wednesday 25 September.

Section 40 [redacted]

Sec(AS)2a

Section 40 [redacted]

PAUL MURPHY, MP,
House of Commons,
London SW1A 0AA

Desk Phone Section 40 [redacted]
Messages
Pontypool Office

FAX Numbers:

5 September 1991

The Earl of Arran
Ministry of Defence
Main Building
Whitehall
LONDON
SW1A 2HB

Dear Lord Arran

Thank you for your letter regarding the subject of an air incident over Kent, and the reply sent to my constituent Section 40 [redacted] I am still very concerned that the Ministry of Defence does not know what the UFO was, and I believe that the matter raises the following:-

Can you state with equal certainty that the 'missile' did not originate from USAF aircraft or bases in Britain?

If, as stated, you have no idea what the objects are, what criteria is used to judge whether they are a threat, have any to date been regarded as a threat?

Did the Alitalia incident produce any response from these warning systems? Is it not a grave dangerthat one of these unidentified objects will trigger a hostile response with potentially disastrous consequences?

cont...../2

The Earl of Arran 5 September 1991

Every one of the thousands of reports has been dismissed by the MoD as no threat. Surely, whatever criteria are used to judge them individually, the large accumulation of reports that the MoD now possess, demands a review of this phenomenon, its implications for air safety and the defence of the United Kingdom.

I look forward to your reply.

Yours sincerely

PAUL MURPHY, MP

cc: Section 40 [redacted]

(3A)

NEAR COLLISION - AIR TRAFFIC INCIDENT REPORT FORM

NOTE: To be filled in printed characters and in english language.
Shaded boxes contain items to be included in an air report by radio.
Items marked thus * must be deleted as appropriate.

SECTION 1 - GENERAL INFORMATION

TYPE OF INCIDENT	A	INCIDENT NEAR COLLISION PROCEDURAL FACILITY*
NAME OF PILOT-IN-COMMAND	B	Section 40 [redacted]
OPERATOR	C	ALITALIA
IDENTIFICATION MARKINGS OF AIRCRAFT	D	I - DAWC
AIRCRAFT TYPE	E	MD 80
RADIO CALL SIGN IN COMMUNICATION WITH - FREQUENCY AT TIME OF INCIDENT	F	AZ 284 - LON 124.1 - AT ~ 2000/Z
AERODROME OF DEPARTURE	G	MILAN - LINATE
AERODROME OF FIRST INTENDED LANDING AND DESTINATION, IF DIFFERENT	H	LONDON - HEATHROW
TYPE OF FLIGHT PLAN	I	IFR
POSITION AT TIME OF INCIDENT HEADING OR ROUTE TRUE AIRSPEED	J	~ 30NM SOUTH BIGGIN VOR - HEADING 320° - TAS 380
FL, ALTITUDE OR HEIGHT ALTIMETER SETTING ATTITUDE	K	FL/FL FLIGHT CLIMBING DESCENDING TURNING* FL 222 - ALT 1013 - RATE 2000
FLIGHT WEATHER CONDITIONS AT TIME OF INCIDENT	L	IMC VMC VMC Distance above below cloud fog haze 30 Km NM* Distance horizontally from cloud * Between cloud layers In cloud rain snow sleet fog haze Flying into out of sun Reported estimated flight visibility 30 Km NM*
DATE AND TIME OF INCIDENT IN GMT	M	REPORTED BY RADIO TO LON 127.1 FIS TWR APP ACC FIC* AT 04/21/91 ~ 2000/Z (date, time)

SECTION 2 - DETAILED INFORMATION

DESCRIPTION OF OTHER AIRCRAFT, IF RELEVANT Type, high/low wing, No. of engines Radio call sign, registration Markings, colour, lighting Other relevant details	N	OBJECT SIMILAR MISSILE - WITHOUT EXHAUST FLAME - UNKNOWN LIGHT BROWN - SIMILAR DESERT COLOUR ABOUT 3 METERS LENGTH - ROUND SHAPE -
DESCRIPTION OF INCIDENT If desired, add comment or suggestion including your opinion on the probable cause of the incident. In case of near collision, give information in respective flight paths, estimated vertical and horizontal sighting and miss distances between aircraft and avoiding action taken by either	O	DURING DESCENT, AT FL 222 I SAW FOR ABOUT 3-4 SECONDS A FLYING OBJECT, VERY SIMILAR TO A MISSILE, LIGHT BROWN COLOURED, WITH A TRACK OPPOSITE THEN MINE WHICH WAS 320° - IT WAS HIGHER THAN US ABOUT 1000 ft.

AT ONCE I SAID "LOOK ~~AT~~ OUT - LOOK ~~AT~~ OUT" TO MY COPILOT WHO LOOKED ~~AT~~ OUT AND SAW WHAT I HAD SEEN - AS SOON AS THE OBJECT CROSSED US I ASKED TO THE ACC/OPERATOR IF HE SAW SOMETHING ON HIS SCREEN AND HE ANSWERED " I SEE AN UNKNOWN TARGET 10 N.M. BEHIND YOU" -

DATE 04/22/91 TIME 5 P.M. NAME AND ADDRESS CPT FUNCTION AND SIGNATURE
PLACE LONDON OF PERSON SUBMITTING Section 40 [redacted] OF PERSON RECEIVING
OF COMPLETION OF FORM REPORT Section 40 [redacted] REPORT

SECTION 3 - SUPPLEMENTARY INFORMATION

by ATS unit concerned (not for pilot's use)

HOW REPORT RECEIVED	P	RADIO TELEPHONE TELEPRINTER* AT ARO AFIS TWR APP ACC FIC*
DETAILS OF ATC ACTION Clearance issued, instructions issued, radar warning given, conflict resolved, local enquiries, etc.	Q	

* Delete as appropriate

SIGNATURE OF ATC OFFICER DATE TIME GMT

Mod. (6924) NAV UNI Ae

ICAO - ANG RAC DOC 4444 RAC 501 12

Inquiry into pilot's sighting of missile

By Stephen Ward

THE CIVIL Aviation Authority has launched an investigation into a reported near-collision between a passenger airliner and a missile in civilian airspace over Kent.

But the Ministry of Defence said it could not have been a British missile. The CAA says that there were no other aircraft under its control there and that it has still failed to explain the sighting.

Captain Achille Zaghetti, pilot of the McDonnell Douglas MD80, operated by the Italian airline Alitalia, was flying from Milan to Heathrow at 22,200ft, with 57 people on board, on 21 April when he reported to British Air Traffic Control that a missile had flown less than 1,000 feet above him in the opposite direction.

It was 9pm, still light in the air, and the local air traffic controllers at Lydd airport said the visibility was exceptionally good.

Capt Zaghetti said the missile was light brown and about 3 metres long. His co-pilot confirmed the sighting. Their descriptions are consistent with a target missile used for artillery or air defence practice, but the Ministry of Defence insisted yesterday that none were in use on 21 April.

Although it has taken the report of an experienced pilot at face value, in a public statement yesterday the CAA attempted to imply that he had seen a drifting object, perhaps a stray balloon.

The statement said: "The pilot said the object was light brown, round, 3 metres long, and did not describe any means of propulsion. The aircraft was under the control of the London air traffic control centre who had no other aircraft in the vicinity but consistent with the pilot report, a faint radar trace was observed 10 nautical miles behind the Alitalia aircraft.

"The air traffic controller submitted an occurrence report and investigatory action began immediately. Extensive inquiries have failed to provide any indication of what the sighting may have been."

A Ministry of Defence spokesman said yesterday: "Whatever he might have seen might have been something that was flying, but was certainly not anything that was fired. It was a Sunday. The only ranges we have in the Kent area are Lydd and Hythe, and they are concerned with small arms only."

Asked if target missiles were used, he said: "It's absolutely in the middle of the busiest air traffic area. People just don't fire missiles there, but of course, we do have quite a few UFO reports and often people who see these things describe them as missile or cigar-shaped, or else round, and sometimes they do appear to be travelling with no means of propulsion."

'The Independent' 6 May 1991

U N C L A S S I F I E D

DAVESI 15/1312 25090572

FLR DAV

ROUTINE/ROUTINE 151055Z SEP 71

FROM KAF LEUCHARS
TO MOD(UK AIR
INFO HQSTC
MOD(AIR SHIELD

U N C L A S S I F I E D
SIT REP
FOR AIR MOD(KAF)
SIGHTING OF AN UNIDENTIFIED FLYING OBJECT.
A. 151955Z SEP 71
B. SMALL BLACK BALL WHICH BECAME LIGHTER THEN BECAME DARK AGAIN
C. MILITARY-NT3677. OUTSIDE. STATIONARY
D. NAKED EYE
E. LOOKING TOWARDS BUCKHAVEN-NT3598
F. NOT KNOWN
G. NOT KNOWN
H. MOVED TOWARDS COASTLINE
J. VISIBILITY GOOD. VERY LITTLE CLOUD COVER
K. NIL

PAGE 2 RBLOUXJ 0002 UNCLAS
L. WIND UPS. RAF LEUCHARS
Section 40 FIFE
M. NIL
N. NIL
P. 151955Z SEP 71
Q. YES
BT

DISTRIBUTION ZEN
F
INFO I SECRETARY ADMIRALTY : DXJ I AIRDU)
DTI I MO SEZ/AHS
DAV I DI SS
DMV 2 DESTI

U N C L A S S I F I E D

ANNEX A TO
SOP 502

37

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	142245A Sep 91. Visible for approx 5 min.
B.	Description of Object (No of objects, size, shape, colour, brightness)	1 steady white light like a star
C.	Location, indoor/outdoor, stationary/moving	Outdoors, Amber Street, Saltburn by Sea
D.	How Observed (naked eye, binoculars, other optical device, still or movie	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	First seen directly overhead
F.	Angle of Sight (Estimated heights are unreliable)	90 degrees
G.	Distance (By reference to a known landmark	Not known.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Smooth movement no sound
J.	Met Conditions during Observations (Moving clouds, haze, mist etc) (Moving clouds, haze, mist etc)	Clear
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake etc or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Nothing of note, in built up area.

L.	To whom reported (Police, military, press etc)	RAF Fylingdale (2255A)
M.	Name & Address of Informant	Not given in case he was thought to be a crank
N.	Background of Informant that may be volunteered	- Care worker
O.	Other Witnesses	- None
P.	Date, Time of Receipt (in AFOR)	2310A Sep 91
Q.	Any Unusual Meteorological Conditions	- None
R.	Remarks:	None

Section 40 [redacted]

RO2
Duty Ops Officer
AF Ops

Date: 14 Sep 91

Distribution:

Sec(AS)2, Section 40 [redacted], MB
AEW/GE, Rm [redacted] MB
DI 55, Rm [redacted] etropole Bldg
File AF Ops/2/5/1

TOP

Section 40

FEED DIRECTION

file pre 36

CASE [illegible]

FOR CAV

ROUTINE/ROUTINE [illegible]

FROM RAF [illegible]
TO MOD UK [illegible]
INFO BROAD [illegible]
MQ [illegible]

U N C L A S S I F I E D
SIC 266/13F/1E
SUBJECT UFO REPORT
A. APPROX 1422AE [illegible]
B. STEADY WHITE LIGHT LIKE A STAR
C. OBSERVER STANDING OUTDOORS [illegible]
D. SEEN WITH NAKED EYE
E. OBJECT FIRST SEEN DIRECTLY OVERHEAD
F. APPROX 90 DEGREES
G. NOT ABLE TO TELL DISTANCE
H. SMOOTH MOVEMENT WITH NO SOUND
J. CLEAR NIGHT
K. N/A
M. INFORMANT [illegible]

PAGE [illegible]
THOUGHT IT [illegible]
N. INFORMANT IS A [illegible]
O. NO OTHER WITNESS
P. REPORT RECEIVED [illegible]
[illegible]

DISTRIBUTION ZJF
F
CAB 1 SECCAV ACTION [illegible]
CYD 1 DD GE/ACW
CAV 1 DI 2J
CAV F LBSTI

DISTRIBUTION IJF
F
CXJ 1 AFDU ACTION [illegible]

DISTRIBUTION ISJ

TOP

FEED DIRECTION

Section 40

File pre-

35

with the compliments of

MINISTRY OF DEFENCE

Sec(AS)2a UFO file

D155c - Section 40 [redacted]

You may be interested in the attached ..

Section 40 [redacted]

MOD FORM 195

Copy No
of 37 Copies

34

6/3

AIR FORCE OPERATIONS

Summary of Activity No 176
for 24 hour period ending
0001Z 11th September 1991

Duty Officer
ROZ
Section 40

SOVIET AIR ACTIVITY

1. Two Soviet Bear Deltas entered the UKADR at 1200Z and were trailed by USAF F15s from Keflavik. An RAF QRA Tornado from Leeming took over the shadowing from 1315Z. The Bears operated between the Faroe Islands and the Orkney Islands before leaving the UKADR at 1550Z. Three RAF Tornados were involved, supported by 2 VC10 tankers. Two Soviet Bear Foxtrots operated around 70N 11W, just outside the UKADR.

POSSIBLE MISSILE SIGHTING

2. A GFI pilot and his student, flying a general handling mission from Cranwell, were at 20000 feet when they both saw a "possible missile" shoot up about 5 miles from their aircraft, a Tucano. The missile went up to 25000 feet and appeared to explode. HQMATO are examining radar tapes for clues as to what happened. Both civil police and RAF police are also carrying out investigations.

SEARCH AND RESCUE

3. RAF Search and Rescue forces were involved in 5 incidents.

Section 40

We have already discussed this with Sec(AS).

Section 40

33

Section 40

[redacted]

UFO file
pre.

32

UFO File

31

Section 40

[redacted]

ufo file.

30

TOP

FEED DIRECTION

Section 40 [redacted]

ufo file pse

29

U N C L A S S I F I E D

GAV011 02/0830 245C0410

FUK GAV

ROUTINE 020630Z SEP 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 31 AUG 91 1545-1555L
B. ONE. ORANGE WITH WHITE LIGHTS
C. PORT ST MARY HARBOUR. ISLE OF MAN. OUTDOORS. STATIONARY
D. NAKED EYE AND BINOCULARS
E. SOUTH EAST
F. BETWEEN 1500 AND 2000FT
G. N/K
H. DRIFTING IN WIND
J. 7KM IN HAZE
K. NOTHING SIGNIFICANT IN AREA
L. ATC RONALDSWAY
Section 40 [redacted] ISLE OF MAN
N. NONE

PAGE 2 RBDAID 0002 UNCLAS
Section 40 [redacted]
P. 31/8/91 1558L
BT

DISTRIBUTION Z6F
F
GAE 1 SEC(AS) ACTION (CXJ 1 AFDO)
GTD 1 DD GE/AEW
GAV 1 DI 55
GAV 2 DGSTI

END U N C L A S S I F I E D

TOP

Section 40

FEED DIRECTION

Section 40

UFO File

28

U N C L A S S I F I E D

CAS067 27/1316 25VC136V

FOR CAV

ROUTINE 27/0/47Z AUG 91

FROM RAF WEST DRATION
TO RCIDUK AIR

U N C L A S S I F I E D
SIC ZAF
AERIAL PHENOMENA
A. 26/2322Z AUG 91 (W TIME)
B. UNK. CANNOT TELL POSSIBLY CIRCULAR REVOLVING MOSTLY WHITE FLASHES GREEN/RED/YELLOW BRIGHT (HAS NO SOUND OR SMELL
C. TUNBRIDGE WELLS, JUDUKS, STATIONARY
D. NORTH EAST
E. NAKED EYE
F. 45-50 DEGREES FROM HORIZONTAL
G. POSSIBLY 5 MILES
H. MOVING SLIGHTLY LEFT TO RIGHT (UP AND FRO MOTION)
J. CLEAR SKY/MOONLIGHT
K. NO
L. NONE
Section 40 TUNBRIDGE WELLS, KENT

PAGE 2 RBDAAIP 0001 UNCLAS
M. SIL
O. WIFE, BROTHER, MOTHER
P. 26/2230Z AUG 91
BT

DISTRIBUTION 26F
F
CAE 1 (SEC DEF OPERATION (DXJ 1 MPDL)
CYH 1 DP DAVAEW
CAV 1 PE JL
CAV 2 (DIV.)

END U N C L A S S I F I E D

UFO file

27

CDSO
SECT

UNCLASSIFIED

[illegible]

[illegible]

PRIORITY [illegible] AUG 91

FROM RAF [illegible] HEPM
TO [illegible]

UNCLASSIFIED
[illegible]
MODUK FOR SPOPS
SUBJECT: REPORT OF AN UNIDENTIFIED FLYING OBJECT
A 191030 AUG 91 - [illegible] SECONDS
B DARK, BLACK WITH NO REFLECTION. ONE ONLY
C STATIONARY IN BACK GARDEN
D SEEN WITH NAKED EYE
E MOVING WEST TO EAST
F 40 DEGREES OVER HORIZON
G NOT KNOWN
H MOVED IN STRAIGHT LINE AT HIGH SPEED
J CLOUDLESS BLUE SKY
K NO NEAR BY OBJECTS
L RAF LYNEHAM OPERATIONS, SAC Section 40
M Section 40 [redacted] WOULD ON OTHER [illegible]

PAGE 2 RBDQYF 0030 UNCLAS
Section 40 [redacted]
N NO OTHER INFORMATION GIVEN
O ALSO OBSERVED BY WIFE OF INFORMANT
P 191150Z AUG 91
BT

MINISTRY OF DEFENCE
20 AUG 1991
AIR FORCE OPERATIONS

DISTRIBUTION 26F
C
NO SDL

Copies to: SEC(AS)2
AEW/GC
DISS

DISTRIBUTION CAA
C
CXK 1 SDC SECT MOTION - CXR 1 CDSOU -
CWR 1 CDS
CWR 2 CDSSEC

UNCLASSIFIED
RESTRICTED

26

LOOSE MINUTE

DI55c1/108/15/1

14 August 1991

Sec(AS)2a

Copy to :

D/D Air Def/111/6/4

LETTER FROM [redacted] Section 40 UFO's

1. In the light of our recent meeting, the points raised and discussed, I believe any further information made available to [redacted] Section 40 would only add fuel to the fire.

2. Clearly the incident happened, and clearly the pilots saw what they believe (with hindsight) to be a stealth aircraft. I doubt very much if the United States Air Force or even the Soviet Air Force (if they were flying) would admit to anything.

3. I therefore agree with GE 3 Wg Cdr [redacted] Section 40 the only way ahead for the good [redacted] Section 40 is probably with the Dutch MoD. However, I am sure that our Dutch allies will not be sending us any free clogs for some time to come if we add our blessing to them being introduced semi-officialy to one of our regular UFO problems.

[redacted] Section 40
Wg/Cdr
DI55

UNCLASSIFIED
RESTRICTED

TOP

FEED DIRECTION

UFO File

25

U N C L A S S I F I E D

CAV025 12/0903 224C0502

FOR CAV

ROUTINE 100715Z AUG 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT:AERIAL PHENOMENA
A. 082230 TO 080015L AUG 91
B. 7 STAR SHAPED OBJECTS. VERY BRIGHT WHITE
C. OUTDOORS. STATIONARY. Section 40 [redacted] STANLEY. WAKEFIELD
D. BINOCULARS
E. ABOVE HOUSE
F. VERTICAL 90 DEGREES
G. SAME HEIGHT AS STARS
H. CHANGING
J. CLEAR SKY
K. NO
L. Section 40 EVENING POST
Section 40 [redacted]
N. EX POLICE CONSTABLE

PAGE 2 RBDAID 0001 UNCLAS
Section 40 [redacted]
P. 091600Z AUG IN AIS(M)
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 2 DGSTI

END U N C L A S S I F I E D

Section 40 [redacted]

UFO File

ANNEX A TO
SOP 502

24

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	082230A Aug 91. Visible for approx 10 min.
B.	Description of Object (No of objects, size, shape, colour, brightness)	Red Flashing light with steady white lights either side fairly close together. Initially only Red light visible.
C.	Location, indoor/outdoor, stationary/moving	Indoors
D.	How Observed (naked eye, binoculars, other optical device, still or movie	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	East
F.	Angle of Sight (Estimated heights are unreliable)	Not known.
G.	Distance (By reference to a known landmark	Not known.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Moved east to west passing directly overhead in straight line.
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear with stars.
	(Moving clouds, haze, mist etc)	
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake etc or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Nothing.

L.	To whom reported (Police, military, press etc)	Milton Keynes Police.
M.	Name & Address of Informant	Section 40 [redacted] Newport Pagnal Bucks Section 40 [redacted] Section 40 [redacted]
N.	Background of Informant that may be volunteered	-
O.	Other Witnesses	-
P.	Date, Time of Receipt (in AFOR)	092320A Aug 91.
Q.	Any Unusual Meteorological Conditions	-
R.	Remarks:	Ht difficult to judge but object completely silent.

Section 40 [redacted]

R02
Duty Ops Officer
AF Ops

Date: 09 Aug 91

Distribution:

Sec(AS)2, [redacted] Section 40 7, MB
AEW/QE, Rm [redacted] MB
DI 55, Rm [redacted] Metropole Bldg
File AF Ops/2/5/1

Section 40 [redacted]

TOP

FEED DIRECTION

23

Ufo file pse.

U N C L A S S I F I E D

TAV0-B 06/1533 Z:51.07Z

FOR CAV

ROUTINE 060726Z AUG 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
FIC ASF
SUBJECT: AERIAL PHENOMENA
A. 7 AUG 91, 2230Z, 10 MINUTES
B. ONE VERY BRIGHT WHITE AND RED LIGHT, PYRAMID SHAPE
C. PILOTS, STAY SHARP, WEPEANE, LAPTWEL, [illegible]
D. SIMULAPS
E. NO OF LAPTWEL
F. N/A
G. 3 MILES
H. CHANGING
J. VERY STILL, VERY FEW CLOUDS
K. N/A
L. RAF WEST DRAYTON
Section 40 [redacted]
N. NIL

PAGE 2 RBDAID 0004 UNCLAS
Section 40 [redacted]
[illegible] 060902Z AUG 91 [illegible]
NT

DISTRIBUTION ZEF
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD SE/AEW
CAV 1 DI SE
CAV 2 POSIT

END U N C L A S S I F I E D

Section 40 [redacted]

22

Section 40 [redacted]

C1

ANNEX A TO
SOP 502

21

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	29th Jul 2123Z
B.	Description of Object (No of objects, size, shape, colour, brightness)	Very Bright, Flashing, 2 or 3 blue lights at rear, 1 or 2 white lights at front.
C.	Location, indoor/outdoor, stationary/moving	Outdoors, driving vehicle
D.	How Observed (naked eye, binoculars, other optical device, still or movie	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	Coming from NE travelling SW
F.	Angle of Sight (Estimated heights are unreliable)	Not known.
G.	Distance (By reference to a known landmark	Not known.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	No information
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear bright night.
	(Moving clouds, haze, mist etc)	
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake etc or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Over A 68.

L.	To whom reported (Police, military, press etc)	Local Police. Section 40 [redacted], Melrose, Lothian Police
M.	Name & Address of Informant	[redacted] Section 40 Lowood Melrose
N.	Background of Informant that may be volunteered	Local woman, did not seem like a crank.
O.	Other Witnesses	Nil
P.	Date, Time of Receipt (in AFOR)	292245Z Jul 91.
Q.	Any Unusual Meteorological Conditions	NIL.
R.	Remarks:	Nil.

Section 40 [redacted]
RO2
Duty Ops Officer
AF Ops

Date: 29 Jul 91

Distribution:

Sec(AS)2, [redacted] Section 40, MB
AEW/GE, Rm [redacted] MB
DI 55, Rm [redacted] Metropole Bldg
File AF Ops/2/5/1

20

LOOSE MINUTE

D/D Air Def/111/6/4

28 Jul 91

Sec (AS) 2a

Copy to :

DI 55c

LETTER FROM Section 40 UFOS

Reference:

A. D/Sec (AS)12/3 dated 18 Jul 91.

1. Thank you for your letter seeking guidance regarding the level of detail you should provide to Section 40 in response to his query over UFOs. Whilst this is primarily a concern for DI55c, my comment would be to the effect that there is, in fact, little detail that you can divulge.

2. The incident, 1800z on a Nov evening, clearly indicates that it took place in the dark. I would have expected the report to be a flight safety incident report if another aircraft had been involved; the report does not confirm that the other Tornados were in formation nor that they actually saw the same object. DI 55c will be able to confirm, through RAF Fylingdales, whether a satellite decay took place. Finally, it should be noted that the incident took place outside of the UK. Supposedly the US DoD has already commented and perhaps Section 40 should now be advised to contact the Dutch MOD for any further information.

Section 40

Wg Cdr
GE 3
Section 40

19

M2

55c

APS/US of S(AF)

Copy to:

GE3(RAF)
DI55c

1. I attach at E3 a self-explanatory draft response to the letter at E1.

2. A copy of our response to Section 40 [redacted] mentioned in E3, is also attached at E2.

Section 40 [redacted]

Sec(AS)2

26 July 1991

Section 40 [redacted]

E3

D/US of S(AF)/ADG 5597

Thank you for your letter of 5 July 1991, enclosing one from your constituent, Section 40 [redacted] of Section 40 [redacted] Section 40 [redacted] on the subject of an air incident over Kent.

My officials have replied to Section 40 [redacted] letter pointing out that the report of the alleged air incident over Lydd was made in the first instance to the Civil Aviation Authority (CAA) who are responsible for examining such reports to determine whether there are, inter alia, any air safety implications. Section 40 [redacted] may wish to contact the CAA direct regarding the report of the air incident and their conclusions.

As far as the MoD is concerned, we have been able to rule out the possibility that what was seen was a missile from Army firing ranges in the Lydd area. Additionally, we have no reports of any space related activity which could be used to provide an explanation for what was seen, and the description of the object given by the Alitalia captain does not correspond with what would be expected if the object had been a meteorological balloon.

The MoD's only other interest has been to determine whether or not the incident presented a threat to the security

and defence of the United Kingdom. In this instance my Department do not consider that such a threat was presented and, as is the case with other similar reports of Unidentified Flying Objects, it is not our policy to undertake further investigation.

I hope this is helpful.

THE EARL OF ARRAN

Mr Paul Murphy MP

E2

87

MINISTRY OF DEFENCE
Main Building Whitehall London SW1A 2HB

Telephone (Direct Dialling) Section 40
(Switchboard)
(Fax)

Section 40

Your reference

Our reference D/Sec(AS)12/3

Date 8 July 1991

Dear Section 40

Thank you for your letter of 10 June to the Secretary of State for Defence on the subject of a Sunday Times article regarding an Air Incident report made by an Alitalia pilot, which has been passed to me for reply.

I can confirm that the Civil Aviation Authority (CAA), to whom the incident was originally reported, have asked MoD for assistance in examining the Air Incident report made by the Alitalia MD80 aircraft's pilot. You may wish to contact the CAA separately regarding the report and their conclusions.

Yours sincerely,

Section 40

From: Section 40 Secretariat (Air Staff)2a, Room Section 40

PAUL MURPHY, MP,
House of Commons,
London SW1A 0AA

Desk Phone Section 40 [redacted]
Messages
Pontypool Office

FAX Numbers:

US
PS (Sec)
5/7

INCL No. 1

5 July 1991

Rt Hon T King, MP
Secretary of State for Defence
Ministry of Defence
Whitehall
LONDON
SW1A 2HB

Dear Secretary of State

Section 40 [redacted]

I would be most grateful for your comments on the enclosed correspondence from my constituent named above.

Yours sincerely

Irene Fowler

PAUL MURPHY, MP

PP

Enc

Section 40

[redacted]

10th June 1991.

Mr Paul Murphy M.P.,
The House of Commons,
Westminster, London.

Dear Mr Murphy,

I enclose a copy of a letter that I have written to the Secretary of State for Defense, along with a copy of the Sunday Times article which I refer to in the letter. I am sure that you will share my concern about this matter, it occurs to me that Parliament and the Public should be informed of the circumstances surrounding this incident. A simple denial of responsibility by the Ministry of Defense is not sufficient, I would be grateful therefore if you would pursue this matter, and if possible question the Government in the House of Commons.

Yours sincerely,

Section 40

[redacted]

tery missile' over Kent coast

GHT

secret," said Cleo Proctor, duty controller.

But an MoD spokesman denied there were any military operations in the area. "The area in question, because it's a very busy civilian route, is not somewhere we are allowed to exercise," he said.

According to Lennox, a target missile, although it does not carry a warhead, could destroy an aircraft. "If it hit the cockpit, it would kill the crew and bring down the airliner."

A rogue missile was the suspected cause of the mysterious crash of an Aer Lingus Viscount, which plummeted into the Irish Sea from 17,000ft, with the loss of 61 lives, in 1968.

New light was shed on the mystery when in 1974 fisherman trawled up fragments of a target missile or pilotless aircraft. The Viscount was on a flight path south of the military rocket testing range at Aberporth, on the Welsh coast.

The CAA publicly confirmed the sighting over Lydd only last Friday. It said the pilot had described a "missile-shaped" object. But Zaghetti was specific in his account to air traffic controllers that what he had seen was a missile.

CAA experts first thought the object might have been an optical illusion. But a radar recording confirmed that the object had left a distinct trace. No other aircraft were in the area.

Al Reid, the operations supervisor at London air traffic control who interviewed Zaghetti after he landed at Heathrow, said the sighting was confirmed by the plane's co-pilot. Both saw it for two or three seconds.

Reid said it was conceivable that the pilot might have seen an optical illusion and that the radar trace could have been a cloud. "We're really flummoxed," he said.

In 1980 an Italian DC9 vanished into the sea near Sicily with the loss of all 81 people aboard. A radar recording showed an unidentified flying object on collision course with the plane just before it disappeared from the screen.

Two years later another Italian DC9 was flying at 27,000ft when it was narrowly missed by a mystery object that exploded close by. Passengers said they saw a "fast-moving projectile, like a missile".

Section 40 [redacted]

18

17

TOP

FEED DIRECTION

16

UNCLASSIFIED

[illegible]

[illegible]

[illegible] JUL 93

FROM RAF WEST DRAYTON
TO MODUK AIR

UNCLASSIFIED
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. [illegible] JUL 93 FOR ONE MINUTE
B. THE OBJECT 3-4 METRES LONG, EGG SHAPED AND SILVER/METALLIC COLOUR
C. INDOORS
D. NAKED EYE
E. [illegible]
F. [illegible]
G. [illegible]
H. [illegible]
J. [illegible]
K. NIL
L. STAFFORDSHIRE POLICE
[redacted] SPRING LANE, KINGSLEY

[illegible] 6001 UNCLAS
[redacted]
[illegible] JUL 93
BT

DISTRIBUTION Z6F

[illegible]

[illegible] ACTION [illegible] AEW [illegible]
[illegible] 1 DI GE/AEW
[illegible] 1 DI 55
[illegible] [illegible]

END UNCLASSIFIED

TOP

FEED DIRECTION

15

U N C L A S S I F I E D

[illegible]

FOR [illegible]

[illegible] OF THE [illegible]

[illegible] PRE MANOEUVRE
[illegible] MOSTLY AIR
[illegible] MOSTLY
[illegible] OR IT OR MENTIONS FRIDAY

U N C L A S S I F I E D
[illegible]
AIRCRAFT OF UFO SIGHTINGS
[illegible] JUL 71 DURATION 5 MINUTES
[illegible] BRIGHT WHITE LIGHT
[illegible] 30 ST MARYS GROVE [illegible] WHITSTABLE OUTDOORS STATIONARY
[illegible] EYE
[illegible] ABOVE THEN MOVED TOWARDS SHELTER
[illegible] DEGREES
[illegible] KNOWN
[illegible] THEN PROCEEDED NORTH WEST
[illegible]
[illegible]
[illegible] IRONS POLICE [illegible]

[illegible]
Section 40 [redacted] [illegible] WHITSTABLE Section 40 [redacted]
[illegible]
[illegible] Section 40
[illegible]
[illegible]

DISTRIBUTION SIF
[illegible]
[illegible]

DISTRIBUTION [illegible]
F
[illegible] [illegible] ACTION [illegible] [illegible] [illegible]
[illegible] [illegible] [illegible]
CAV [illegible] [illegible]
[illegible] [illegible] [illegible]

END U N C L A S S I F I E D

ANNEX A TO
SOP 502

14

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	22 and 23 Jul 2110Z
B.	Description of Object (No of objects, size, shape, colour, brightness)	Red circular glow, 4 in line astern approximately 1/4 mile apart.
C.	Location, indoor/outdoor, stationary/moving	Outdoors
D.	How Observed (naked eye, binoculars, other optical device, still or movie	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	Towards Portsmouth
F.	Angle of Sight (Estimated heights are unreliable)	30 degrees.
G.	Distance (By reference to a known landmark	Approximately 1/4 mile.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	North to south at speed of fast aircraft but silent.
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear.
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake etc or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	None.

L.	To whom reported (Police, military, press etc)	Local Police.
M.	Name & Address of Informant	Section 40 [redacted] Ryde Isle of Wight Tel No: Section 40
N.	Background of Informant that may be volunteered	Nil
O.	Other Witnesses	Neighbour.
P.	Date, Time of Receipt (in AFOR)	232115Z Jul 91.
Q.	Any Unusual Meteorological Conditions	NIL.
R.	Remarks:	Nil.

Section 40 [redacted]
RO2
Duty Ops Officer
AF Ops

Date: 23 Jul 91

Distribution:

Sec(AS)2, Section 40 MB
AEW/GE, Rm [redacted] MB
DI 55, Rm [redacted] Metropole Bldg
File AF Ops/2/5/1

Pritchard
6 good intercepts
Reply
Aviation Weekly
13

LOOSE MINUTE

D/Sec(AS)12/3

18 July 1991

GE3(RAF)
DI55c

LETTER FROM Section 40 [redacted] - UFOS

1. Please find attached a copy of a letter from Section 40 [redacted] together with a copy of an article from FSR (Flying Saucer Review ?).

2. The letter asks for confirmation of the report by Tornado pilots of seeing lights over the North Sea on 5 November. Having checked our files I have found the attached report (RAF WEST DRAYTON Z6F 061340Z Nov 90) which corresponds in terms of time and place to the incident reported in the article.

3. It is part of our stated policy that when a correspondent can identify a particular incident, we are prepared to answer specific queries on that incident if it has been reported to us. In this case, you will notice that Section 40 [redacted] has mentioned that 'DoD sources' had linked sightings in Northern Europe on 5 November to a satellite re-entry wheras the RAF aircrew who made the report identified their sighting as a possible Stealth aircraft.

4. I have a note on file of having spoken to AIS West Drayton on 6 November. They had spoken to Section 40 [redacted] and mentioned reports which had been made of a sighting outside the UK. This, of course, means that Section 40 [redacted] is aware we have a report, although he is probably not aware of what is in it.

5. I would appreciate your advice regarding the level of detail we should use in our response to Section 40 [redacted] Would there be any objections to our including the possible identification of a Stealth aircraft in our reply, especially bearing in mind that someone Section 40 [redacted] 'DoD sources' ?) seems to have explained the phenomena seen on that day as being due to satellite re-entry ?

Section 40 [redacted]

Section 40 [redacted]

Sec(AS)2a

Section 40 [redacted]

Please discuss

Section 40 [redacted]

2/3

Ministry of Defence,
Section 40 [redacted]
Secretariat (Air Staff) 2a,
Room Section 40
Main Building Whitehall
London, SW1A 2HB

Section 40 [redacted]

July 9th, 1991

Dear Section 40 [redacted]

Further to our telephone conversation on 8 JUL 1991, please find enclosed herewith a copy of the FSP article pertaining the alleged sighting, and the report of the UFOs by the airline and Tornado pilots.

I recall at the time of the incident, 5 NOV 1990, we had confirmation from DoE sources as to the nature of the incident being a satellite re-entry. I found it somewhat hard to accept that at the same time, and the same locale UFOs also have been active.

Could you please by comparing your report, let me know what your information were regarding this particular incident?

Would you please also let me have the statistical report of number of UFO sightings in the past three months of this year (1991)?

Looking forward to hearing from you, I remain,

Section 40 [redacted]

one thing seems clear — namely that all of us — Soviets and Westerners and others alike — are today cowering beneath a nasty "*Sword of Damocles*" which may mark the beginning of the end of the reign of this conceited and myopic creature *Homo Sap*.

POSTSCRIPT BY EDITOR, FSR

[illegible] have not seen a single report about any more such deaths in any British newspaper! I therefore recently asked Mr Tony Collins what he thought about this, and it seems that he too knows of no new cases. But, since the only efficint "explanation" for such cases so far has been "STRESS", the situation now becomes astounding. For there has been a continued severe deterioration in the British economic situation over the past year, and consequently "STRESS" must [illegible] be far more prevalent here than ever! Mr Collins admitted that he had not thought of this, and found my suggestion startling.

If, then, "STRESS" has truly been the cause, we should then have to accept that, since the end of 1986 the British authorities have been censoring the situation so closely that [illegible] list has got into our newspapers!

But, is it conceivable that such a drastic censorship can be in force and can be sustained? Personally I doubt it very much. Therefore it looks as though the situation is even more mysterious than ever, and one is still left to speculate whether an alien influence is responsible? — G.C.

SPECIAL REPORT TO FSR (MAY 1991)

B.A. PILOTS REPORT UFOs OVER CONTINENT AND NORTH SEA. R.A.F. "TORNADO" TAKES EVASIVE ACTION AS UFOs "FORMATE" ON PLANES OVER THE NORTH SEA

By Paul Whitehead, FSR Director and Consultant

It was dark, early evening (6.15 pm local time), on November 5th 1990, and a British Airways passenger aircraft was en route to London, flying over the Alps at 31,000 ft. The crew heard a nearby Lufthansa jet report and query "traffic ahead". The BA captain peered intently ahead into the night sky. What he saw was hardly what he expected!

(At the time, the European press reported the incident, and the "official line" was given: the UFOs were in fact "space debris from an old satellite re-entering the atmosphere".)

Well, *maybe!* But more details have now emerged. An airline pilot, well known to me and based in the UK, has spoken personally to the BA captain who logged the report, at the request of SIGAP (Surrey Investigation Group on Aerial Phenomena). SIGAP has agreed to the captain's request not to make public his name, in order to protect him from publicity, and FSR respects that request. The airline pilot who spoke to the BA captain also wishes to remain anonymous.

What did the BA captain see? Here is his comment . . .

"I looked ahead and saw, somewhat to my surprise, ahead and to the right and higher than we were, a set of bright lights. One of the lights, the leading one, was brighter than the others, and appeared bigger, *almost disklike*. It was followed closely by another three that seemed to be in a V formation. As I watched, I heard another aircraft crew also reporting seeing lights!

"I watched the objects intently as they moved across my field of view, right to left, ahead and high. It was then, on hearing the report from the other aircraft, that I realised I was watching something much further away than I first thought. The other report came from France."

Was it a satellite re-entry? The pilot stated: "It certainly didn't look like that to me. I have seen a re-entry before and this was different."

But it was the BA captain's further comments that are causing amazement and intense interest. SIGAP has released the information to UFO researcher and writer Tim Good, and we hope to have more comprehensive details this year.

That same night a colleague of the captain, in another BA aircraft, reported two "very bright mysterious flying lights" while flying over the North Sea. Two days later, an RAF Tornado pilot told the captain that on the same evening (5th November) his Tornado — while flying with another squadron aircraft — had been "approached by bright lights". The lights, he reported, "formated on the Tornadoes". (The expression "formate" is apparently used to indicate a deliberate intent.)

The accompanying Tornado pilot was so concerned that they were on collision course with the lights (*apparently nine of them were seen*) that he "broke away" and took "violent evasive action". This same pilot later added that he thought he was heading directly for a *C-5 Galaxy*, a giant US transport plane. The formation of UFOs carried "straight on course and shot off ahead at speed — they were nearly supersonic. Some C-5", he said, indicating that they were going faster than the speed a C-5 can achieve. *Some C-5!*

The pilot known to Paul Whitehead commented: "*This is all a good true story, and could do with an explanation. All the pilots are adamant that what they have seen was definitely not satellite debris — and they should know.*"

It is to be noted that the North Sea lies to the east of Britain and just north of Belgium, and the Belgian Air Force have recently pursued and filmed UFOs over land close to the North Sea, and possibly over the North Sea itself. (See Reports on "Huge Triangular Craft Over Belgium" in FSR 35/2 and [illegible]). The attention of readers is also specially drawn to Dennis Fowler's report of an extremely similar case, "UFO SEEN FROM 'TRIDENT' NEAR LISBON" on [illegible] 1976, which was published in FSR 22/4 [illegible].

TOP

FEED DIRECTION

No. 64/2

U N C L A S S I F I E D

CWD197 06/1542 310C2587

FOR CAB

ROUTINE 061340Z NOV 90

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 5 NOV 1800Z
B. ONE LARGE AEROPLANE (SHAPE). 5 TO 6 WHITE STEADY LIGHTS. 1 BLUE STEADY LIGHT. CONTRAILS FROM BLUE AREA
C. IN THE AIR M.C.6 AREA. FL270 YPENBURG
D. NAKED EYE
E. HEADING 100 DEGREES. SAME ALT FL270
F. INTO OUR 12 OCLOCK
G. ONE QUARTER MILE AHEAD
H. STEADY
J. N/K
K. N/K
L. WORKING DUTCH MILL RADAR
M. SQNLDR Section 40 2 AC SQN

PAGE 2 RBDAID 0009 UNCLAS
N. NIL
O. 2 OTHERS FROM LAARBRUCH
P. OTHER INFO. AIRCRAFT WAS UNDER DUTCH MIL CONTROL UFO APPERRED IN OUR RH SIDE SAME LEVEL. WE WERE TRAVELLING AT MACH POINT 8. IT WENT INTO OUR 12 OCLOCK AND ACCLLERATED AWAY. ANOTHER 2 TORNADOS SEEN IT AND POSSIBLE IDENTED IT AS A STEALTH AIRCRAFT
BT

DISTRIBUTION Z6F
F
[illegible]
[illegible]
[illegible]
[illegible]

END

U N C L A S S I F I E D

Section 40

ANNEX A TO
SUP 302

12

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	17 July 11am. 2-3 minutes.
B.	Description of Object (No of objects, size, shape, colour, brightness)	Small black dot. Flying very fast (over 400mph) Came to dead stop + moved off again.
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Clacton on Sea outdoors Stationary
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	At towards sea SW - direction.
F.	Angle of Sight (Estimated heights are unreliable)	40°
G.	Distance (By reference to a known landmark)	Difficult to tell. 2 miles?
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	SW - NE.
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	5-10 Kt winds Cumulus. V bright sun Good visib
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Clacton air-strip.

L.	To whom reported (Police, military, press etc)	MoD.
M.	Name & Address of Informant	Section 40 [redacted]
N.	Background of Informant that may be volunteered	Pilot (trainee)
O.	Other Witnesses	Friend Section 40 [redacted]
P.	Date, Time of Receipt	171140L Jul 91
Q.	Any Unusual Meteorological Conditions	
R.	Remarks	Wants to know what it was if possible.

Section 40 [redacted]

Squadron Leader
~~Duty Operations Officer~~
~~AF Ops~~
Sec (AS) 2a

Date 17 Jul 91

Copies to:
~~Sec(AS)2~~
AEW/GE
DI 55
~~PLG AF Ops/1/P1~~

TOP

FEED DIRECTION

11

U N C L A S S I F I E D

CAS015 170825 198C0665

FOR CAV

ROUTINE 170615Z JUL 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT:AERIAL PHENOMENA
A. 170154L JUL 91. DURATION UNKNOWN
B. ONE OBJECT BULLET SHAPED
C. [redacted] EALING, OUTDOORS, STATIONARY
D. OPTICAL NIGHT LENSES. STILL PHOTOS OBTAINED
E. FROM EALING TO WATFORD ALONG OSTERLY PARK
F. UNKNOWN
G. DIPPED BEHIND TREES. QUITE LOW
H. CARRIED OUT SOME MANOEVRES
J. CLEAR SKY
K. FACTORY NEARBY
L. POLICE. PRESS. D AND D FLT RAF WEST DRAYTON
M. [redacted] ADDRESS AS ABOVE
N. SOUNDED NORMAL NOT HYSTERICAL

PAGE 2 RBDAID 0001 UNCLAS
O. FAMILY
P. 170225L JUL 91
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 2 DGSTI

END U N C L A S S I F I E D

C1/3

HEADQUARTERS MILITARY AIR TRAFFIC OPERATIONS [redacted] Section 40

Hillingdon House Uxbridge Middlesex UB10 0RU

DDI: [redacted] Section 40
GPTN:
FAX:
FAX GPTN:

10

[redacted] Section 40

12/2

Please reply to Air Officer Commanding
Your Reference
Our Reference MATO/13/4/8/RS3a
See Distribution Date 16 Jul 91

ATC OCCURRENCE REPORT - REPORT OF MISSILE TYPE OBJECT - 21 APR 91

Reference:

A. CAA 91/01151 dated 10 May 91.

1. At Reference you requested military comment on the title Occurrence Report.

2. All the information was passed to the MOD and was examined by the departments responsible for the air defence of the UK. We are advised that those departments have not been able to confirm the identity of the object sighted by the Alitalia MD80 crew.

3. The MOD were able to rule out the possibility that the object was a missile from the Army firing ranges in the Lydd area. Additionally, MOD has no report of any space related activity which could provide an explanation, and the description does not correspond with that expected if the object had been a meteorological balloon.

4. In the absence of any clear evidence which could be used to identify the object, we are informed that MOD will treat this sighting like that of any other Unidentified Flying Object and therefore will not be able to undertake any further investigation into the sighting. We now propose that this Occurrence Report is closed.

[redacted] Section 40

LtCdr RN
for AOC

Distribution:

External:

Action:

SDAU

Information:

MOD Sec(AS)2a, Rm [redacted] Section 40, Main Building
MOD DDAT/AAR, Rm [redacted] Main Building

Sec(AS) copy to:
GE3
~~DI55c~~
[redacted] Section 40

TOP

FEED DIRECTION

ufo file.

9

U N C L A S S I F I E D

Section 40

CAV079 01/1148 182C1327

FOR CAV

ROUTINE 011031Z JUL 91

FROM RAF WEST DRAYTON
TO MOBUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT AERIAL PHENOMENA
A. 290121L JUN 91 FOR 10 MINS
B. 1 SMALL ROUND OBJECT. LIKE A STAR
C. WEST DRAYTON, MIDDLESEX. OUTDOORS. STATIONARY
D. NAKED EYE
E. SOUTH/SOUTH EAST
F. N/K
G. VERY HIGH
H. STEADY THEN TURNED
J. CAVOK, NO SIG
K. N/K
L. POLICE/HEATHROW/LATCC
Section 40
N. NIL

PAGE 2 RSBAIB 0001 UNCLAS
O. NO
P. 290200L JUN 91
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 2 DGSTI

END U N C L A S S I F I E D

TOP

FEED DIRECTION

8

UNCLASSIFIED

R E S T R I C T E D

Section 40

CAV114 08/2056 189C3471

CL

FOR CAV

ROUTINE/ROUTINE 081444Z JUL 91

FROM RAF NEATISHEAD
TO MODUK AIR
INFO BROAD SHIELD
HQ 11 GP BENTLEY PRIORY

R E S T R I C T E D
SIC I3F/Z6F
REPORT ON SIGHTING OF AN UFO
A. 6 JUL 91 BETWEEN 0100(L)-0230(L)
B. WHITE BLOB, NO VISIBLE LIGHTS, NO AUDIBLE SOUND
C. HOLCOMBE BEACH NORFOLK
D. NAKED EYE
E. NOT KNOWN
F. NOT KNOWN
G. VERTICALLY, THEN DROPPING DRASTICALLY AND REPEATING THE MOVEMENT
H. VERY CLEAR EVENING
J. NO TALL BUILDINGS - CLEAR OF OBSTRUCTIONS
K. THIS STATION
L. Section 40

PAGE 2 RBDOWL 0008 R E S T R I C T E D UNCLASSIFIED
M. MEMBER OF ROC
N. NIL
P. 081341(Z) JUL
BT

DISTRIBUTION I3F
F
CXJ 1 AFDO ACTION (CXJ 1 AFDO)

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 2 DGSTI

UNCLASSIFIED

*END R E S T R I C T E D

ANNEX A TO
SOP 502

7

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	071200A Jul 91 approximately 7 mins
B.	Description of Object (No of objects, size, shape, colour, brightness)	Halo, approximately 500 feet in diameter. Cream in colour and almost glowing.
c.	Location, indoor/outdoor, stationary/moving	Outdoors and moving.
D.	How Observed (naked eye, binoculars, other optical device, still or movie	Naked eye and captured on video. Informant said he had recorded the sighting on a Sharp Video Camera using 12 x zoom and that the recording was perfect.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	Not sure
F.	Angle of Sight (Estimated heights are unreliable)	Moving from 90 to 45 degrees
G.	Distance (By reference to a known landmark	Approximately 20,000 feet above Bembridge Airfield
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Not sure
J.	Met Conditions during Observations (Moving clouds, haze, mist etc) (Moving clouds, haze, mist etc)	Broken cloud
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake etc or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Bembridge Airfield

L.	To whom reported (Police, military, press etc)	Reported to Police. Newport, Isle of Wight
M.	Name & Address of Informant	Section 40 [redacted]
N.	Background of Informant that may be volunteered	Nil
O.	Other Witnesses	Section 40 [redacted] A 2nd person not known
P.	Date, Time of Receipt (in AFOR)	071725Z Jul 91.
Q.	Any Unusual Meteorological Conditions	NIL.
R.	Remarks:	Specifically requested that name should NOT be associated if classified as a UFO sighting

Section 40 [redacted]

RO2
Duty Ops Officer
AF Ops

Date: 7 Jul 91

Distribution:

Sec(AS)2, Section 40
AEW/QE, Rm
DI 55, Rm
File AF Ops/2/5/1

TOP

FEED DIRECTION

Section 40

6

Up file

TOP

Section 40

FEED DIRECTION

ufo file

5

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

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[redacted]

Section 40

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

[redacted]

Ufo file

4

ANNEX A TO
SUP DUE

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	032035 L JLY 41
B.	Description of Object (No of objects, size, shape, colour, brightness)	Long thin tube no wings silver no bright nose, sound small
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Dartmoor, outdoors stationary
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	Naked eye
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	Over dartmoor W-E towards Exeter
F.	Angle of Sight (Estimated heights are unreliable)	high in sky
G.	Distance (By reference to a known landmark)	—
H.	Movements (Changes in E. F & G may be of more use than estimates of course and speed)	Steady
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear sky
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	

L.	To whom reported (Police, military, press etc)	RAF Chivenor 3 July Evening
M.	Name & Address of Informant	Section 40 [redacted]
N.	Background of Informant that may be volunteered	Sensible well spoken lady
O.	Other Witnesses	Section 40 [redacted] many curious children
P.	Date, Time of Receipt	051355Z JUL 91
Q.	Any Unusual Meteorological Conditions	
R.	Remarks	'looked like a rocket' Report phoned in by RAF Chivenor

Section 40 [redacted]

~~Squadron Leader~~
~~Duty Operations Officer~~
~~AF Ops~~
Sec(AS) 2a

Date 5 July 91

Copies to:
~~Sec(AS)2~~
AEW/CE
DI 55
~~File AF Ops/1/11~~

From: See(AS) 2a

with the compliments of

MINISTRY OF DEFENCE

To: DISS [redacted] Section 40

Please see attached report to CAA of an air occurrence.

I have asked GE3 (RAF) whether anything unusual appeared on AD radars on 17 June, but do not intend to take this any further unless asked by the CAA.

[redacted] Section 40

[redacted] Section 40

[redacted] Section 40

3/7/91

MOD FORM 195

(1)

CAA

NEW OPEN OCCURRENCE REPORT

OCCURRENCE NUMBER: 91/02019X 3

AIRCRAFT TYPE: UNKNOWN

BRIEF TITLE: ATC OCC - 4 PAX SAW A WINGLESS PROJECTILE PASS BELOW & TO LEFT OF A/C

OPERATOR: UNKNOWN

SDAU COORDINATOR: OFS3 EXT. [redacted] Section 40

EXECUTOR: RS3 MATO

LOCN - HILLINGDON HOUSE

SDAU COMMENTS

Sheets 1A & B attached.

INFORMEE	LOCATION
ATCI	AVIATION HOUSE
CAP6 (DD(AP))	CAA HOUSE
CAP48	CAA HOUSE
[redacted] Section 40	MSU - CAA HOUSE
[redacted] Section 40	MOD RAF (ATD2)

SIGNATURE	NAME	DEPT/SECTION	DATE
[redacted] Section 40 PP	[redacted] Section 40	Safety Data & Analysis Unit	27th June, 1991

DATE OF ADMIN ACTION

GTS25N
040489

(1A)

PLEASE COMPLETE IN BLACK INK

Civil Aviation Authority

OCCURRENCE REPORT

24 JUN 1991 S.D.

Section 40

To be sent to: Safety Data and Analysis Unit, Civil Aviation Authority, Aviation House, South Area, Gatwick Airport, West Sussex RH6 0YR

Complete all sections where information is relevant.
For multi-choice boxes, indicate which entry is appropriate.
If the report is submitted direct to SDAU and reporter considers it essential that it be Confidential – annotate report prominently and complete Boxes 47 and 52. SDAU will respect your wish.

CAA Occurrence No. 91/02019 X

Aircraft Type and Series	Registration	Operator	Date of Occurrence
1 B737 200	2 G-WGEL	3 DAN AIR	4 17 JUN '91

FLIGHT AND WEATHER DETAILS

Flight No. 5 Section 40	DAY ~~NIGHT~~ ~~TWILIGHT~~	Wind (CLIMB) 12 190/20	Runway Used 16 26L	Precipitation 18 RAIN, SNOW, SLEET, HAIL; LIGHT, MOD, HEAVY	Icing 19 LIGHT, MOD, HEAVY	Turbulence 20 LIGHT, MOD, SEVERE, EXTREME
From 6 LGW	9	IAS 13 250 kts	State 17 DRY [X], WET, ICE, SNOW, SLUSH			
To 7 HAM	Time 10 1735 GMT	HT/ALT/FL 14 5000 ft				
Geog. Position 8 SEE NARRATIVE	Visibility 11 ABOVE CLOUD	OAT 15 +8 °C		Cloud Type CUMULUS; Height/ft TOPS APPROX 4000'ft; Amount/8ths 21 7/8		

Flight Phase 22		Nature of Flight 23	
PARKED		PAX	X
TAXYING		FREIGHT	
TAKE-OFF		SURVEY	
INIT CLIMB		PLEASURE	
CLIMB	X	AGRICULTURAL	
CRUISE		BUSINESS	
DESCENT		CLUB/GROUP	
HOLDING		PRIVATE	
APPROACH		POSITIONING	
LANDING		FERRY	
CIRCUIT		TEST	
AEROBATICS		TRAINING	
HOVER		PARACHUTING	
		TOWING	

NARRATIVE

WHILST CLIMBING OUT OF GATWICK HEADING TOWARDS DETLING VOR ON THE INITIAL STAGE OF THE CLACTON DEPARTURE - 4 PASSENGERS SAW A WINGLESS PROJECTILE PASS BELOW AND TO THE LEFT (NORTH) OF THE AIRCRAFT. NONE OF THE FLIGHT DECK CREW WITNESSED THE OCCURRENCE. HOWEVER FROM THE DESCRIPTION OFFERED IT WOULD APPEAR THAT THE OBJECT WAS FLYING LEVEL AT AN ALTITUDE OF BETWEEN 4000 AND 5000 FT JUST ABOVE THE MAIN CLOUD TOPS. I AM UNABLE TO ASCERTAIN THE SIZE AND DIRECTION OF FLIGHT OF THE OBJECT. HOWEVER IT WOULD SEEM TO HAVE PASSED FAIRLY CLOSE BY AS THE PASSENGERS WERE ABLE TO SEE IT QUITE CLEARLY.

THE OCCURRENCE WAS REPORTED TO AND DISCUSSED WITH GATWICK ATC WHO WERE UNAWARE OF ANYTHING UNUSUAL OCCURRING AT THAT TIME.

PTO

24 *Continue on back*

ENGINEERING DETAILS	Aircraft Constructor's No.	Engine Type & Series	Ground Phase: Maintenance, Ground Handling, Taxy, Unattended 27	AIRCRAFT BELOW 5700 kg ONLY: Maintenance Organisation 27(a); Tel. No. 27(b)
	25	26		

Component/Part	Location on aircraft	Manual Reference	Overhaul/Repair Agency	32 Maintnce. Prog. O.C.	C.M.	H.T.	Reliability Prog. Cat 'A' Item YES/NO
28	29	30	31				33

Manufacturer	Part No.	Serial No.	HOURS/CYCLES/LANDINGS	Total	Since O/H or repair	Since inspection	Manufacturer Advised YES/NO
34	35	36	37	38	39	40	41

Is there any published Airworthiness and/or Operational information or control procedures relevant to this occurrence (e.g. AN, SB, AIC etc)?	Reference No. and Compliance Status of Aircraft or Equipment
42 YES/NO	737-13-91

Report	If report is submitted voluntarily i.e. not subject to mandatory requirements	Organisation	Address and Tel. No. (if reporter wishes to be contacted privately)
43 ORIGINAL/~~SUPPL.~~	46	48 DAN AIR SERVICES	52
Reporter's Investigation 44 ~~NIL~~/OPEN/~~CLOSED~~	Can the information be disseminated in the interests of safety	Position 49 CAPTAIN	
Flight Data		Reference No. DAS / Date 17 JUN 91	Name Section 40 / Signature

I DO NOT BELIEVE THAT THE PASSENGERS INVOLVED MADE THE STORY UP AS THEY APPEARED CONCERNED BY THE SIGHTING AND INSISTED ON NOTIFYING US (THE FLIGHT DECK CREW) BEFORE DISEMBARKING.

ATTACHED COPY OF PASSENGER'S REPORT – THIS WAS COMPLETED RATHER RAPIDLY WHILST LEAVING THE AIRCRAFT AT HAMBURG.

(1B)

17. 6. 91

1930 - 39 HRS
HAMBURG TIME
Hamburger Zeit

FLYING BODY.
Flugkörper
LEFT UNDERNEATH
links unterhalb
THE AIRCRAFT
des Flugzeuges
CLOSE ABOVE THE CLOUDS
dicht über den
Wolken

Section 40

Rostock - ROSTOCK

Section 40

TOP

FEED DIRECTION

Section 40 [redacted]

2

U N C L A S S I F I E D

UFO file

CAV012 26/0054 177C0182

FOR CAV

ROUTINE 250700Z JUN 91

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT:AERIAL PHENOMENA
A. 250027L JUN 91
B. ONE BIG IN SIZE FLAT SHAPE WHITE AND VERY BRIGHT
C. INDOORS AND MOVING
D. NAKED EYE
E. NOT SURE
F. UNKNOWN
G. UNKNOWN
H. COULD NOT SAY
J. CLEAR SKY
K. HOUSES
L. GRAMPIAN POLICE SERIAL 8
[redacted] ABERDEEN
[redacted] ROAD ABERDEEN

PAGE 2 RBDAID 0001 UNCLAS
Section 40 [redacted] WAS AT A FRIENDS ADDRESS WHEN THEY BOTH SAW IT
O. FRIENDS NAME NOT KNOWN
P. 252344Z JUN 91
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 DI 55
CAV 2 DGSTI

*END U N C L A S S I F I E D

5702-15

CONFIDENTIAL

HD DI55

To Head ITAU
AD52
DI(ST)

Reference DI52/TMCK/1

Wednesday 19th June 1991

Report by Section 40 (DI52)

Arrived in my hotel room at approx 2305 and tuned in to Radio 1 "The Nicki Campbell Programme". I had heard last night (18th) that he was going to broadcast a "very controversial" interview regarding UFO's. It was due to start at 2230 so I've probably missed a lot!

The interview was with a Section 40 (I believe). He started expounding about his knowledge of UFO's and that 6 alien craft had arrived on our planet! He claimed that senior people in Whitehall and the states know of the reality of these events.

He said this was the "most sensitive area in the UK Intelligence field of all time". Sources had made him aware of MOD intelligence in Northumberland Avenue, and that there was a section DI55 working on this topic in a locked and guarded room No 801 (I think he said). He claimed that the facts relating to UFO's was classified 37 levels higher than Top Secret! Numerous references were made to an ex NASA physisist Section 40 Apparently, alien craft had been studied, and their propulsion systems were so sophisticated technically that engineers had taken years to derive an understanding. Instantaneous motion. An ex astronaut (I think) Section 40 had chased UFO's. There was video film of them in the Nevada desert. One planet he quoted where aliens had come from (37 light years away) was Zeta Particulii. NORAD track such craft daily he claimed.

He claimed further that the states have a 'Black Budget' for such Projects - making it unaccountable to the senate. STATIONARY

When asked if he believed George Bush had ever seen one of these "quarantined"? craft, he said he was sure that he had, as they were "available". Parts of his dialogue was linked to the Bible and spiritualism as a way of justifying the reality of such phenomina presumably. He mentioned ASC - alternative space craft. With that the interview ended.

Nicki Campbell asked listeners to phone in if they were interested to find out more. If response was good, he would try and set up a tele link with the states (one of his sources) tomorrow evening (20th).

I'm new to DI (4 weeks). I sat down and spent 30 mins considering what I should do. I didn't have any phone numbers to ring so decided to go to the office (by taxi) (I may put in a bill Ha). Couldn't find any next of kin lists for Section 40 or anyone else. Used Section 40 phone to make him aware of this (via his HOME Button!) This was at about 0005 I guess. He asked me to contact the Duty Officer in MB which I did. Rather than talk on the phone, I went across and told Sqn Ldr Section 40 the above. He didn't seem unduly concerned, but said he would pass the details over to the "day shift".

I can't vouch 100% for the accuracy of my recollections above, but took lots of notes throughout the programme so am reasonably confident about names and statements made. It's now 0150 - I'm tired. I should have listened to Radio 4 perhaps! Maybe not. Hope I did the right thing.

CONFIDENTIAL

Recommendations

I think it would be prudent to obtain a copy of the transcript of the interview, in order to verify/correct the foregoing for accuracy. I guess then its down to considering whether there is a justification for the security services to take the matter further in view of what has been broadcast.

Section 40

20/6/91

with the compliments of

Ministry of Defence

Sec(AS)2a

DI55c - Wg Cdr Section 40

I forgot to mention that the woman who sent in the soil sample filmed in a UFO report during 1990 : possible explanations might include an aircraft flare, or some sort of ball lightning ...
I can find no evidence that we ever replied, despite request !

Section 40

MOD Form 195 (Revised 6/89)

Maidenhead.

9.f

ANNEX A TO
SOP 502

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	21st 22.10 30 secs.
B.	Description of Object (No of objects, size, shape, colour, brightness)	above trees in garden yellow light strong big-low level. head bang at same time
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	standing in garden.
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	
F.	Angle of Sight (Estimated heights are unreliable)	Not built up. next house
G.	Distance (By reference to a known landmark)	Almost directly overhead.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	No electrical storm.
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	2 v. tall trees. 100 Ft high.

L.	To whom reported (Police, military, press etc)	Not reported it.
M.	Name & Address of Informant	Section 40 Maidenhead.
N.	Background of Informant that may be volunteered	Son Archaeologist. Section 40 is Scientist
O.	Other Witnesses	Seen by Son
P.	Date, Time of Receipt	23 July 11·15 am.
Q.	Any Unusual Meteorological Conditions	
R.	Remarks	Would like reply – any other reports – any aircraft flying. White Waltham airfield quite close.

Note: Suggested bright light might have been flare from airfield. Housed ?? on parachute?

Section 40

Date 23/7/90

Squadron Leader
Duty Operations Officer
AF Ops

See (AS)2a

Copies to:
~~Sec(AS)2~~
AEW/GE
DI/55
File AF Ops/1/11
AFOR