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TOP

FEED DIRECTION

Section 40 [redacted] ufo file

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

CA0682 [illegible]

102

FOR CAF

ROUTINE [illegible] APR 93

Section 40 [redacted]

FROM SAF WEST DAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC ZAF
SUBJECT: AERIAL PHENOMENA
A. 342359L-0010L APR FOR 10 MINUTES
B. THREE STAR SHAPED LIGHTS, YELLOW AND ORANGE COLOUR, VERY BRIGHT
C. OUTDOORS
D. NAKED EYE
E. N/K
F. N/K
G. N/K
H. STEADY
J. CLEAR NIGHT
K. N/A
L. POLICE
Section 40 [redacted] DERBY D, PLYMOUTH
N. NO

PAGE 2 RERAID 0001 UNCLAS
Section 40 [redacted]
P. [illegible] APR 93
BT

108/15/1 Pt 42
102

DISTRIBUTION ZAF
F
CAF 1 SECCASO ACTION (CXV 1 AFDO)
CYO 1 DD GE/AEW
CAF 1 DI SS

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

13. Background of Informant that may be volunteered

Sensible, was partially mollified by the Airship Ford Mondeo

14. Other Witnesses

15. Date, Time of Receipt (in AFOR)

261955Z Apr 93

16. Any Unusual Meteorological Conditions

17. Remarks

Would have believed the Airship Ford Mondeo but for the fact that we were told it was operating in the Ilford/Romford area. **May we have a Telephone No for the operators of the airship so that we may check its operating area? That would be very helpful.**

Section 40

Date: 26 Apr 93

RO2
Duty Operations Officer
Air Force Operations

Distribution:

Sec(AS)2, R Section 4 Main Building
AEW/GE, R Main Building
DI 55, Room ropole Building
File D/AFOPS/2/5/1
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TO ALL AFDOS; PLEASE USE THIS AS A MASTER COPY AND IMMEDIATELY ON OPENING USE THE "SAVE AS " FUNCTION TO MAKE A COPY FOR THE ACTUAL REPORT! SORRY BUT IT WAS NOT POSSIBLE TO PUT THIS REMARK AT THE START OF THE REPORT,AS IF TRIED ALLTHE BLOCK SETTINGS ARE DESTROYED!!!

REPORT OF AN UNIDENTIFIED FLYING OBJECT

1.	Date, Time & Duration of Sighting	262050 Local Apr 93 several minutes
2.	Description of Object (No of objects, size, shape, colour, brightness)	Like a puff of cloud, then circular, very light with a red light flashing (note - crossing from right to left)
3.	Location, indoor/outdoor, stationary/moving	Outside
4.	How observed (naked eye, binoculars, other optical device, still or moving)	naked eye
5.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing	Going from Wimbledon towards Roehampton
6.	Angle of Sight (Estimated heights are unreliable)	Not known
7.	Distance (By reference to a known landmark)	None estimated
8.	Movements (Changes in 5,6 & 7 may be of more use than estimates of course and speed)	Seemed to be about the speed of an aircraft
9.	Met conditions during observations (Moving clouds, haze, mist etc)	Clear sky
10.	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)	Nothing of note
11.	To whom reported (Police, military, press etc)	AFDO
12.	Name & Address of Informant	Section 40 [redacted] Section 40 [redacted]

MODCIS (RAF10)

ANNEX A TO
SOP 502

REPORT OF AN UNIDENTIFIED FLYING OBJECT

1.	Date, Time & Duration of Sighting	242125 A Apr 93
2.	Description of Object (No of objects, size, shape, colour, brightness)	1 large object; approx 3 times larger than an Airship - covered in flashing lights. 100
3.	Location, indoor/outdoor, stationary/moving	Outdoor, hovering, moving
4.	How observed (naked eye, binoculars, other optical device, still or moving)	Binoculars
5.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing	Not Known
6.	Angle of Sight (Estimated heights are unreliable)	Not Known
7.	Distance (By reference to a known landmark)	Not Known
8.	Movements (Changes in 5,6 & 7 may be of more use than estimates of course and speed)	Hovering
9.	Met conditions during observations (Moving clouds, haze, mist etc)	Clear Weather
10.	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 Stated
11.	To whom reported (Police, military, press etc)	Ord Sgt RAF Cosford
12.	Name & Address of Informant	Section 40 [redacted] WOLVERHAMPTON

13. Background of Informant that may be volunteered

Rational,

---

14. Other Witnesses

Wife and neighbours

---

15. Date, Time of Receipt (in AFOR)

242240Z Apr 93

---

16. Any Unusual Meteorological Conditions

None

---

17. Remarks

Section 40

Date: 26 Apr 93

RO2
Duty Operations Officer
Air Force Operations

Distribution:

Sec(AS)2, R Section 40 Main Building
AEW/GE, R Main Building
DI 55, Room ropole Building ✓
File D/AFOPS/2/5/1

99

REPORT OF AN UNIDENTIFIED FLYING OBJECT

1.	Date, Time & Duration of Sighting	242100 A Apr 93 several minutes
2.	Description of Object (No of objects, size, shape, colour, brightness)	Large Golden object. Appeared to change shape, form and size.
3.	Location, indoor/outdoor, stationary/moving	Outdoor, moving. WOMBOURNE, Nr Wolverhampton
4.	How observed (naked eye, binoculars, other optical device, still or moving)	Naked Eye
5.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing	Unknown
6.	Angle of Sight (Estimated heights are unreliable)	Not Known
7.	Distance (By reference to a known landmark)	Not Known
8.	Movements (Changes in 5,6 & 7 may be of more use than estimates of course and speed)	None given
9.	Met conditions during observations (Moving clouds, haze, mist etc)	Clear weather.
10.	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 given.
11.	To whom reported (Police, military, press etc)	Ord Sgt RAF Cosford
12.	Name & Address of Informant	Section 40 Section 40

13. Background of Informant that may be volunteered

Nil

14. Other Witnesses

Girlfriend

15. Date, Time of Receipt (in AFOR)

242240Z Apr 93

16. Any Unusual Meteorological Conditions

None

17. Remarks

Section 40

Date: 26 Apr 93

RO2
Duty Operations Officer
Air Force Operations

Distribution:

Sec(AS)2, R Section 40 Main Building
AEW/GE, R Main Building
DI 55, Room ropole Building
File D/AFOPS/2/5/1

55c

REPORT OF AN UNIDENTIFIED FLYING OBJECT

1.	Date, Time & Duration of Sighting	211950Z Apr 93
2.	Description of Object (No of objects, size, shape, colour, brightness)	Brilliant light, another brilliant light around. Seems bigger than an airliner going into Heathrow.
3.	Location, indoor/outdoor, stationary/moving	Outside moving slowly, sometimes stopping then moving
4.	How observed (naked eye, binoculars, other optical device, still or moving)	Naked eye - no binnoculars
5.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing	Near overhead, then moved away, then came back to overhead again moved to East
6.	Angle of Sight (Estimated heights are unreliable)	seemed quite low
7.	Distance (By reference to a known landmark)	not known
8.	Movements (Changes in 5,6 & 7 may be of more use than estimates of course and speed)	Very slow
9.	Met conditions during observations (Moving clouds, haze, mist etc)	Clear sky some brilliant stars
10.	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/A
11.	To whom reported (Police, military, press etc)	RAF
12.	Name & Address of Informant	

Section 40 [redacted]

13. Background of Informant that may be volunteered

14. Other Witnesses

15. Date, Time of Receipt (in AFOR) 21 1950 Apr 93

16. Any Unusual Meteorological Conditions

17. Remarks

The object was in view throughout the telephone call, was sure that it was NOT the

airship which is advertising the Ford Mondeo? (I'm not convinced.)

Section 40

Date:

RO2
Duty Operations Officer
Air Force Operations

Distribution:

Sec(AS)2, R Section 40 Main Building
AEW/GE, R Main Building
DI 55, Room opole Building
File D/AFOPS/2/5/1
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TOP

FEED DIRECTION

97

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

CAP045 13/1839 103C2183

FOR CAP

ROUTINE 130745Z APR 93

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. 092000L APR 93
B. ONE ABOUT SIZE OF A B737. ROUND WITH A WHITE LIGHT
C. Section 40 ROOGHLY SUTTON COLEFIELD. INDOORS. NOVING
D. NAKED EYE. TRIED TO TAKE PHOTO
E. OVERHEAD
F. 5-10 DEGREES
G. TWO TO THREE MILES
H. STEADY
J. RAIN. CLEAR WITH PATCHES OF CLOUD
R

L. SUTTON POLICE AND BIRMINGHA
M AIRPORT
Section 40 [redacted]
O. FOUR OTHERS IN HOUSE

PAGE 2 RBDAID 0001 UNCLAS
P. 100800L APR 93
BT

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

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

TOP

FEED DIRECTION

96

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

CAF029 01/0958 09ICL129

FOR CAF

ROUTINE 010800Z APR 93

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. 310115Z MAR 93 30 SECONDS
B. TWO WHITE LIGHTS TRAVELLING AT HIGH SPEED. FORTY TO FIFTY [illegible] APART
C. GREATLY HAMPSHIRE, OUTDOORS AND STATIONARY
D. NAKED EYE
E. NORTH TO SOUTH
F. 300 - 400FT AGL
G. OVERHEAD
H. HIGH SPEED
J. REASONABLY CLEAR, SLIGHT OVERCAST
K. LOCAL HILL (COSLEY HILL)
L. SATCO MIDDLE WALLOP

Section 40 [redacted]

PAGE 2 RRIAID 0003 UNCLAS
N. AVIATOR WITH ARMY FLYING ASSOCIATION, ENGINEER AND MOTOR RING SECRETARY

Section 40 [redacted]

P. 010845Z APR 93
BT

DISTRIBUTION Z6F
F
CAS 1 SEC(AS) ACTION (CXV : ACDO)
CYD 1 DD CE/AEW
CAP 1 DI SS

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

From: Wing Commander Section 40 [redacted] RAF

95/4

HEADQUARTERS STRIKE COMMAND
Royal Air Force High Wycombe
Buckinghamshire HP14 4UE

Wg Cdr Section 40 [redacted]

Tel: High Wycombe Section 40 [redacted]
Fax: High Wycombe [redacted]

Wing Commander Section 40 [redacted]
Room [redacted] Section 40
Old War Office Building
Whitehall
LONDON
SW1A 2EU

Your Reference:

Our Reference: STC/79716/28/ARM

Date: 11th February 1993

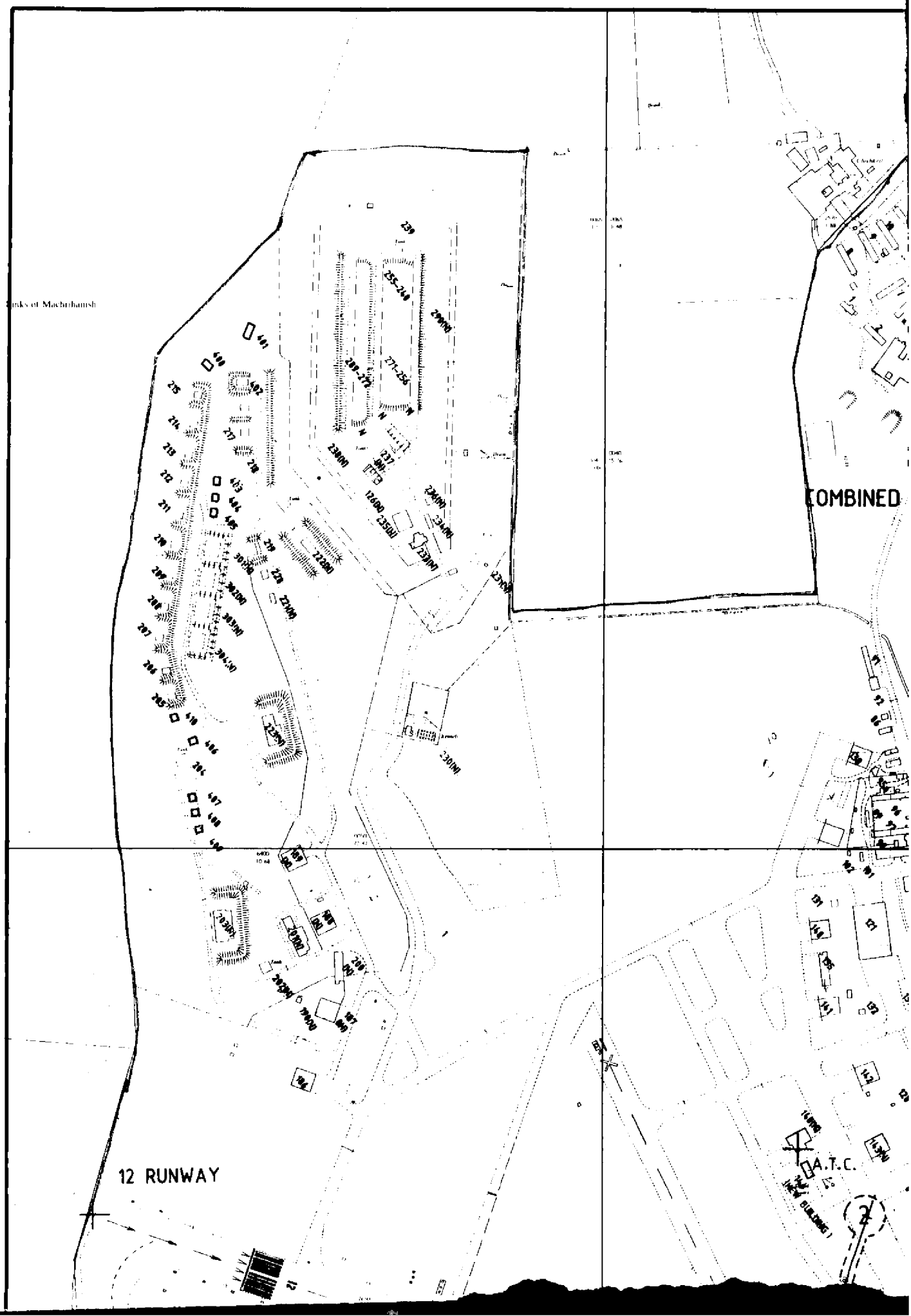
Dear Section 40 [redacted]

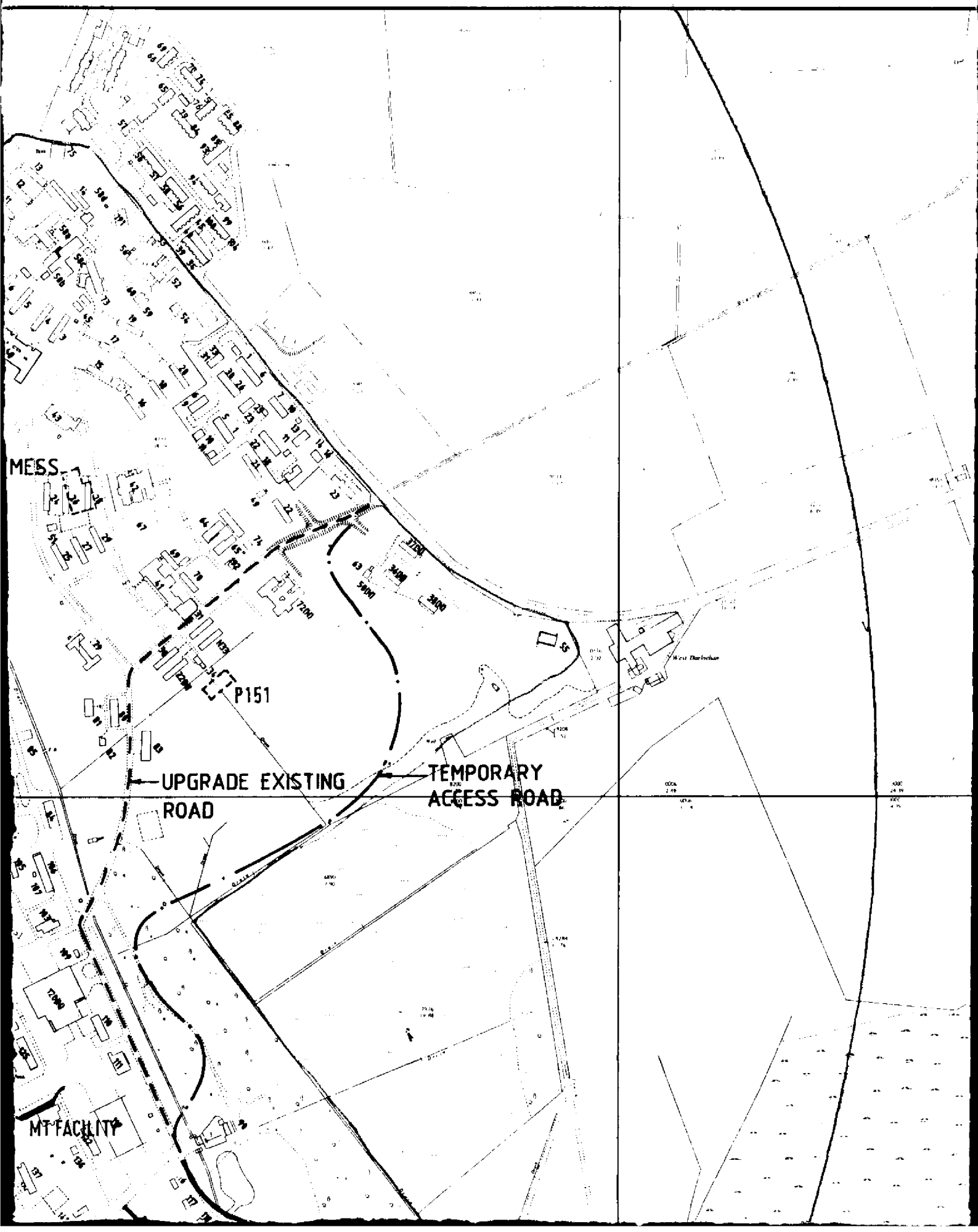
SITE PLAN OF ROYAL AIR FORCE MACHRIHANISH

1. Attached is a site plan of Royal Air Force Machrihanish as I promised. I am sorry it took so long but we had to search arround to get a reasonable copy. I hope it is not too late and will suit your needs. Let me know if you need any further maps.

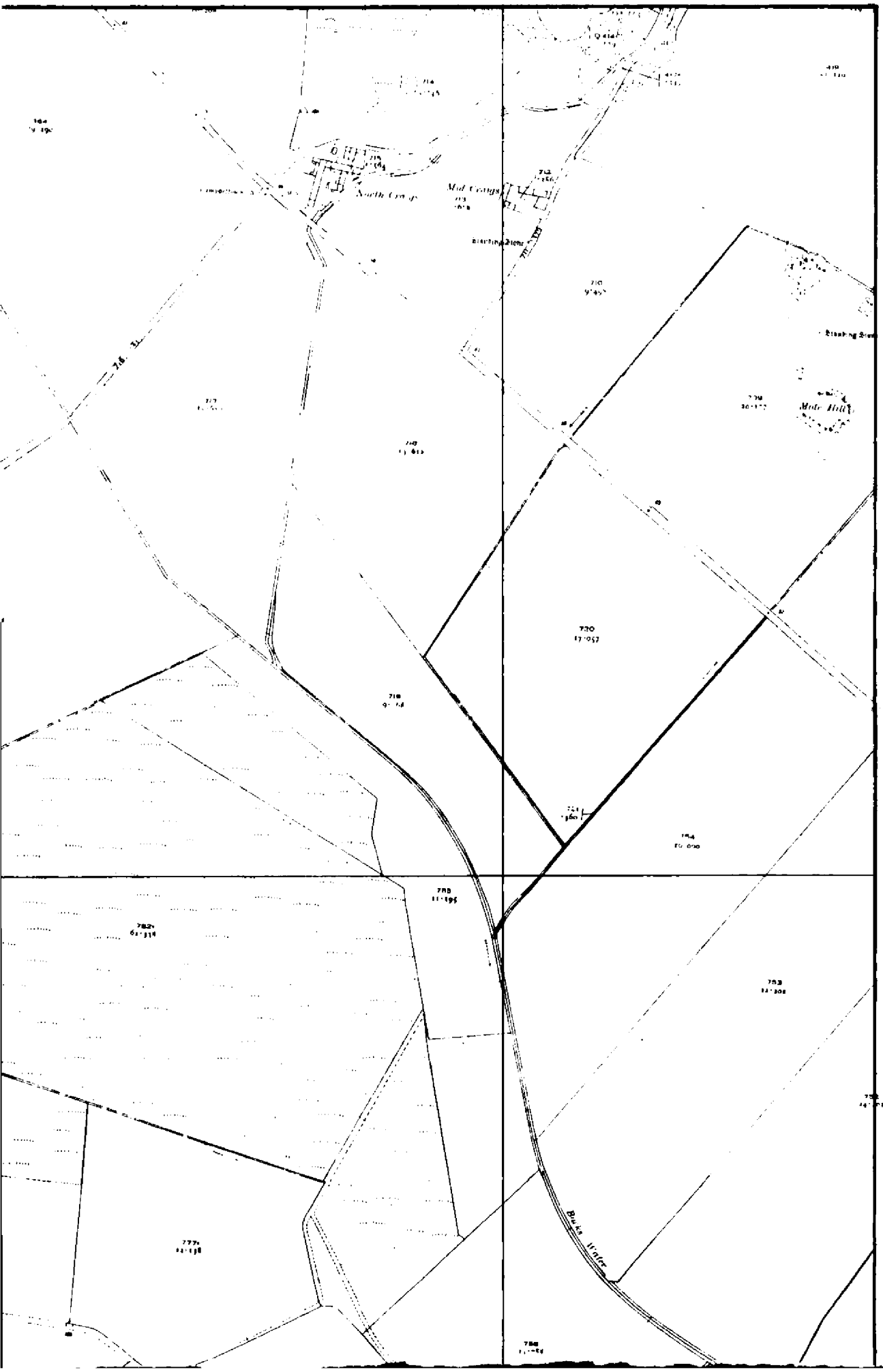
Yours

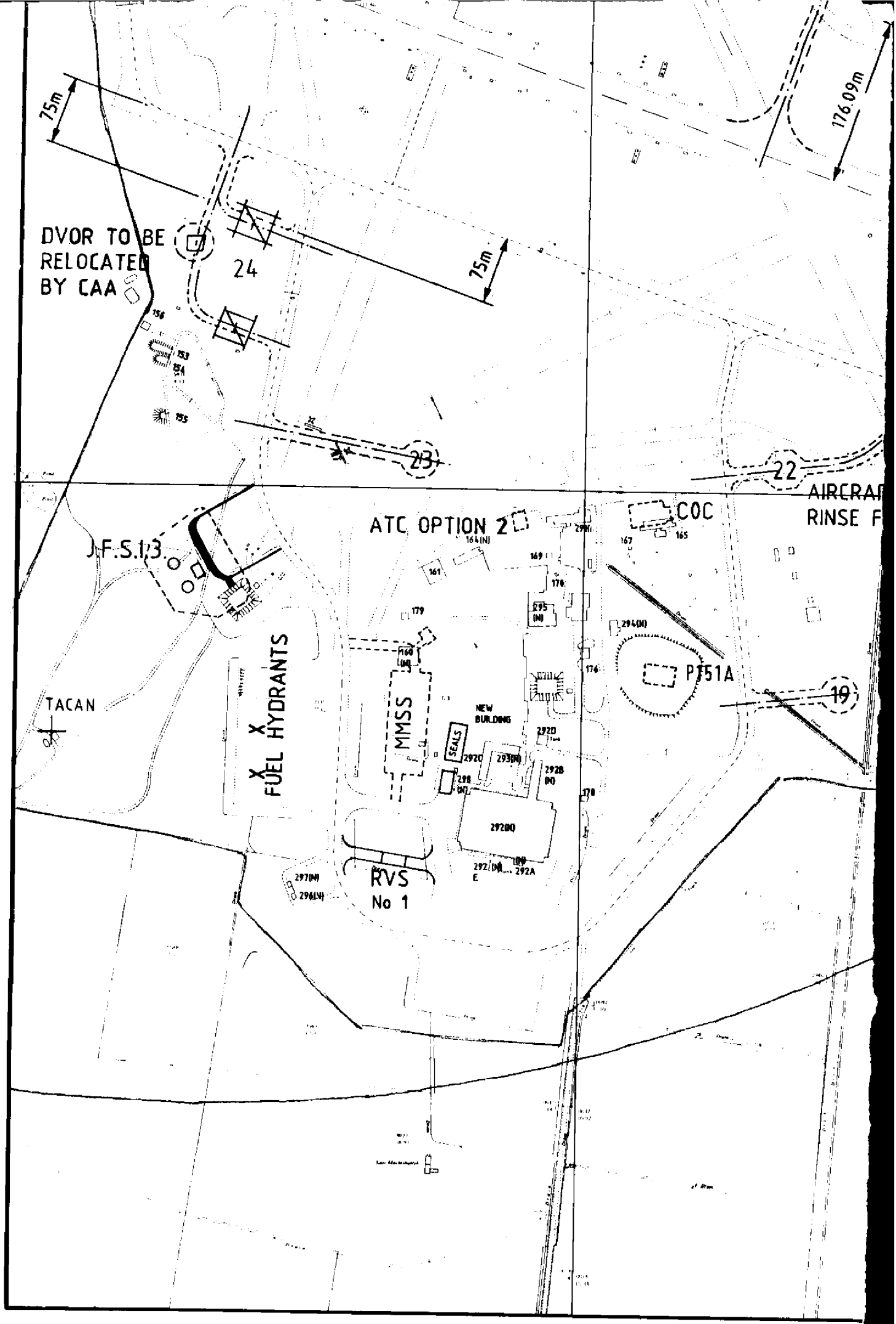
Section 40 [redacted]

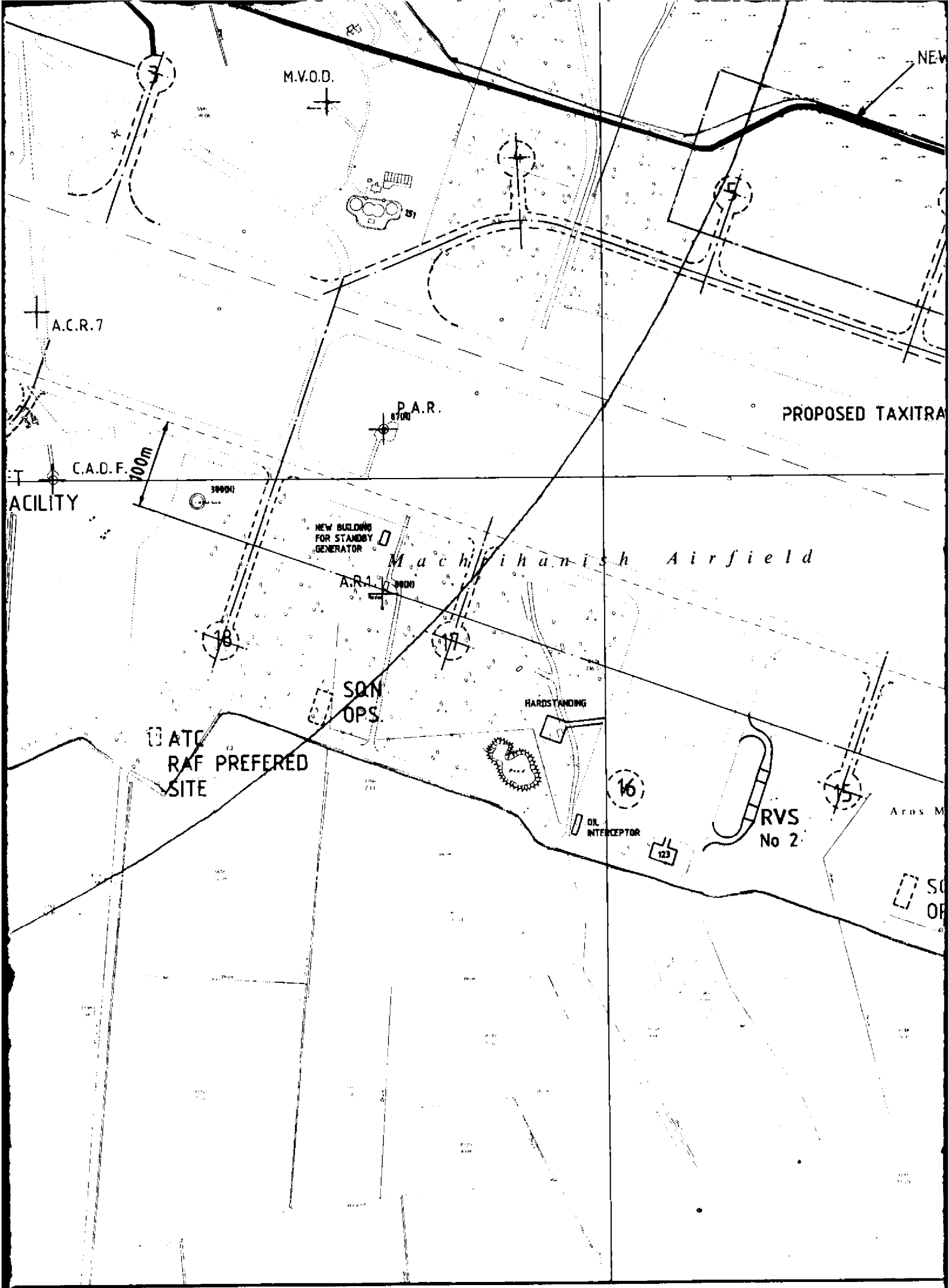

Links of Machrihanish
COMBINED
12 RUNWAY
A.T.C.

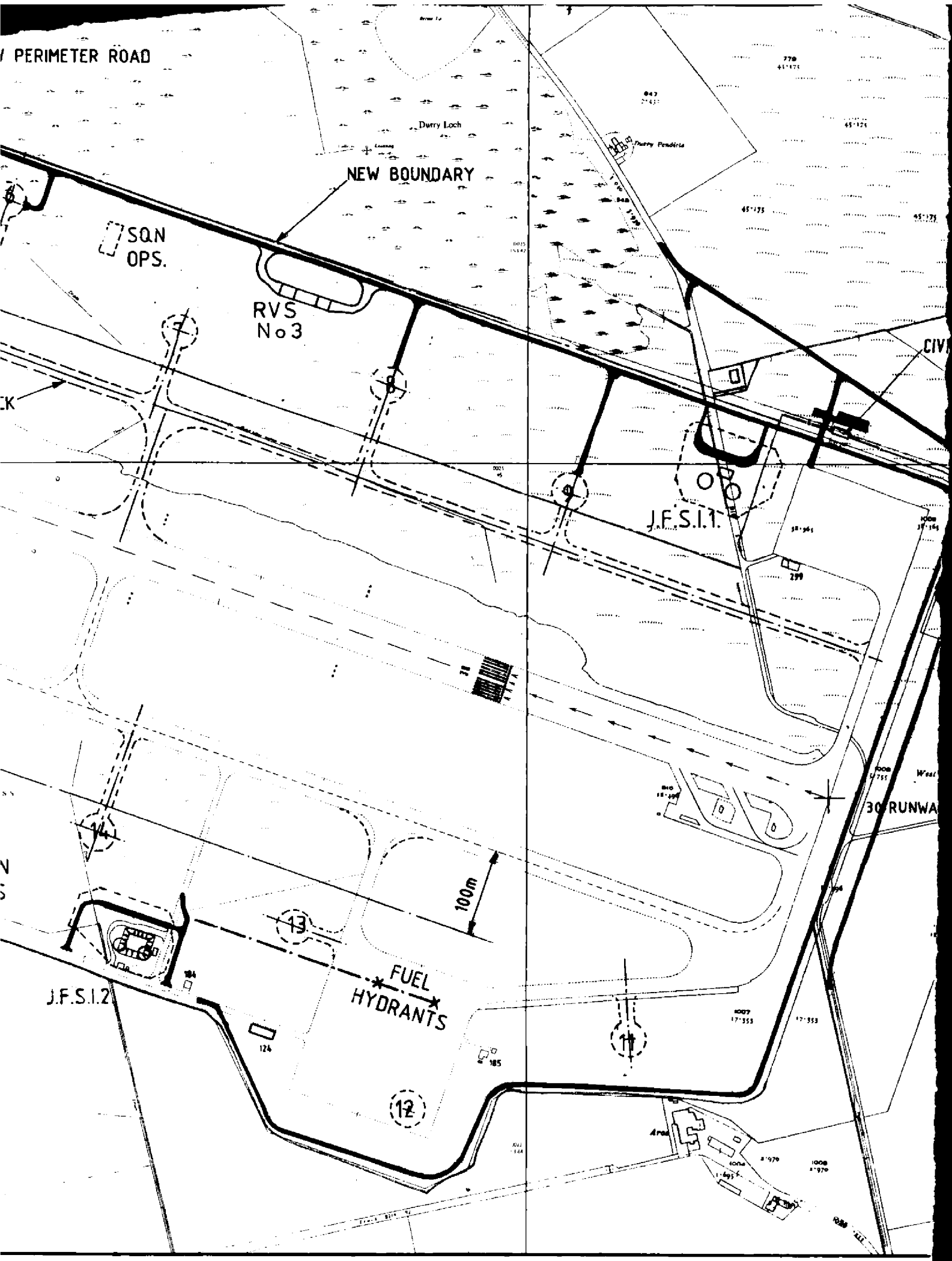

MESS
P151
UPGRADE EXISTING ROAD
TEMPORARY ACCESS ROAD
MT FACILITY

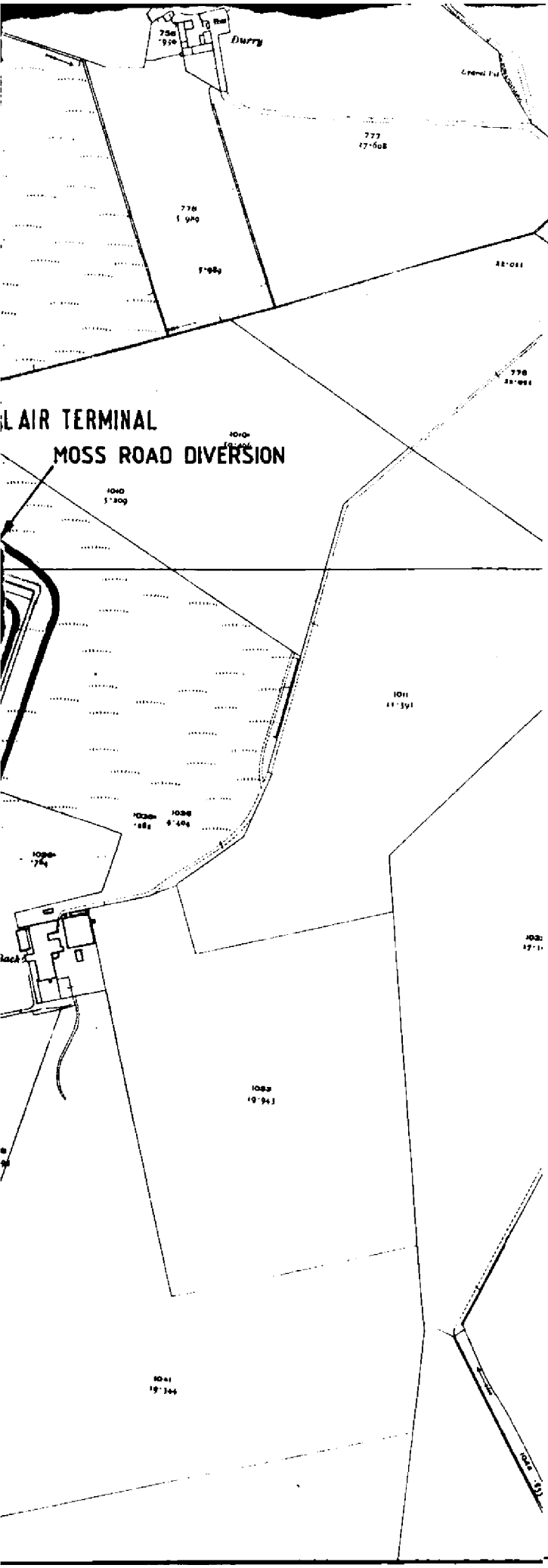

East Dartochan
Aros Moss


North Cottage
Mud Cottage
Blashing Stone
Blashing Stone
Mole Hill
Blake Water


75m
176.09m
DVOR TO BE
RELOCATED
BY CAA
24
75m
23
22
AIRCRAF
RINSE F
ATC OPTION 2
COC
J.F.S.13
FUEL HYDRANTS
MMSS
NEW
BUILDING
SEALS
PT51A
19
TACAN
RVS
No 1


M.V.O.D.
NEW
A.C.R.7
P.A.R.
PROPOSED TAXITRA
C.A.D.F.
100m
ACILITY
NEW BUILDING
FOR STANDBY
GENERATOR
Machrihanish Airfield
A.R.1
18
17
SQN
OPS
HARDSTANDING
ATC
RAF PREFERED
SITE
16
15
OIL
INTERCEPTOR
RVS
No 2
Aros M


PERIMETER ROAD
Durry Loch
NEW BOUNDARY
SQN
OPS.
RVS
No 3
J.F.S.I.1.
J.F.S.I.2
FUEL
HYDRANTS
100m
13
12
11
14
124
185
299



PSA

Site

RAF MACHRIHANISH.

Element / Worksection

SITE PLAN.

Scales

1:5000

Office of Origin

Section 40

Officer Responsible & Appointment

Section 40 HO STC

Drawn	**Date**
Checked	**Date**
Approved	**Date**

Project Nr.

Drawing Nr.

Revision

George Knapp

George Knapp earned a Masters Degree in Communications, has taught at several universities, and also wrote regular columns for the *Las Vegas Sun* newspaper and *LV Magazine*. He also produces free-lance news series for KTNV-TV (ABC), Las Vegas and WTVF-TV (CBS) Nashville, Tennessee.

From 1981 to 1991 Mr. Knapp was anchorman and chief investigative reporter for KLAS TV, the Las Vegas, Nevada CBS affiliate. During that period, he won dozens of regional and national awards for reporting, newswriting, and documentaries on such diverse topics as organized crime, political corruption, and the illegal drug trade. In 1989, Knapp produced a ten-part news series which was complied into a documentary, *UFOs: The Best Evidence*. The program was honored by both Associated Press and United Press International, capturing UPI's national award for Best Individual Achievement. It was also nominated for a regional Emmy. A followup project six months later was also a critical and popular success. Both projects were honored with the "Donald Keyhoe Award," presented by the Fund for UFO Research.

Mr. Knapp left KLAS in November 1991 to accept a position as Senior Vice President with Altamira Communications Group in Las Vegas. He is currently working on a comprehensive series of UFO-related documentaries, including a project based on his March 1993 visit to Russia.

He may be contacted by writing to 577 Bonita Avenue, Las Vegas, NV 89104-2803.

AREA 51, BOB LAZAR, AND DISINFORMATION

— A REEVALUATION

George Knapp

ABSTRACT

Classified activities at Nevada's top secret testing facility, Area 51, have inspired numerous wild stories and exaggerations within UFO circles. The claims of former government scientist Robert Lazar have been villified by many ufologists, even though few ufologists have properly or thoroughly investigated those claims. This paper will attempt to clarify Lazar's allegations, address some of the criticisms of his testimony, and examine the testimony of other knowledgable witnesses concerning the possible storage and testing of alien technology in the Nevada desert. It will also focus on the possibility that the Area 51 allegations may be connected to a government disinformation campaign.

INTRODUCTION

To paraphrase the old joke, opinions about Area 51 are like rear ends--everybody's got one. Increasingly, those opinions seem based more on ufological scuttlebutt than on solid inquiry and investigation. Not a month goes by without someone taking a shot at the Area 51 story or at Bob Lazar, or both, whether it be in UFO journals or magazines or in public presentations by UFO luminaries. After working on this mystery for four years, coming up with very few reasonably solid conclusions, I'm amazed at how many people are able to make definitive statements about the veracity of the Area 51 allegations, especially since very few of them have interviewed the principal witnesses, visited the site, or examined the full record.

CONSPIRACY BUFFS

Much of the confusion about what's going on at Area 51 stems from the multitude of conspiracy buffs, blatant profiteers, religious zealots, or hopelessly gullible saucer nuts who have seemingly appropriated the Groom Lake story for their very own. One group now insists that children are being kidnapped all across the country, and then subjected to hideous medical experiments at Area 51. Another believes that mind control beam weapons are being developed there to turn our brains into mush. Another thinks there is a direct link between Area 51 thugs and the government "murder" of the Waco, Texas cult murders. A Los Angeles man who formerly charged 99 bucks per person to take people on tours of the Groom area now bills himself as the "world's greatest UFO authority." Not only that, he has suddenly

developed psychic abilities (perhaps the result of being zapped with mind control beam weapons) and tells people that the aliens who control Area 51 are from the planet Krondac, 800 light years from Earth. Another man, the esteemed William Cooper, who has also been billed as the world's greatest UFO authority, tied Area 51 into his patented "mother of all conspiracy theories," linking Groom Lake to the JFK assassination, one world government, illegal drug operations, the Jasons, Illuminati, Trilateralists, and MJ-12. One can only hope that we will someday be able to resolve the question...about which of these men is truly the world's greatest authority.

JOURNALISTIC TENDENCIES

Such lunacy plays right into the hands of those who would like to debunk the entire UFO subject. It also makes it easier for mainstream journalists to continue to scoff. In May, the *Los Angeles Times* attended a conference of Area 51 enthusiasts in Rachel, Nevada, and used all of the same, time-honored cliche putdowns that are always included in stories about UFO gatherings. The only standard wisecracks missing from the *Times* story were Elvis sightings and Bigfoot jokes. And since the topic is only UFOs, why be accurate at all? The *Times* report included that ancient UFO chestnut about a bloody battle between American soldiers and alien beings in some secret underground base, then attributed the story to Bob Lazar--an absolute falsehood. The *Times* also got a chuckle about rumored underground tunnels linking Groom Lake, Dulce, New Mexico, San Diego, and New York. That's some tunnel. And Nevada animal mutilations were cleverly dismissed as the work of a "Zeta Reticulan Wolfgang Puck" with an appetite for cattle privates.

Ufology expects such treatment from mainstream journalists, and isn't surprised by the fantasies of the conspiracy fringe, but the question of alien contact presumably deserves better from those who profess to take it seriously. That's not how things have gone with Area 51, and particularly, with Bob Lazar.

Broad condemnations, unsupported off-the-cuff opinions, gut feelings and suspicions based on little more than intuition or past experiences have repeatedly been applied to this case by researchers who are woefully ill-informed about the basics. It has now become fashionable to casually dismiss the Area 51 matter as an obvious case of disinformation. When did we decide this? Was a vote taken? Did the government come clean and admit it? Were secret documents leaked to the UFO press, exposing this disinfo plot? In the absence of the above, we might want to keep an open mind before issuing the sort of definitive declarations I've heard or read over the past several months.

UFO CRASH PHENOMENON

Area 51 may be the bastard child of Ufology at the moment, but its parentage can be traced directly to one of the most familiar, widely accepted, best documented premises in this field; namely, that alien

vehicles, wreckage, or technology have been acquired or recovered over the past few decades by government or military interests. Friedman and Berliner, Randle and Schmitt, Bill Moore, and others have worked tirelessly to uncover hundreds of witnesses with information about such recoveries in New Mexico. Veterans like Len Stringfield have developed dozens of their own sources with information about other alleged crash sites. UFO files bulge with statements from former military personnel who claim to have seen discs or alien material at various bases. At a minimum, we have volumes of testimonial evidence concerning the military's possession of alien hardware. Yes, there is disagreement about details, but Ufology seems comfortable with this general premise.

So where is it? Where is the hardware and what is being done with it? If it exists, it must be somewhere. If the people who have it merely wanted to stash it, they have no shortage of attics, nooks, and crannies. But if they want to do something with it, if they want to study it, test it, perhaps duplicate it, exploit it (which would certainly be consistent with their track record), they have limited options. If the government possessed such material and wanted to study, test, or duplicate it, Area 51 would certainly be at or near the top of the list. It is remote, secluded, in a sparsely populated region of a sparsely populated state, ringed by mountains, adjacent to a highly secure nuclear testing facility, virtually impenetrable, and *the* location of choice for the most classified research and testing our military has conducted during the past 38 years. No other facility comes close, even today, and four decades ago, it was even better.

AREA 51

The CIA, with some help from Lockheed founder Kelly Johnson, picked the spot for the base. The modest facility was built in 1955, under direct control of CIA, and was accessible only by air. It is now a matter of record that Area 51 was host to this nation's most vital, most secret programs. Next door, nuclear weapons were being developed. Area 51 was part of that effort, but has also been home to the U-2, SR-71, Stealth fighter, Stealth bomber, Star Wars beam weaponry, special commando training, NASA training, and numerous other classified whizbang stuff that never got off the ground. Somewhere in the bowels of the Pentagon is an operational history of the base and its many programs. You and I will never see that report, but it's there according to people who have read it.

The various nicknames for the base are now etched in UFO annals, but at one time, they were only whispered--Dreamland, the Ranch, Watertown Strip, the Funny Farm, Area 51. The public uses Area 51 as its generic term for the region, including the facilities which straddle the dry bed of Groom Lake, as well as the highly restricted space around Papoose Lake (dry), a few miles south of Groom Lake. According to Bob Lazar, Papoose has its own designation, S-4, but more on that later. The name Area 51 appeared on a map only once, a map that was prepared for John Kennedy's visit to the Test Site in 1962. Unfortunately, JFK

is gone, and so is Area 51. Because so many people are now familiar with the name of the base, a new, still-classified name for the facility and its programs has been adopted. For our purposes, we will still use "51." Pilots stationed at Nellis AFB refer to that area as "The Box," named for its rectangular-shaped restricted airspace, and woe to any flier who intrudes.

Officially, the area is part of the Nellis Range, but getting a handle on who runs it is difficult. CIA, the Air Force, Army, Navy, NASA, and Department of Energy (DOE) have all maintained a presence over the years, along with private contractors E.G.& G., Lockheed, Northrup, Hughes Aircraft, and others, but no one will claim the facility. In 1978, an Air Force spokesman reluctantly admitted to Las Vegas media that classified projects were housed there, but said he had quote "no knowledge of Area 51 being controlled by the Pentagon, CIA, or DOE." So who does that leave? Indian Affairs? Fish and Game? This question has some practical relevance. The signs posted outside the area warn that photography of any part of the base is illegal unless permission is given by the installation commander. The trick is that no one will admit the installation exists, what it's called, or who the commander is. According to highly placed sources, the person in charge of the area's approximate 1800 employees, most of whom work for E.G.& G., may be civilian. Whoever is in charge has a thing about warning signs. Every few months, the warning signs are extended further and further onto public land, in bunches of five and six signs in a spot, with warnings on the bottom stating that use of deadly force is authorized.

Encounters with security forces at 51 have become part of the lore. Some visitors claim they've been harrassed, threatened, roughed up, buzzed, gassed, even shot at. Security certainly is impressive. Over the years, I've had several calls from ex-military types who wanted to storm Area 51, or sneak into the base. Not a good idea. It is protected by audio and video surveillance equipment, motion detectors, ammonia detectors, choppers, fighters, missiles, and at least three security forces--Wackenhut, E.G.& G. Special Projects, and regular military. And even all of this wasn't enough.

CONGRESSIONAL INTEREST

In 1984, the Air Force commandeered 89,000 acres of public land to be used as an additional buffer between the secrets of Groom Lake and the public. The Pentagon admitted it was an illegal act, and only later was Congressional approval sought and obtained. The generic term "national security" was the only rationale ever given for the land grab. Whoever plotted the seizure apparently goofed. For the past two years, aviation buffs, journalists, and others have been making the two-hour climb up White Sides Mountain, which sits just outside Groom Lake, to snap photos, video, or glimpses of a base that doesn't exist.

The most recent photos show a facility that has grown dramatically in the past few years. In some shots, a massive new hangar can be seen.

Base personnel say the name of the new bulding is Hangar 18, an inside joke aimed at the quote "UFO-biacs" who mistakenly believe that flying saucers are stored there. I've also been told that base personnel always know when someone is on the mountain, and they are forced to shut down operations, close doors, and otherwise wait out the interlopers. Needless to say, this drives them right up the wall. Often, people who climb the mountain get buzzed by camera-toting, hostile helicopters. In at least one instance, a helicopter came very close to a car carrying persons who had just alighted from White Sides. The encounter was captured on videotape. In many more instances, base security will wait at the foot of White Sides, along with Lincoln County Sheriff's, who do most of the work in enforcing the ban on photography. In April, however, a TV crew from Dallas successfully challenged that law. They refused to turn over their gear or tape, contending that a law which prohibits photography on public land is unconstitutional. The Sheriff backed down and let them go.

It now appears likely that another land grab is in the works. Congressional personnel have been warned that White Sides Mountain will soon be seized, possibly within a matter of months. Some rural Nevadans have heard about the plan and are mobilizing. They argue that, since the Cold War is over and since the Russians or anyone else can already spy on the base from space, the only people being denied a peek are American citizens and the Congress.

Without question, Congressional interest in the facility is growing. At least three Congressional-level delegations have visited 51 in the past year, and in Washington, increasing scrutiny is being focused on civilian contracts related to Groom. Congress wants to know what's going on out there. One recent visitor was completely dazzled by whatever it was he saw. Although he would not violate confidentiality restrictions, he said that, whatever we've got out there is decades ahead of the rest of the world. Does this mean aircraft, drones, or what? Groom may be home to a whole range of advanced programs. Witnesses have described a ferocious roar splitting the sky, and have assumed they were listening to an engine, possibly that of Aurora. From what I've been told, they are probably wrong. The sounds may be emanating from some sort of powerful advanced sonic weapon.

AERIAL VEHICLES OVER GROOM LAKE

What does any of this have to do with alien spacecraft? Most ufologists are aware of what's been seen in the skies above Groom Lake during the past few years. Hundreds of people have trekked into the desert to watch the show. Photos, videos, and drawings have captured the images, ranging from small darting red lights to orange, glowing orbs, to erratic saucer shaped speedballs. Included in the collection is this intriguing video snippet, captured by a Las Vegas TV crew in December 1992. When enhanced, it certainly resembles the classic flying saucer design. Obviously, something is flying around out there, but what?

Aviation-types are convinced a new generation of black aircraft is under development, including the TR-3A Black Manta, the F-19--a stealthy successor to the F-15, a hypersonic, diamond-shaped nuclear-armed drone, a huge black boomerang, and the near-legendary, Mach 7 Aurora/Senior Citizen. Writer Bill Scott of *Aviation Week and Space Technology* wrote that what's out there relies on "exotic propulsion systems and aerodynamic designs not fully understood." Because Scott came perilously close to saying "flying saucer," a certain higher-up at the magazine complained, and Scott was ordered to stay away from any stories which might lend credence to tales of UFOs at Groom Lake.

While the aviation crowd was convinced that new planes were being tested at Groom, rabid saucer hounds were equally certain that everything in the Nevada sky was a UFO, or more precisely, an "H-PAC," Human Piloted Alien Craft. Even NBC News, which traveled to Nevada in search of the Aurora, commented that the big glowing ball it photographed over Groom Lake "appears to defy the law of physics...like a flying saucer."

The trendy view within the UFO hierarcy is somewhere in between the planes-versus-H-PAC's debate. Again and again, I have heard self-appointed Groom Lake experts conclude, without any reservations, that the Groom Lake aerial ballet is disinformation, pure theater, a show designed to distract attention away from earthly black projects, or as some sort of exercise in mass psychology.

In my opinion, there are problems with all three viewpoints. If the people in charge, whoever they are, wanted to use UFO tales to direct attention away from other black projects at Area 51, they failed miserably. Because of the stories produced by myself and KLAS TV, thousands of people from all over the world have flocked to the area. On any given night, onlookers, including journalists, are parked outside the base, awaiting to document whatever it is that's being flown there, saucers or not. As noted, this level of public interest has also resulted in congressional inquiries, something no black project wants. For the same reason, it makes no sense to think the military would still be test flying alien craft at that site, assuming it ever possessed such craft. It seems far more likely that such testing would have been moved somewhere else by now. And the explanation that people have merely been seeing advance, yet secret terrestrial aircraft doesn't quite cut it either. There is a major difference betwen what's going on today and previous black programs, such as the U-2 or SR-71.

Neither Congress nor the Department of Defense (DOD) claim to know what's been flown at Area 51. In those earlier programs, the military had no reservations about lying to or stonewalling the public, but the appropriate committees in Congress knew exactly what was going on because they were the ones who authorized the funds. Whatever is being flown at Groom over the past few years is a mystery to Congress. It has also been kept from key personnel in DOD. I have been told by first-hand sources that closed-door meetings at the very highest levels have

been held, tough questions have been asked under threat of contempt, and there simply is no current program which can explain what has been reported by witnesses. Congressional investigators with the highest possible clearances--people who are familiar with all other black projects currently funded--say there is no Aurora, at least, nothing close to what has been described in media speculation. Yes, there are advanced airframe designs in the works, but no Aurora. There has been no funding within the black budget for such a program, period.

SECRET PROGRAMS

To key congressional personnel, this raises the unpleasant possibility that secret programs have been taken outside the government altogether and have been put into the hands of private contractors as a way of avoiding public scrutiny. Such a scheme might be compared to the efforts of the Reagan-Bush administrations to use foreign countries as surrogates who could carry out political objectives which were not permitted under American law. If it is true, if Congress isn't in charge, and DOD isn't in charge, who is calling the shots? The whispered assumption among some high-ranking officials is that this same sort of arrangement may have been used to buy information, evidence, and hardware related to an alleged alien presence.

I present this possibility at the risk of being lumped in with the conspiracy fringe, but I can assure you that this is not my scenario alone, and is being taken seriously by very serious people in Washington. It is one of the primary reasons for their recent interest in Area 51 programs, including longstanding rumors about alien technology. Such questions are being pursued at this moment, earnestly but discreetly, by key players in the U.S. Congress. It is somewhat naive to assume that any elected official or high-ranking staffer will publicly admit an interest in this story, or call for full fledged hearings, until and unless a smoking gun or indisputable witnesses are uncovered. For people in their positions, to do otherwise would be political or professional suicide.

HISTORY OF GROOM LAKE

If the story of UFOs at Area 51 are mere inventions, they must have been written a long time ago. They didn't begin with Bob Lazar, and they don't end with him. As a reporter, I had heard the stories from military sources long before I ever met Lazar. Some of the most vehement critics of Lazar are those who helped to promulgate the rumors in the first place. *The Las Vegas Review Journal,* for instance, which has consistently criticized my interest in the story, referred to the alleged alien craft in its own reports in the mid-1980's. My friend Bill Moore, who has repeatedly taken Lazar to task, is as responsible as anyone for bringing Area 51 to the public's attention. It was Moore who released the so-called Aquarius document in 1983. This is the document which mentions Project Snowbird, a program allegedly underway since 1972 to test fly alien aircraft in Nevada. And Moore's well-known sources,

Falcon and Condor, added to the controversy in the late 80's when they said on national TV that extraterrestrials had been at Area 51. Today, Moore admits that his sources say there is an alien presence in Nevada--but that it is further west of Groom Lake. Journalist Linda Howe says she was permitted to see documents similar to those uncovered by Moore, and at about the same time. The authenticity of the documents has not been established, but it is interesting to note that only a few months after Moore and Howe saw the supposed briefing paper for President Carter, the Groom Lake land grab began.

The roots of the rumor go back even further. Members of the Groom family, for whom the mountains are named and who lived in the region for the most of this century, say the story of alien craft at Area 51 dates back to the 1950's and was common knowlege among their neighbors in Lincoln County. Journalist Robert Dorr, cited in a book by British ufologist Tim Good, wrote that one of his sources, an Air Force Intelligence officer, told him an alien disc was stored on the Nellis range since 1953 and that attempts were made to fly the craft from 1953-1955 using conventional aircraft engines.

Another researcher, David Dobbs, was in contact with a man named Michael Hunt in 1980, nine years before Bob Lazar. Hunt said he had a "Q" clearance while working for the Atomic Engergy Commission at Groom Lake in the 60's, and saw the alleged alien disc in flight. Hunt claimed that the saucer caused radio gear to malfunction whenever it flew and that the name of the program was Project Redlight, a term he saw stenciled on shipping crates at 51, and one that has surfaced several times from other sources. As a side note, I tracked down the elusive Mr. Hunt, now living in a small southern town, but he is no longer willing to answer inquiries on this topic.

Project Redlight also pops up in the research of former Air Force Colonel Wendelle Stevens, who says he has been contacted by several former military men who worked in Nevada in the 1950's and who claimed knowledge of alien hardware being tested in the desert under the auspices of something called Redlight.

Many other people with bits and pieces of information about alleged alien craft at 51 have been contacted, before and after the airing of my first documentary. A Nellis radar technician told me that he tracked objects over 51 which traveled at speeds of 7,000 miles per hour and would, in his words, stop on a dime. When he reported this information to his superiors, he was told to ignore it. Mark Barnes, who works at a long-range radar station outside of Las Vegas, says his facility has tracked odd aerial activity over the Groom Lake area--aircraft capable of monumental speeds which seemingly hover over Groom for extended periods. An electrical engineer whom I worked with in the television business for more than five years confided that he had been employed at Groom Lake for a period and has inadvertently seen a metallic disc covered by a tarp in a building at Groom Lake. A former Wackenhut security guard who worked at the Nevada Test Site from 1984-1988, and

who says he had a Q clearance, related stories about how he and others, while pulling a shift at the Test Site's internal checkpoint for entrance into 51, was buzzed by a glowing sphere which came from the direction of the base. A Las Vegas attorney who served in the military in central Nevada in the 70's says he witnessed a disc-shaped craft land outside Area 51, that the craft seemed to be having some sort of mechanical difficulty, and that it was quickly surrounded by security forces. The lawyer says he was subjected to several days of tough interrogation and was ordered to forget what he had seen.

He, like so many other persons who claim knowledge of this program, doesn't want his name used. This is problematic for all of us. How much credence should we give to stories told by sources who request anonymity? It's a problem journalists face in many different types of stories, including my own investigations of organized crime, political corruption, and other sensitive topics. For some people, the only information which can constitute proof is physical evidence. If the people who run Groom Lake were to throw open the hangar doors and tell us, "the saucers are in there, boys, help yourselves," it might be enough to convince the scoffers. But this seems a remote possibility. In the absence of such physical proof, we are forced to rely on human testimony, some of it first hand, some of it once removed, some of it from persons who don't want their names used. The simple reality is that journalists, in many different types of stories, agree to respect the anonymity of sources, especially if it's the only way to get the information. We do the best we can to verify that the source is who he says he is, and then try to find other sources who will corroborate. A single witness may not mean much, but when you see a consistent pattern of testimony from numerous people, people of all ages and backgrounds, and who don't know each other, and the testimony spans more than three decades, it has to mean something. If it is a disinformation campaign, it must rank as the longest, most elaborate, most expensive dirty trick in modern annals, one that began in 1953 but didn't culminate until Bob Lazar came forward in 1989. That's some disinformation plot.

TESTIMONY SUPPORTING AREA 51

If you take Bob Lazar out of the Area 51 story, it is still a story, one which is supported, at least in part, by dozens of people I have spoken to in the past four years. The following is a brief symposis of testimony I've acquired, some attributed, some anonymous, and you can give it whatever weight you deem appropriate. But consider the pattern, related by people who don't know each other, who have no apparent motive to make it up, and who are genuinely worried about the potential consequences.

First, a golf pro who worked at the Nellis range and who developed close friendships with several high ranking officers. During an out-of-town golf trip, he and his friends watched a TV program about Roswell in their hotel room. One of the officers, a Lt. Colonel, confided that he had been briefed on Roswell, that the crash and recovery were true, and

that some of the hardware had been stored at 51. A golf pro seems an unlikely candidate for a disinformation effort.

Next, a tax preparer named Roy Byrum. From 1976-1979, he provided tax services to several persons employed at 51. He says he learned a great deal from his clients about operations at the base and that large sums of money were being diverted from legitimate programs into the UFO effort. He says he was told, in no uncertain terms, that recoverd alien discs were stored at 51. The day after he gave me some of this information by phone, Byram says he was visited by two government agents who, in his opinion, wanted to "lean on" him about talking to reporters.

Next, a woman who works in the Clark County court system. A police officer brought her to my attention. She told him that she had previously worked for a major defense contractor, Holmes and Narver, and that she had sat in on meetings between high level executives and military personnel at which the subject was recovered alien discs. She recalled that the discs were mentioned in connection with 51 but that they were under the control of a private firm, not the military. We arranged a meeting. She didn't show. The officer told me that she had been visited by people who reminded her that she was still under oath, that it was well known she and members of her family did a lot of long-distance driving, and that accidents could happen. I know who she is, where she works, what a respectable position she is in, but the woman is apparently terrified. Even at this late date, four years after our first communication, she will not answer letters or phone calls.

I've had several meetings with an electrical engineer who was employed at 51 for 15 months by the U.S. Army in the '70's. He doesn't claim to have seen the discs himself, but developed friendships with two E.G.& G. technicians who worked on what he called "the secret side" of the facility. He says the two confided that they had seen and touched the discs, that the technology was alien, and that they had gotten into trouble for what they saw because they went into areas for which they weren't cleared. This engineer also told me that E.G.& G. runs the show at Groom Lake.

A flight engineer employed by E.G.& G. came to my attention because a well-known elected official knew of my interest in the topic. The official rented a house to the engineer for 15 years and witnessed several intense security investigations in that period. A friendship developed, and the engineer confided in the official that he had seen, not only recovered alien craft at 51, but also alien bodies. The engineer had told his wife the same story, and the wife related the same information to the elected offical. I've been in contact with the engineer. He has confirmed that he did relate that information to the official, but he declined to answer any other questions, saying his livelihood could be endangered by talking too much.

Another source is a former photographer, now living in a southern state, who says he worked at the Test Site in the early 60's. It was

his job to photograph above-ground nuclear tests, and his knowledge of those early tests convinced me that he is legitimate. He says that photographers were among the only persons on the Test Site who were allowed to possess binoculars, and that he and his co-workers frequently witnessed metallic discs from their vantage point west of Groom Lake. Prior to planned nuke blasts, he and the others were quarantined inside for days at a time, and had nothing else to do but talk. He says his superior, a German physicist named Otto Krause, often discussed the discs seen at 51, that Krause told him about the crash of an alien craft in New Mexico in the late 40's (long before anyone had published anything about Roswell), and that Krause confided that the program at 51 was aimed at duplicating the propulsion system taken from the alien craft. The photographer also mentioned some of his co-workers by name, and I am attempting to track them down as well.

The next source is Doug Schroeder, an electrical engineer employed by E.G.& G. Schroeder was assigned to develop a video unit for his company, a unit that could photograph and document all of the many programs E.G.& G. had going in Nevada. Since he had no video experience, he asked Las Vegas TV producer Bob Patrick to teach him the ropes. The two became best friends and, over time, Schroeder told Patrick about some of the things he had seen. Patrick has been in business in Las Vegas for three decades, and I have known him for about ten years. Schroeder told him many details about Area 51 which correspond to other witness testimony, including specific information about the base layout, how personnel got into it, and what was there. Schroeder related that he had seen and photographed alien craft during test flights, that the hardware had been recovered from crash sites, that the discs were tethered during tests, that the material had been sent to Nevada from a base in Ohio, and that while they weren't having much success with the flights they had learned a great deal about metal fabrication from studying the discs. Unfortunately, I did not get to interview Schroeder. He died in somewhat mysterious circumstances two years ago. I have interviewed his wife, who says Doug told her he could never reveal what he had seen because "he didn't want me to get into trouble in case anything happened." I have also interviewed Schoreder's former co-worker, Doug Smith, who says Schroeder told him about seeing the discs but who denies ever seeing them himself. And I have had many conversations with Bob Patrick, who says he used information from Schroeder to infiltrate Area 51. Schroeder not only told him what route to use to slip into the base, but advised him to wear a wet suit in order to confound ammonia detectors, which Patrick did. Patrick says he had a cover story ready in the event he was caught. He was going to tell security that he heard about a lake in the area and wanted to do some scuba diving. Since he wasn't nabbed, he didn't have to lie about wanting to scuba dive in a lake that has been dry for a century, so the line is still available if someone else wants to use it.

Another source is a man named John Harbour, who says he was an Air Force Security officer at Groom in the late 80's. Harbour became friends with a woman I know, and she ended up helping Harbour with his

taxes. The woman says Harbour received two W-2 forms, one for his work with the Air Force, and another for work that he said he couldn't talk about. Of course, he did talk about it. He complained that he was unable to get a loan because he could only show income from the first job. He also told her about his stint at Groom Lake, where he worked four day shifts, that the rumors of an alien presence were true, that it was being withheld from the public because it would destroy our institutions, including religion, and that people might stop paying their taxes if the truth ever came out. Harbour abruptly left Nevada in 1990. Despite repeated attempts, I have been unable to find him and don't know how much weight to give his story. One bothersome note is that, if his true income was supposed to be a secret, why did they bother to give him a second W-2 at all?

Jim Tagliani is a Las Vegas computer troubleshooter. Before that, he was a technician attached to the Stealth fighter program in Tonopah, Nevada. And before that, hew as Bob Lazar's supervisor when they both worked for Fairchild Industries in California. Tagliani was quoted, but not by name, in my first UFO documentary in which he said that knowledge of the alien craft at Groom is well known among Test Site and Nellis personnel who hold high security clearances. Tagliani was grilled by agents from the Air Force Office of Special Investigations because of his link to Lazar. He was subsequently denied an upgraded clearance and went into the private sector. But he still maintains the alien hardware was common knowledge among those within the then top secret Stealth program.

Dr. Dan Crain is a prominent biologist who worked with the Las Vegas Planetarium Society, the Young Astronaut program, and was a frequent lecturer at Southern Nevada's community college. I started receiving letters about Crain before I ever met him. Letters from neighbors, ex-girlfriends, co-workers, all unsolicited, all implying that he was involved with alien research. When confronted with this information, Crain freaked. He agreed to meet with me and to hand over copies of documents which he had apparently taken as a safety precaution, documents which would prove his involvement in research on alien tissue samples. But he never showed up. In fact, he dropped out of all his civic associations and disappeared. I've learned that he is now working at a Las Vegas hotel as a security guard, which is a strange career move for a biologist. I still get unsolicited letters and materials about him from time to time.

Readers of the *MUFON UFO Journal* may recognize the name Marion Williams. In July 1992, California attorney Andrew Basiago wrote an article about Williams, explaining that Williams had been with CIA for 30 years, went to work for Lockheed, and was assigned to Groom Lake. In 1981--again, years before Lazar--Williams confessed to his family that alien technology and biology was being studied at Groom. Williams died in 1989. Mr. Basiago says members of his family are no longer willing to talk about the matter.

Aviation journalist Jim Goodall, well known for his groundbreaking work on Stealth technology, has developed other sources with information about Groom Lake. Goodall, who has extensive contacts in the black world, says he has three sources who have suggested to him that alien technology is being tested at Area 51. One of the sources, a veteran Lockheed employee, when asked about UFOs at Groom told Goodall that "they are absolutely, positively real." Goodall now says his friend will no longer talk to him, and that everyone else with information about the program has also clammed up.

One other source of information has surfaced. He didn't find me, I found him and pursued him for more than two years. He is a member of a prominent Nevada family, has a proven, documentable work record including high-level contacts with top-secret military research dating back to the early 50's. He was directly involved with the alien technology program, even before Area 51 was built. What he told me over the course of many lengthy interviews is that; the U.S. has stored alien technology in Nevada since the early 50's, that private contractors, paid in cash, handle the program for the military, that they didn't know what the alien discs were made of and had little success in trying to fly the craft well into the 1960's. And he gave me a pretty strong indication that a live alien had been in the custoy of the government for a number of years, confined near Area 51. We've all heard these types of stories before, but it sounds different when it's coming from a man whom you know as a serious, respected lifelong professional. He is unwilling to have his name used but has agreed to provide a videotaped deposition, to be released after his death. That's where it stands.

This pattern of testimony simply doesn't fit our concept of a disinformation campaign. Too many people, living in too many places, over too many years are all telling us the same thing. For anyone to "plant" all of this information, for whatever purpose, simply doesn't add up.

BOB LAZAR

So what does that tell us about Bob Lazar? Many have written him off as a puppet of the government, a tool of disinformation, yet his story is the same that's being told by all of these other people. For anyone not familiar with the particulars, allow me to summarize.

Lazar says he earned college degrees from Massachusetts Institute of Technology (MIT) and California Institute of Technology (Cal Tech), that he worked at Los Alamos National Lab on classified projects, that he later was recruited to work on top secret propulsion systems at Papoose Lake, which he called S-4, that he worked there on an infrequent basis from late 1988 until April 1989, that he had hands-on experience with alien technology. He says he and his team were involved in back engineering of alien craft, taking them apart to figure out how they worked, that the technology, including an anti-matter reactor which

powered gravity generators and was fueled by an element 115, which was not of earth origin. He says he read numerous briefing papers which included alien autopsy reports and photos, statements that the beings were from the Zeta Reticuli system, had been studying earth for thousands of years, had orchestrated human evolution, and were responsible for our religions.

Lazar says he witnessed a test flight of one of the alien discs, that he saw nine discs in all in hangars built into a mountain at S-4, that the security at the base was unbearable, and that they apparently messed with his head, using hypnosis, intimidation, and drugs. He eventually confided what was going on to a friend, Gene Huff. He, Huff, and others drove to Groom Lake on a night Lazar knew a test flight had been scheduled and the flight was videotaped. The next week, they did it again. A third trip resulted in them being caught. Lazar was in deep trouble with his employer, Naval Intelligence. Threats were allegedly made, and he didn't go back to the program.

Criticisms of Lazar's story are many, and many are deserved. He is lackadaisical about documentation, indifferent to whether anyone believes him, uncooperative (especially with anyone associated with ufology), and seemingly has little interest in helping anyone to prove his story. There are many gaps, many things that don't make sense, but too much of what he says does make sense to merely dismiss it.

For me and for KLAS TV, the key to his story was always Los Alamos. If Bob worked there in classified programs, it must have meant he went to school somewhere. And if he worked there, it is conceivable that he could get involved in other classified work in Nevada. Proving that he ever worked at Los Alamos has been extremely difficult, but there no longer seems to be any doubt that he did. As some of you know, Los Alamos denied any knowledge of Lazar when I first contacted them. Later, when I produced a copy of the lab phone book which listed Lazar, and a copy of a Los Alamos newspaper which referred to him as a lab physicist, they still insisted they had no records on Lazar. After countless phone calls and letters and a few years of my time, I finally got the lab to tell me, by phone, that they had found an I.D. number for Lazar, but that he didn't work for them, he worked for a company named Kirk-Mayer. Kirk-Mayer was even less cooperative than Los Alamos. At first, they told me they had the records I sought in their Albuquerque office, but I didn't hear from them for days, weeks, months. My contact there refused to take phone calls. My letters went unanswered. Lazar had told me that Kirk-Mayer was a scientific headhunter company, which filled technical jobs through its 35 offices nationwide. Surely, a company that makes its living by filling positions would hang on to employment records, on computer disc if nothing else. Apparently not. In July 1992, I finally got an answer from corporate headquarters in California. They only keep records for a few years and had no information about Lazar.

Lazar's critics formerly complained that he was never at Los Alamos. Now they say that even if he was there, he could have been working as a janitor, not on classified stuff. This is one of the main reasons Lazar refuses to cooperate. He feels that the critics will never be satisifed. If he proves he worked at the lab, they say it doesn't prove he had a clearance. If he could prove he worked on classified programs, they say it still doesn't prove he was at S-4. If he could prove that, it still wouldn't prove he worked on UFOs, so what's the point he says.

For the sake of argument, I think it can be proven that Lazar worked on classified projects in New Mexico. I've interviewed three lab employees who remember him, who say he was a physicist and that he worked on classified programs. Joe Vanninetti is also a physicist, worked at Los Alamos, is listed in the same lab phone book as Lazar, and later worked in the nuclear testing program in Nevada. He says Lazar is telling the truth. The other two employees agree but don't want their names used. One other note, Lazar's first wife, now deceased, was also employed at the lab, but it is a detail he doesn't like to bring up.

Was he working at the lab? I'd say yes. And if he did work there in classified programs, then it makes sense that he went to school somewhere. However, there are no records at either Cal Tech or MIT to prove it. While Lazar's critics argue that this is the proof he's lying, I remind them that this was the starting point in the investigation. Those who think they're really onto something because they can't find his school records should keep in mind that this was the first discovery made in the investigation and hardly ranks as a revelation. The only record of Lazar going to college anywhere is from a single electronics course at a junior college in California. Does Los Alamos hire people with such a background? Does Kirk-Mayer recruit such people? Or could it be that, as Lazar suggests, someone has gone to a great deal of trouble to discredit him.

Ask yourself this. If someone wanted to wipe out a person's background, could it be done, especially if the person in question is as careless with records as Lazar? MIT and Cal Tech both receive millions of dollars each year in government and military contracts. Could it be done?

In my opinion, this is the weakest part of Lazar's story. He either can't or won't remember the names of classmates or teachers. He says any of the paperwork which could verify his education was left behind, along with everything else he owned, after the sudden death of his wife in New Mexico. I have found one person who says he knew Lazar went to Cal Tech. Jim Tagliani, the former Stealth engineer, worked with Lazar at Fairchild Industries in 1981. According to documents I've received, they both worked on designing equipment to test bubble memories at Fairchild. Tagliani says he remembers that Lazar worked weird shifts in order to accommodate his classes at Cal Tech. He and Lazar became friends and he says he has no doubts that Lazar was

attending classes, so where are the records? And how is it that, once again, Lazar is working for a reputable employer in a technical position but seemingly has no education?

Well, maybe he went to school, and maybe he worked at Fairchild and Los Alamos, but that doesn't prove he worked at S-4. There are many things Lazar knows that he couldn't have known if he didn't work there. For one, how many people had ever heard of S-4 at all before Lazar went public? Bill Moore and another researcher named Lee Graham say they knew about S-4. Moore says he was the person who told John Lear about it, and surmises that Lear passed it along to Lazar. Graham says he heard someone else tell Lear about S-4. Lear denies both versions, saying he doesn't remember hearing either man mention S-4. There is also disagreement on the proper way to write S-4. Is it S-dash-4, as Lear suggests? Is it S-F-O-U-R, as Moore suggests? Or is it some other combination? A spokesman for Nellis AFB confirmed for me that there is such a place on the Nellis Range, but he would not tell me where it was or what goes on there. I filed a Freedom of Information request with the Air Force to ask for written confirmation that S-4 exists, to ask where it is, and to ask how it is properly written. All three requests were denied, appealed, and denied again as on grounds of national security, and in spite of the fact that Nellis had already told me S-4 is real. To further confuse things, there may be more than one S-4 at the Test Site and/or Nellis, which could account for different spellings. Efforts are still underway to find out, one way or another.

SUPPORT FOR LAZAR'S CREDIBILITY

This minutia aside, there are other things Lazar knows which are hard to dismiss. He knew, for example, when and where test flights of a disc-shaped craft would take place. We know this to be true because of interviews with the other people who went along, and because the disc was videotaped. Lazar also was familiar with many small details about the operation of Area 51. He knew that E.G.& G. is the prime contractor, that employment interviews are handled by E.G.& G., that special planes fly employees into Groom, and that buses with blacked-out windows are also used. All of that is true.

The electrical engineer I mentioned minutes ago who worked at Groom for 15 months arranged to meet with Lazar for two hours and asked a series of questions which could have tripped up someone who had not worked at Groom, such as, where do employees eat, what does the inside of the cafeteria look like, how did employees pay for their meals, that sort of thing. The engineer says he is convinced Lazar worked there.

One other thing Lazar shouldn't have known if he is a phony is the name Mike Thigpen. Thigpen works for something called the Office of Federal Investigations (OFI), which conducts background and security checks on people who work at Nellis and the Nevada Test Site. OFI isn't known to many people. It isn't even listed in the Las Vegas phone book, but Lazar remembered Mike Thigpen as the name of a federal agent who

penchant for racing jet cars on city streets, firing off machine guns, staging outlaw fireworks displays in the desert are telling examples.

But why would the Navy hire someone like him for such a secret program? One possible answer comes to mind. Lazar may have been exactly what they were looking for--someone who was technically qualified but who could be discredited if it became necessary. Perhaps discrediting him was what they had in mind all along as a way of discrediting the entire Area 51 story. I will return to this premise in a few minutes.

The other telling point concerning the prostitution mess hit me when I was reading the court records on Lazar's case. He was originally facing six felony counts and up to 60 years in prison. The Probation Department recommended prison time because they could not verify parts of Lazar's background. Welcome to the club. They couldn't verify it because Lazar had told them the same story he had told me, where he worked, where he went to school, right down the line, including his employment at S-4. If he was lying and they caught him, he would certainly do time. If he was a phony running a UFO con, that was the time to come clean. But with prison staring him in the face, he stuck to the same story he had told me from day one.

When the judge sentenced Lazar, he noted that the court had considerable trouble verifying Bob's background. Included in the record was a letter from Nevada Congressman Jim Bilbray, whose office had tried to help me get some of Lazar's records from various agencies. The Congressman's letter clearly stated that this was one of the strangest cases their office had ever dealt with, and that all of the agencies it had contacted for Lazar's records had stalled every step of the way.

LAZAR'S W-2 FORM

It should also be noted that Lazar's controversial W-2 form was accepted as legitimate by the court. For those who aren't familiar with it, Lazar received by mail a W-2 from the Department of Naval Intelligence, his employer at S-4. Both Lazar and I had made several attempts to get this information and had all but given up when it arrived one day. As it turns out, there is no **Department** of Naval Intelligence, it's the **Office** of Naval Intelligence, so something was fishy, and people assumed Lazar must have typed it up himself. I find it just as likely that it was sent to him that way under the assumption that he and I would wave it around as proof of his veracity without fully checking it out, then someone would spot the discrepancy, and what little credibility he had left would be stripped away.

Considerable effort was put into trying to track down the W-2. The employer number listed on the form was the main point of interest. It included the letters "MAJ," as in Majestic or MJ-12. Lazar says the ID badges worn by employees at S-4 had the same letters on them. He also wondered if it might have been another inside joke from the folks in

charge of the saucer program, much like the posters plastered on the walls of S-4 featuring a disc flying above Papoose Lake and the caption "They're Here."

A researcher named John Andrews, with some help from Bob Oechsler, spent months tracking down the employer ID number. The final answer came from the Department of Treasury, which stated that the employer ID was not in current use and that there was no way to know if it had been used in the past. So, the mighty Internal Revenue Service, which seemingly can find out what you or I spent on lunch in 1983 can't find out if anyone had used that employer ID? It is difficult to accept.

Andrews says he is 85 percent sure that Lazar is telling the truth about the W-2. He says he invited these various agencies to call Lazar a liar if that were the case but that he couldn't even get them to speak or write Lazar's name, as if they didn't want to admit that such a person even exists.

IS THE AREA 51 STORY DISINFORMATION?

The story told by Bob Lazar is consistent with the stories told by so many other people, dating back almost 40 years. It is consistent with what we know about Roswell and other crashes. It is consistent with some of the documents shown to researchers. It is consistent with Falcon and Condor and a lot of other nameless sources developed by other researchers. It is also consistent with what I recently learned on a trip to Russia about how their government has treated UFO information over the past 40 years.

If you take Lazar out of the Area 51 story, it is still a story. There are too many other witnesses who claim knowledge of the program. But, if you keep him in the story, and if you can discredit him, you cut a wide swath across all Ufology. Cast doubt on the crashed saucer theory. Forever wipe out the silly rumor about UFOs in the Nevada desert. Get in a few shots at MJ-12 while you're at it. And scare the dickens out of anyone else who might someday want to talk about secret programs they've worked on, which is exactly how Lazar's legal troubles were viewed by people in Nevada.

In this sense, the people who suspect the Area 51 story to be disinformation may be partially correct. But if so, it didn't originate with Bob Lazar, nor was it created by John Lear as some have suggested. By picking someone like Bob for their program, by letting him see certain documents even before his clearance had been upgraded, by messing with his mind, they had a perfect built-in safety valve. By discrediting him, you give UFO luminaries an excuse to attack it as well, you give the lunatic fringe something to embrace and embellish, and you almost guarantee that no official in his right mind would get anywhere near this mess to find out what really might be going on.

I mentioned earlier that some congressional personnel had ventured out to Groom Lake recently under the premise of checking out rumors about Aurora. Two of them expressed an interest in taking a look at Papoose Lake. One wasn't allowed to go because he was there during a freakish, blinding snowstorm. The other was told that there's nothing at S-4 except a lot of radioactivity from past programs, and that no one could go out there. Our curiosity about whether there really are hangars built into the mountain may never be satisifed. After four years, of course, anything could have been done to that facility. And whatever is flying around out there these days really could be a show of some sort.

CONCLUSIONS

The theme of this conference focuses on how Ufology is becoming a new science. Considering how mainstream science has treated Ufology over the years, I'm not so sure it's a good idea to become a new science. Hopefully some of the mistakes scientists have made in trying to explain away UFOs won't be repeated by Ufologists in dealing with Area 51 or Bob Lazar or Roswell or any other case. We need to keep open minds and reserve judgment until the facts are known.

Consider this an appeal for help. So many people have spent so many years on the Roswell story, I'd like to see some of that kind of team effort concerning Area 51. There are people out there, scattered around the country, who know the full story but have never come forward. In particular, I'm looking for people who worked for private contractors in Nevada and who have knowledge of these programs. If there is concern about revealing classified information, I can put these people into contact with honest persons who are fully authorized to hear anything they might say, so they don't have to worry about any legal problems. There are serious people in powerful positions who think the Area 51 allegations have merit, and who have specifically offered to protect people who have legitimate information. We need to work together on this, cut out some of the infighting and rivalries, and help them and ourselves find out what's really going on.

PUFORG

PLYMOUTH U.F.O. RESEARCH GROUP

FOUNDED 1965

Section 40 [redacted]

CHAIRMAN/INVESTIGATIONS
HON. SECRETARY
HON. TREASURER

reply to:
Section 40 [redacted]

Date

UFO Activity over Devon & Cornwall 31st. March 1993
PUFORG File Rep. No. 9303

In the early hours of Wednesday, 31st. March 1993, hundreds, probably thousands of people all over the West Country, Wales and SW Ireland, saw two brilliant objects emitting bright vapour trails flying north to south, quickly and silently, across the night sky. PUFORG was alerted to the reports by Section 40 [redacted] of the Devon UFO Research Org. only hours after the events had occurred.

The following day, April Fools Day, Westcountry TV gave a report of 2 witnesses in west Cornwall seeing 'strange lights in the sky, similar to those seen quarter of an hour earlier in Ireland', but didn't know if this 'was a hoax or not'.

PUFORG and DUFORO worked together where possible but as Section 40 [redacted] had the bulk of reports and more importantly, the reports from police officers throughout the south west, both felt it best that each group produce their own report on the sightings and incidental information.

What follows is the PUFORG report on what appears to have been significant Ufo activity over a very wide area on the night in question. The report is divided into two halves; the first giving the witness reports PUFORG received, and the second on the investigation itself - which did present a few problems but also produced results unique in British Ufo investigation.

Witness Reports 31-3-93

All but two of the reports forms we sent out were returned and we received 10 written reports from witnesses in 6 different locations. Notably all reports were from along the southern coasts of Devon and Cornwall.

When writing we stressed the importance of time and direction of travel being as exact as possible. The following accounts are from written reports and from telephone and/or personal interviews with the witnesses.

The sightings are in chronological order.

Report No. 1 01.03am

The earliest sighting we received (the sightings in Ireland at 00.45am, will be discussed later) was by Section 40 [redacted] from her home near Penzance, Cornwall.

"I'd been visiting friends and I arrived home as the 1.00am news was starting on the radio. I got out of the car and went towards the house which is on a dirt track; there are no lights about. I stopped at a gate to look over the landscape which was moonlit. I was thinking how nice and tranquil it was, when out of the corner of my right eye, I saw a couple of objects travelling N - S, not quite overhead. I momentarily thought they were a couple of meteorites, but instead of vanishing quickly, they kept on coming.

"They were travelling parallel to each other, travelling very precisely. They were like very big stars. They were as bright as Sirius and about 4 times as large. They were about 1"-1¼" apart as seen by the naked eye and were giving off a vapour trail.

"The lights were white like stars and the trails were white like fog. The trails came from directly behind the objects, and were a single thick trail, not like those given off by large airliners, which are split into two.

"My first thought was 'My God, what's that ?!'. They were obviously some kind of controlled craft, but not like anything I'd seen before. There were no flashing navigational lights, just two extraordinarily bright lights, which were unusually large and/or powerful, travelling fast.

"As they proceeded N - S, I noticed that there were two other objs. accompanying (or following) the larger two. These were not visible in themselves, but were giving off vapour trails, although these were barely visible.

"As I watched their progress across the sky, I tried to relate what I was seeing to something I was already familiar with. The closest comparison I can make is that the two smaller vapour trails looked like those seen during the day coming from high flying smaller jet aircraft - a single jet stream.

"There's nothing I can compare the larger two objects with, because they're not like anything I've seen before, but side by side with the other 2 objects/trails, they were very large indeed.

"Since I saw the objects, I've been watching and listening for aircraft at night and have seen nothing that compares to them in any way at all.

"The objects flew very precisely. In my opinion, there were definitely 4 separate objects and these were definitely controlled craft. The 2 large lights were flying exactly parallel to each and (I believe) a little way behind and below them the 2 smaller ones also flew exactly parallel to each other. All 4 flew exactly the same speed and course.

"The 4 vapour trails were very 'precise'. They looked as if someone had taken a ruler and drawn 4 dead straight lines across the sky, parallel to the ground.

"I couldn't hear any noise coming from the objects. I was waiting to hear some noise, but the fact that they passed overhead silently added another dimension to the puzzle. There was neither direct aircraft sound or delayed sound.

"The only sound I heard which I do connect with them, was a low, barely audible, displaced, muffled, rumbling sound coming from somewhere off to the west. I was looking to the east and the noise was definitely coming from the west. It sounded like a distant, very remote body of traffic, not like any sound I would normally connect with aircraft, even delayed sound from high flying jets. It was different in location, sound and volume. Four 'ordinary' aircraft would have made more noise.

"When the noise started, dogs living in that direction start barking. It wasn't just one dog, it was several and this carried on until the sound subsided.

"As already stated, I have listened to & watched aircraft at night since I saw the objects, and there is nothing that compares with them in any way. In particular, ordinary aircraft do not make dogs bark.

"I watched the 4 objs. fly southward, where they flew into some cloud. The clouds lit up very brilliantly, as they flew through it. I thought 'That is **weird**'. They then went out of my sight.

"I wouldn't have followed this up if I hadn't heard a news report on Radio 4's "P.M." (31/3/93) programme about Ufos seen over the west coast of Ireland shortly before my sighting".

Section 40 watched the objects for about 1½ minutes. They were ¼" across (at arms length) and were at an angle of 80° when passing 'nearly overhead'. She contacted 'Westcountry' TV, the day of her sighting. They briefly gave her report and that of Section 40 However these were broadcast the following day, which was April the 1st. The presenter wasn't sure if it was an April Fool joke, possibly because of Section 40 surname.

Report No. 2 01.09 am

Section 40 lives at Truro, Cornwall.

"I had just turned off the tv and lights and felt like going outside. I went out on my patio watching the stars. It was very clear even though there was a quarter moon. A couple of minutes later, that is about 1.09, my attention was caught by a movement coming over my roof from the north.

"I saw two very bright points of light flying in a SSE direction. Their path was from the area of Ursa Minor and went parallel to the pointers (to Arcturus) in Ursa Major. Their colour was a blue white and they left a ropey trail, like a vortex from a plane wing, though I am sure it was not a plane because it had no navigation lights and was completely silent. And if it was a secret American spy plane (as someone on tv suggested) then it wouldn't carry floodlights on its wingtips."

The objects were at 45° and to the east of his position. He saw only two objects and two vapour trails.

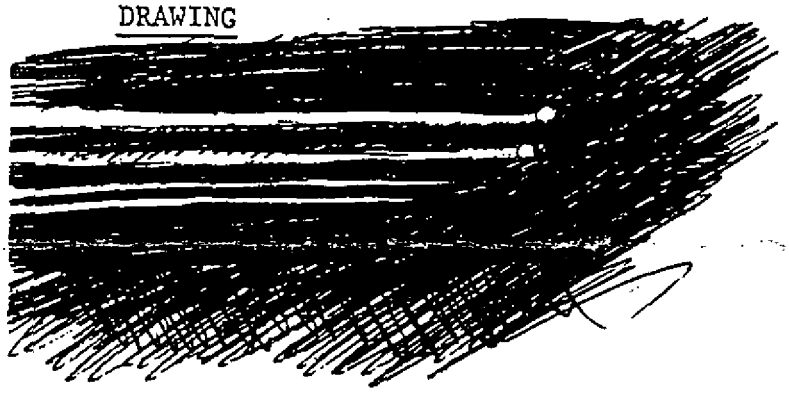
"The objects were the size of a pinhead AAL. They travelled at 2" apart AAL, and the speed was about 1½" AAL per second. The trails appeared 1" behind the lights and faded in 4-5 seconds.

"The trails, which were as wide as a normal jet trail at 30,000ft, were unusual. It was like when you're looking at an ultra-violet light, your eyes can't quite focus on it. It was the same with the trails. The lights were a bright white/blue and the trails were very bright blue, almost violet. They were very bright but I couldn't say if they were self luminous or reflecting the moon which was at 90° to them."

Section 40 an "astronomer for some years", was "stunned" by what he saw. He watched the objects for 30-40seconds, then rushed indoors to get his camera. When he came out the objects and trails had gone.

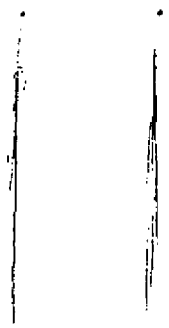
Because he knew he had seen something unusual, Section 40 called Westcountry TV the same day and his report was mentioned on the local news the next day, April 1st.

DRAWING



Section 40

DRAWING
by Section 40



Report No. 3 01.15am

Section 40 and his wife, Section 40 live in Torquay, Devon.

Section 40

"On Tuesday 30th March, I had had a tooth taken out. I went to bed about 11.30 that night. At 1.00am (31/3) I woke up in some pain and decided to go downstairs and take some Anadin. Returning upstairs, I got almost to the top landing, when I saw 2 bright lights out of the landing window (the landing curtains are never closed).

"I pulled aside the net curtains to see 2 bright amber lights coming at an angle but straight overhead. They were spaced apart, moved in unison and were leaving a heavy trail as they went overhead. I could see a a shape behind each light, a sort of dark mass that I felt was short and cylindrical, like a bean tin.

"Between and above the lights was a sort of streamer or beam, that seemed to ripple. It ran along the same path as the objects, but stretched ahead and behind them and seemed to keep 'catching up'. I find this hard very hard to describe.

"As they passed over the roof, I ran into our bedroom at the front of the house. I woke my wife Section 40 and opened the curtains and together we watched them fly out of sight.

Section 40 first reaction was 'Oh, my God' and we both felt we had seen something exceptional."

"I was in bed trying to get to sleep but feeling restless. It was 1.15am 31st of March. Section 40 husband had just been downstairs to get some painkillers, having had a tooth out the previous day. I heard him arrive at the top of the stairs, hesitate for a couple of seconds, then he ran into the bedroom and shouted, 'Look at this, Les'.

"I jumped out of bed and went to the window which Section 40 looking out of. We both stood speechless as we watched and then said 'What is it ?!'.

"There were 2 bright shining orange lights, moving at great speed. They had flown over the rooftop and were heading in the direction of the sea. There were 2 vapour trails left by the 2 main lights and as they went into the distance, I noticed another small light in between them, but quite a bit behind and with a smaller vapour-like trail.

"There was complete silence and the speed was faster than any plane, shooting star or other object I've seen.

"Against the night sky they were quite bright and the vapour trails were very clear. The lights looked like a cigarette end in the dark and travelling at great speed."

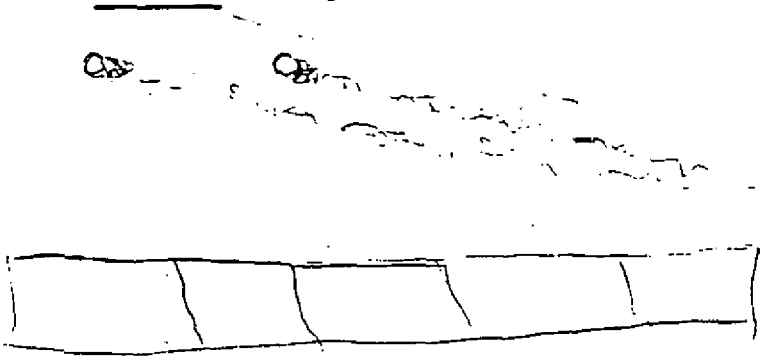
Both witnesses noted the time on the bedside clock was 1.15. Section 40 the objs. for 15 secs. and Lesley for 10. The objs. were travelling from N to S. The vapour trails were the same colour as the lights. They were brightly lit along their length and stretched from horizon to horizon. They had "no idea" how far away the objects were

Section 40 phoned us on the evening of the 31st and even over the phone it was obvious he was still excited by what he had seen. He said it was a fantastic sight because the objects lit up a large part of the sky,

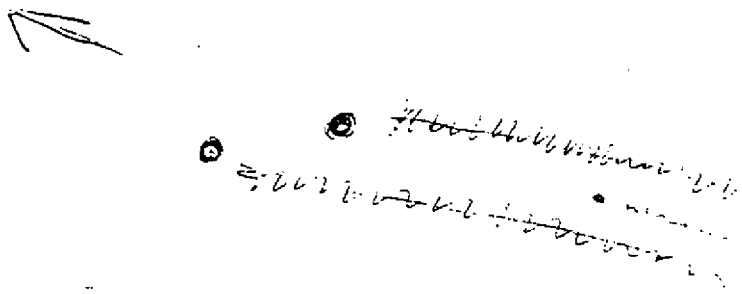
"Anyone who was out at that time could not have failed to see them. They were awesome".

Section 40 thought the small object between the 2 main lights, was the most unusual aspect of the sighting, though he found it hard to explain why. He said it kept falling behind and then catching up with lights and then falling behind again before going forward and catching up again. This was happening during all of the sighting.

DRAWING by Section 40



DRAWING by Section 40



Report No. 4 01.15am

Section 40 friend lives at Strete, near Dartmouth, Devon, 12 miles from the previous witnesses.

Section 40 had just been to the bathroom and on returning to bed looked out of his bedroom window, and saw,

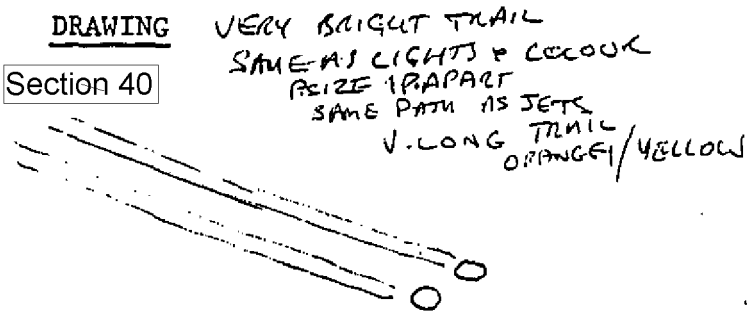
"Two very bright lights in the sky with vapour trails behind them. They seemed to be at an altitude of several thousand feet and on exactly the same flight path as passenger jets take.

"The lights were heading south out over the sea. I turned from the window to alert my wife. When I turned back they had completely disappeared. The whole sighting only lasted a few seconds. I know the time was right because I had just looked at the clock.

"I can't be sure, because it was over so quick, but I think the colour was amber or orangey. The trail was very long and very bright and was the same colour as the lights. The lights were pen sized AA1 and a pea size apart. Length of

Section 40 said "the hairs on the back of my neck stood on end", and the sighting was "so weird, so unusual." They flew "on a definite flight path, heading to a certain point on a flat course, lights parallel with each other and the ground. They were definite objects on a definite direction and using their own power".

DRAWING by Section 40



Report No. 5 01.25 am

Section 40 and Section 40 are friends and neighbours, who live in the village of St. Mellion, Cornwall near the border of Devon & Cornwall and some 10 miles from Plymouth. They had visited a mutual friend in the village and were returning to their homes.

Section 40

"What I saw were three objects flying very high and very fast. The left hand object being slightly ahead of the right one and was followed by a smaller one some distance behind.

"All three seemed to be of a gold to orange colour and left a trail which was visible over about ¾ of the sky. The objects came from behind which was NNW, and the trails could be seen for approx. half of the available sky behind and obviously to the objects in front. The trails were the same colour as the the lights but paler and got dimmer and dimmer further back along the trail.

"Nothing appeared to connect the objects together and stars were visible at all times between them. No sound whatsoever was heard. Both front objects were the same size, i.e. a 5mm pea AAL. The small one would be very slightly larger than a pinhead. The main lights were 5-6" apart, and the small light was 6-7" behind the main ones.

"The smaller obj. on the inside of the left trail appeared to be bouncing in and out of the trail, i.e. as if being hit by debris, making it fly in a wobbly/-waving way as it kept bouncing off the trail. I felt it was like watching a kiddie trying to keep up with its parents, saying 'wait for me, wait for me'. The small obj. stayed the same distance behind the main lights all of the time. I could see a short trail from it but it wasn't distinct because it was so close to the large trail.

"All three continued in a dead straight line in the position shown in the diagram. They did not stop at all and disappeared in a SSE direction. (Direction of travel is accurate as the objects flew directly in line with our road and I have checked the road direction with a compass.) Objects seen for about 5 seconds.

"I was about 50yds from my house. I went straight home and it was almost 1.30 on the clock."

What Section 40 saw was quite dissimilar to Section 40

Section 40

"I saw what I thought was two RAF jets flying above me. I then realised that the speed they were doing was too fast and also the fact that there was no sound and there should have been because they were quite low.

"In the jet smoke behind the planes, I noticed something sparkling, like little red stars, but they were moving at the same speed as the jets."

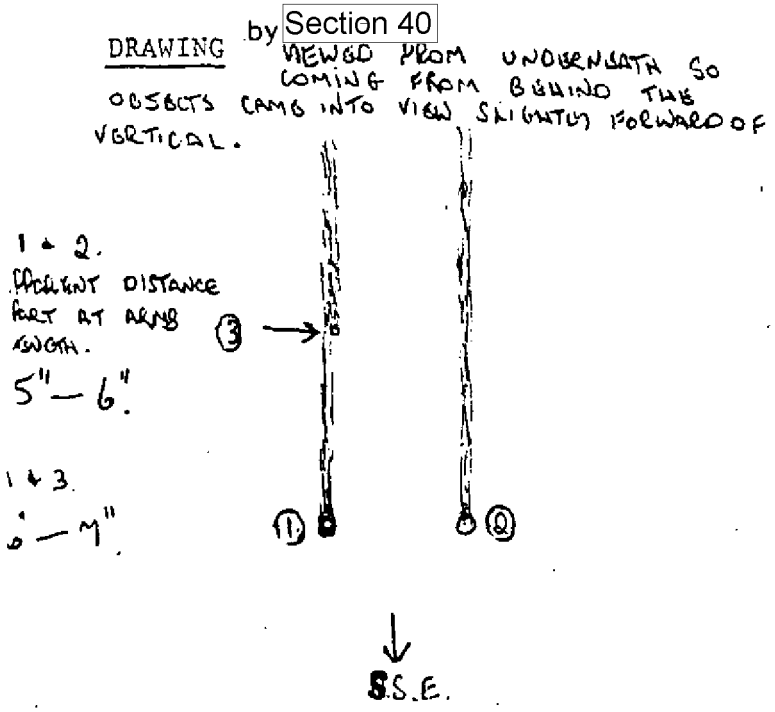
Section 40 did not see any bright lights. The "arrowhead" shaped objects were each the size of 2p AAL. They had no navigation lights and were "hazy" and "dark" but the trails behind them were bright. Within the trails were 'twinkling red stars'.

The difference between the two reports is striking but not unknown in Ufo sightings. Space does not allow discussion of this odd aspect of Ufos but we accept both reports as true accounts of what the witness saw.

The objects had flown from behind and over the witnesses heads and lost sight of in the direction of Saltash. They were seen from a street lit area and Section 40 said looked as bright "as a star" though considerably larger. Section 40 thought they were "very high, I would say above the normal flight path of airliners etc."

On the afternoon of the same day Section 40 phoned Launceston Police and was told by the duty officer that they'd "had a dozen reports" of the objects and that one officer from the station had reported seeing them. PUFORG contacted the station and asked for police witness to contact us, with no response.

DRAWING by Section 40



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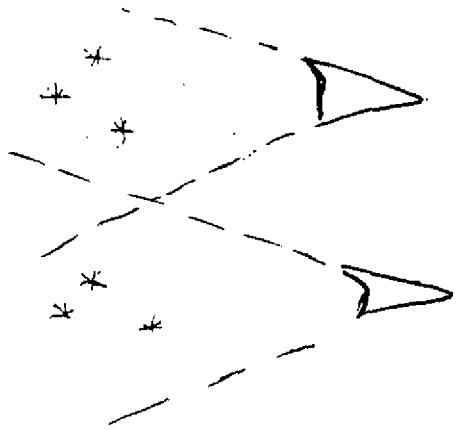


Report No. 6 01.25

The Blockhouse is the highest point in Plymouth, at 221ft., and has an excellent 360° view. To the NW is the Tamar Bridge, Saltash and 5 miles NW of Saltash is St. Mellion, 8 miles from the Blockhouse. At 01.25 am on the 31/3, 4 young men and 2 young women were at the Blockhouse on their way home.

One of them suddenly noticed a pair of very bright lights low in the sky over Saltash, and at eye level from their position.

Section 40

"We were standing at the Blockhouse when we saw appearing from the NNW, 2 white balls of light. They looked as if they were travelling upwards (vertically) but I soon realised they were travelling to the SE, about ½ - 1 mile up in the air.

"As they flew overhead, I saw between the two lights, two smaller, yellow lights travelling in a figure of eight pattern. Whilst they were overhead, the two smaller lights tailored off to the NE, maintaining a constant distance between themselves.

"No sound was heard at any time. "More [illegible]
most noticeable characteristic of the lights as they got closer, was the fact that no sound could be heard, when they seemed very bright and very close, approx. half a mile away. Trails possibly light trails were seen behind the objects."

Section 40 was "stunned" by what he saw. As he watched the objects he was "very excited".

Section 40

"Two large, bright lights appeared on the horizon from the direction of the Tamar Bridge. They travelled straight over my head, making absolutely no sound.

"As they came up from the horizon, two smaller lights were visible between the larger ones. They were travelling in a figure of eight pattern.

"As the collection of lights reached a point over me, the smaller lights shot off at 90° (horizontally) towards Central Park (NE). The other two continued until they disappeared over the horizon."

Alex felt "disbelief, excitement" as he watched the objects.

Section 40

"Myself and 5 mates were up at the Blockhouse, when someone said 'look up there', when I did I saw 2 lights in the sky. We followed them across from Saltash and over our heads.

"The lights were white/creamy and were different sizes. The 2 front ones were largest. One was about the size of ½p AAL and the other slightly smaller. The little light behind them was about the size of a split pea AAL.

"I thought at first there was only 2 lights. It was only when they were almost directly above me that I saw there was 3. The little one looked as if it was trying to keep up with the large ones. It was quite sweet really.

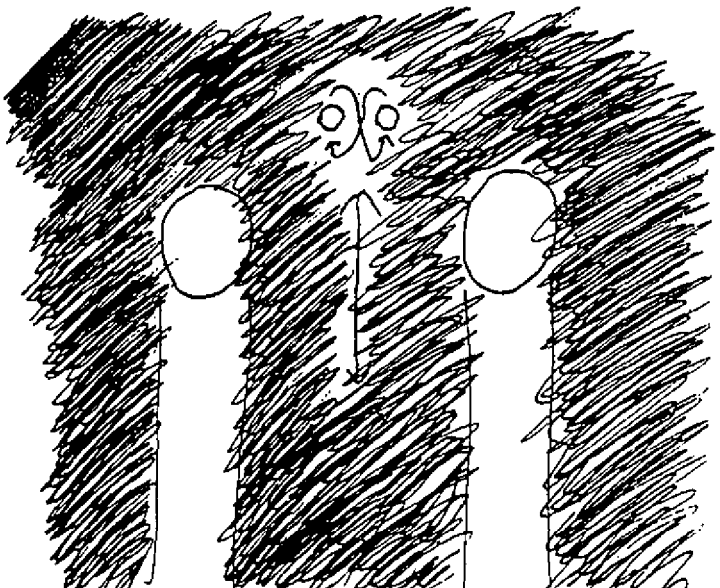
"Because of the angle they came towards us, it was also only when they were almost above me that I first noticed the trails of smoke behind them. As the trails came off the lights they were as bright as the lights but dimmed quickly and got dimmer and dimmer as they stretched back. The trails were about half a metre or more long AAL.

"At first we were all saying 'What the hell's that' 'What is it' then we just watched speechless as they went over our heads and across the sky towards and past the Hoe. As I watched them travel into the distance, they vanished ! You know like when you turn a switch off. They didn't get dimmer - they just went out !

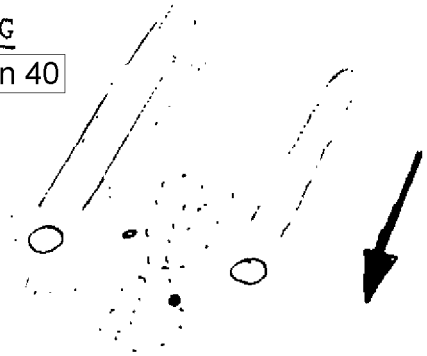
"I was shocked and amazed by what we saw. I knew it wasn't a plane because the lights were the wrong colour and there was total silence. Also the sky was so clear above me I would have been able to see a plane."

It took the lights between 45 seconds and 1 minute to fly from horizon to horizon. Three of the witnesses saw the small lights depart at high speed from the large lights. Two others said they were just watching the main lights, and Section 40 said she watched all 3 lights fly into distance.

DRAWING looking up from Blockhouse
by Section 40



DRAWING
Section 40



Those are the reports we received for the night of 31/3. After investigation, and many reports of similar sightings all over the SW, we believe the objects seen to be unexplainable flying objects, that is genuine Ufos. And seen in what was a significant Ufo event.

Whether the same objects were responsible for all the sightings we can't say. It is not unknown for numbers of Ufos to 'parade' across the sky, but the large area covered by the sightings (including Wales and Ireland) and the different times involved could point to more than two craft being involved.

The objects and trails seen, bear a very striking resemblance to a Ufo filmed in the Rockie Mountains; in the '70s, we believe. This remarkable film shows a lakeside beach scene, with mountains in the background, fringing the lake. The film shows people on the beach turn to look as a colossal, brilliant white light, leaving a very thick, vapour trail the same colour as the light, powers majestically across the sky over the lake, continuing its flight over the mountains and out of sight. The object on the film could quite rightly be called 'awesome'.

This film was shown a few times on tv Ufo programmes, where it was dismissed as a "bolide", which is a small piece of rock falling into atmosphere. This is ridiculous of course because the object is obviously colossal - and travelling parallel to the ground.

It is a very striking piece of film lasting 10 to 15 seconds but has not been seen for some years. We think the Ufo on the film is identical to the Ufos seen on the night of the 31st of March. Though further away, the 2nd from top object on Section 40 drawing is practically identical to the Ufo in the film. PUFORG would very much like to obtain this film clip and if anyone can offer any help on this, we would be very grateful.

Transcript of Radio News Report

'P.M.' Radio 4 31/3/93

Presenter, "Dozens of people on the west coast of Ireland, were mystified to see what appeared to be Ufos in the sky last night. They rang police stations, local journalists and radio chat shows, to talk about the strange silent, other worldly lights. Ms. (name unclear) Section 40 was one of the many people who saw them as she drove home near Ennis in Co.Clare.

Section 40 "At about 12.30/12.45, we were coming home and I was just looking out of the side window of the car, when I saw these two bright lights and I was thinking to myself they were very bright to be stars. The next thing I saw was this trail of fog or white light behind them, so I opened the window just to see more clearly. I said to mum and dad, I wonder what those lights are ? I suppose they were about 10' apart, directly opp. one another with this trail of fog was trailing behind them. So we stopped the car and got out, and we could see it travelling kind of from N to S dir. travelling just fairly steady like and we saw these 4 or 5 small, little like stars following the white lights as well. It just dis. over the hill then, but when we came up home the trail of fog was still in the sky, very bright but the lights had travelled through."

Presenter. "At the time what did you think you'd seen ? "

Section 40 "I thought it was something to do with stars or some type of as plane but there was no sound at all off it. That's what puzzled me."

Presenter. "Now on the line from Dub, Le Section 40 who as well as being our Ireland corres., is also would you believe an expert in things ET. Section 40 What on earths going on here ?"

Section 40 "I honestly don't know. I have to say the Irish Govt. are taking this very seriously. The DOT have issued a statement saying there were no aircraft in the area at the time, and its very puzzling that there was no noise coming from this thing, because that would obviously be an indicator but theres a lot of speculation, I have to say now about whether this was a secret Am plane operating

for some reason in the west of Ire. We know that last year at the end of Dec. there were a number of sightings over Scotland, around Macrannish, there's a base there, which there's some suspicion the Americans were flying trans-atmospheric craft into space over the pole and down into Scotland.

"Now whether this is one of those planes that just got lost, one doesn't know, but all of the indications that have come from people around Ireland, they're consistent with the description of what has been called in the media, 'Aurora' and that is that trans-atmospheric American top secret plane."

Presenter "It sounds almost as unlikely as a Ufo, Section 40 Section 40 these people assure me, Section 40 in particulr said she had been to the pub but had only been drinking mineral water. Theres no sign at all that they've all been drinking the same mineral water ?"

Section 40 "That thought did cross peoples minds. Also there was the suggestion that people had put the calender forward instead of the clock last weekend and this was some sort of April Fool trick. But in fact no, all the reports are consistent and I've read across some of the accounts I've received to some people in the states, who are familiar with Aurora and some of the other deep-black projects in the states and there are very striking similarities. For instance, the description, by some people of the fact there was a pulsing element to the contrails that this thing was pushing out little blobs of smoke from the back...."

Presenter, "Sounds like it may remain one of lifes greeat unexplained mysteries, Section 40 Section 40 Thank you very much indeed for that."

* * *

On the 7th of April Section 40 wrote an article on the sightings in the Irish Times. He strongly suggested that the lights were a top secret American spy plane - or maybe two. But as pointed out earlier in this report by Section 40 a top secret plane would hardly fly round with brilliant lights on it. Section 40 may genuinely believe in the 'spy plane', but we think the whole 'spy plane' story is false and used only to 'muddy the water' when significant real Ufo activity is occurring, such as the Belgium Ufo wave of 91/92 and more recently in Scotland.

The article does give some interesting information though. Section 40 a well known traditional singer in east Section 40 saw the lights when driving home in the early hours (no times are given in the article). Through the windscreen he saw two bright lights heading south, with "little wee ones running behind them." Surprisingly similar to two of our witness' descriptions of the smaller objects.

The article continued, "A respected amateur astronomer saw the same lights in Sligo moments earlier and said the contrails were broken by illuminated clumps trailing behind; an Air Corps flight crew saw the lights cross their path as they flew NW from Baldonnel to Finner Camp in Donegal." The description "crossing their path" would seem to suggest the objects were at more or less the same height as the military plane whose crew reported them.

The article also said "Up to 138 satellites and spent rocket stages passed within sight of Ireland but not one came close to re-entry." Which is interesting in view of later developments in the case.

The Investigation

At 03.30am on the 31st of March, 1993, Section 40 (Devon UFO Research Org.) phoned to tell us of the police reports he was receiving. Though police officers, alone, in pairs and in groups, have reported Ufos many times in the past, from what he said we knew this had to be a very significant Ufo case.

Section 40 said he'd had reports from 19 police officers at 5 different stations, ranging from S.Wales to Cornwall; all reported the same objects and all at the same time. For so many to do so, in different locations and witnessing the same Ufos (and, it must be noted, all reporting to the same investigator !) is unheard of, and make this a unique case in British Ufo reports.

PUFORG's investigation took place from 31/3 to the middle of July. Apart from the sightings, three other main areas of investigation arose from this Ufo event. For the sake of clarity we have dealt with each separately, though all are, of course, linked.

Nearly all of this material was gathered by DUFORO, and we are indebted to them for all their help and full co-operation with this case, and for use of their material in the completion of this report.

We believe the DUFORO material to be extremely unusual in British Ufo cases, and in one item, unique.

The three main areas of investigation were, 1. Rocket Re-entry; 2 The Police; 3. The M.O.D. We will deal with them in that order.

Rocket Re-entry

On the 30th of April. a month after the sightings, Section 40 phoned to say that he'd been told by Section 40 (BBC Dublin) that at 1.10am on the morning of the 31/3/93, there had been the re-entry of the launch section of a Russian Cosmos satellite, Cat.No. 2238. This was significant of course, and had to be checked. Section 40 called Section 40 of BUFORA who suggested the British Astronomical Society. Section 40 contacted them and was given the number of a man who specialised in that area of space research. We will call him Mr. A.

Section 40 phoned during a PUFORG meeting, on May 5th. He said, and I relayed it to the group as he told me, that Mr. A. had said that at 1.10am there had been a rocket re-entry (RE) "at a height of 85 - 100km. It travelled across Ireland, N.Wales over Belgium and last seen heading to its mother country", namely Russia. The burn up would have been visible for about 4mins and would consist of a number of lights.

I pointed out to Section 40 that the direction of travel given was at 90° to the reports we had, and agreed with only one of the times. Further, our witnesses described objects too large for something seen over 50 miles away. We asked Section 40 if he could get a latitude and longitude course for the rocket from Mr. A.

We had a difficulty here. The time of the RE, fitted in perfectly with all of the police times and Section 40 but the RE answered all but two of the police reports he'd received. PUFORG had the opposite, in that the RE answered only one of our sightings. And of course definitely couldn't account for the objects seen over Ireland at 12.45am.

The only report we had for the time 01.10, and which appeared to describe RE, was from Section 40 in Truro. We were going to classify this as the RE and phoned Section 40 to ask if he agreed with this explanation. His answer surprised us and of note because he is an astronomer

"I can't agree with that. I've never seen a RE but I would expect when it hit the atmosphere, the separate parts would go off in different directions. What I saw was far too 'neat'. The objects stayed at a fixed position to each other, the speed was constant as was their brightness, during the whole sighting. Also the objects travelled in a very straight line, they were not falling to earth. If there had been just one light, I might accept RE but not two together. I've done astronomy for years and I knew this was something special. I don't accept what I saw was a re-entry."

Even though the times were different, we checked with other witnesses and asked if RE would fit in with what they had seen. Their responses were "ludicrous", "definitely not", "impossible".

On the 10th of May, Section 40 (PUFORG treasurer) and I went to see Section 40 in Honiton, to discuss the case and review the evidence. Section 40 still hadn't received the flight path of the RE from Mr. A., so he phoned him and was told by Mr. A. that he had a report of 6-7 objects seen over Toulon, S.France flying N/S, and this is the path the rocket would have been travelling.

After the call and further discussion, Section 40 phoned Fylingdales RAF Base in Yorkshire, (this is the top radar tracking station in Britain), and was told that, yes, cat. No.2238 came over Lands End at 01.10am on the 31/3/93.

This didn't agree with PUFORG's reports, so we still needed some hard data to evaluate in regard to our reports and so continued this line of investigation. We asked Section 40 to ask Mr. A. to send him written co-ordinates of the re-entry flight path. By May 20th Section 40 had not received the details from Mr. A., so we tried to get the information from elsewhere. We phoned RAF St. Mawgan, N.Devon, who couldn't help but suggested Fylingdales would have the information and supplied us with the telephone number.

I called Fylingdales and asked the woman who answered for information on Cat. No. 2238 re-entry. She said she would put me through to some one and asked my name. After a short break a man came on the line,

"Yes, Section 40 how can I help you ?" His manner was brusque, unfriendly. I explained what I wanted and in a shocked tone, he said,

"I can't possibly give you that information."

"Why not ?", I asked.

Short pause, "What's your interest in this anyway ?", he demanded.

"I'm investigating a Ufo report."

"I'm sure you are." (!!) he said, still abrupt, irritated. A longer pause.

"Give me your number, Section 40 and I'll see what I can do and phone you back."

I gave him the number. I have to be honest, I didn't expect to hear from him again but in 45mins, he called back. His manner was totally different, warm, friendly, joking.

"Ah Section 40 I have the information you asked for but I'm afraid it's no use to you because the re-entry came down in the middle of the Pacific."

"What ?!!", I said, "2238 ?"

"Yes, here are the co-ordinates. It flew N/S and came down at 41.6°N - 135°W. I just don't see how you got reports of it, it came down on the other side of the world !".

"No, that's fine", I said.

"I'm amazed that they've reported this. How could they see it when it was on the other side of the world ?", he said.

"Well they obviously couldn't have, could they ?", I replied.

"No, I suppose not. Well sorry the information is no use to you".

"Believe me, it's a great help and very interesting. Thanks very much."

"Don't mention it. I'm glad to help."

"Thanks very much."

"Any time, Section 40 '

Naturally we were very surprised at this and phoned Section 40 who was likewise impressed. He said he would call Mr. A. and see what he had to say. Section 40 phoned back later to tell us that Mr. A. said that Fylingdales had got it wrong !! That the Pacific obj. had been mistakenly given out at first as 2238 but was in fact 2257, and that Fylingdales hadn't corrected the early incorrect information. I pointed out to Section 40 that Fylingdales had given the 'correct' information when he had phoned them; now, two weeks later the initial 'correct' report had been changed for an incorrect one ?

Section 40 felt we were making too much of this and to some extent he was right. We accepted that there had been a RE, and that this could answer all of Section 40 police reports. However, we were unhappy with the conflicting information and our inability to get the simple hard data - as given by Fylingdales for the Pacific RE.

If we accepted that Fylingdales was wrong this time, we still didn't have the flight path of 2238. So we tried another path. We contacted the Astronomy Dept. of Plymouth University who told us they didn't have that type of information, but gave us the name of a man who is a specialist in this area of space research. He works at the Royal Aircraft Est., Farnborough, Hampshire, and we wrote asking if he could give us flightpath co-ordinates for 2238, its height; what arc of sky it would travel; how long it would be visible for and where did it land. To date, end of July and 8 weeks since writing, we have not heard from him.

We also contacted Section 40 of the Plymouth Astronomical Society who sent us a copy of a 'Satellite News' bulletin which showed 2238 being launched on the 30th of March and the RE on the 31st, but unfortunately didn't give directions or flightpath. Section 40 said he would talk with a colleague and let us know if he got any more details.

Because of the time it was taking to get hard facts, we decided to leave the re-entry at this point, to get on with this report. We felt that though the RE had occurred, it did not answer any of the sightings that night, other than the very high level sightings made at the stated time by the police witnesses. The one witness we had which fitted time and height, strongly disagreed that he had seen a re-entry, which we accept.

Then towards the end of July, Section 40 phoned to say he'd received from a BUFORA contact in Ireland, a copy of a report by the Dept. of Transport, Energy and Communications (Air Navigation Services Office) concerning the sightings of 31/3. This was a most interesting document.

The report ignored the 12.45 sightings and said that RE was the "logical" explanation for what was seen, but gave further interesting information. It was in 2 parts; the first an undated 2 page preliminary investigation by the D. of T,E & C into

"the numerous reports from members of the public, including civilian and military pilots", of "2 or more bright lights moving across the sky at a steady speed". The silent objects were "emitting contrails as they did so.....estimates of their height.....ranged from several hundred to 25,000ft."

"Reports were received from most parts of the country, except the extreme north and extreme south. Reports were also received from an aircraft over N. Ireland and an aircraft over Wales."

The timings given were "remarkably consistent.....and indicate the sightings lasted for a few minutes, between 01.10 & 01.15am local time." Which is of course, incorrect. The reports they received showed the objects went across "the middle of Ireland.....and moving towards Wales" in a NW/SE direction, "The objects were not seen to descend to earth at any stage."

"A check by Air Traffic Services could not relate the sightings to any known civil air traffic operating at the time. Nor were any unidentified objects observed on radar."

"London Air Traffic Control confirmed receiving several reports of similar sightings **by aircraft** "in the Belfast/Anglesey/Dublin area." They also confirmed that nothing was observed on radar."

"The Irish military authorities confirm that they had no operations in progress at the time which would account for such occurrences."

"The Met. Service confirms that the sightings do not appear to be explainable by any known atmospheric phenomena."

Concluding part one, the report says that RE is the most likely explanation,

"However without concrete information as to the origin, identity or destination of the objects, any explanation put forward must remain highly speculative. Pending further information, the Dept. will keep an open mind on the sightings."

A most interesting comment.

Part 2 is a single page, dated 19/4/93, and tells of information received from Dr. Section 40 of the USAF Inst. of Technology. His studies for,

"the period of the sightings, identified Cat. No. 22586, Int. Designator 1993-018B which decayed on March 31st, as the objects sighted.....The rocket body was predicted to pass over Ireland on a NW/SE trajectory between 01.06 hrs. and 01.12 hrs. local time at an altitude of somewhat less than 107km (66miles). The predicted (Not recorded ? PUFORG) path matches closely the reports of the observers, all of whom had difficulty in estimating the altitude of the objects."

"It appears safe therefore, to accept the findings of Dr. Section 40 as the logical explanation of the phenomena."

Except of course the RE occurred 20 minutes after the first sightings in Ireland. It would be interesting to know at what height the military pilots logged the objects, because it is hard to believe that an object seen from over 60 miles away could mistakenly thought to be at most 25,000ft. We know it is impossible to estimate heights except with known objects, but every witness being wrong by over 60 miles is we believe, highly unlikely. So a "logical explanation" yes, but a plausible explanation, in the face of the evidence, definitely not.

And yet another Cat No. !! It is worth recalling information given in Section 40 Section 40 article of the 7th of April, which by inference in the same paragraph, is attributed to "The US space command HQ at Cheyenne Mountain, Colorado", who said that "up to 138 satellites and spent rocket stages passed within sight of Ireland, between midnight and 4 am. on Wednesday, but not one of them came close to re-entry."

The Police

At 3.30am, on the 31st of March, Section 40 phoned to tell us of the police Ufo reports he was receiving from stations all over the west country. Within 36 hours of the sightings, Section 40 had verbal reports from 20 officers (constables and sergeants) who had been on duty at 01.10am and had all seen the objects. He took brief details from each, "they couldn't have been more helpful", said Section 40 and all said they would complete report forms, which were duly posted to them.

Of the 20 report forms sent out, 17 were not returned. Those received were from the 3 sergeants who had seen the objects. None of the constables returned forms. Both PUFORG and DUFORO were surprised at the very poor response from the constables.

Section 40 attempted phoning an number of them at various times, to ask fro the report forms, but though initially extremely helpful, they were now all "unavailable".

As the investigation progressed, what started out as a unique case because of the large number of police witnesses in different locations, on the little information available, it now appeared that all but two of them had seen a RE. Twenty officers report seeing a Ufo - and 18 of them saw a rocket re-entry !

And a re-entry, of course, that just happened to occur during the same hour that two spectacular Ufos were seen all over Ireland, Wales and the west country.

Without having the report forms DUFORO was unable to fully evaluate the other police reports, but of the three reports from the sergeants, DUFORO concluded that 2 of them reported objects that definitely could not be a RE. They were seen at 01.10, yet their reports are almost identical to the Ufos seen at the other times by civilian witnesses.

Section 40 was on duty at Liskeard, 01.10, when he saw

"two very bright lights hovering above at about 2000ft. above the NW horizon. Knowing the night sky fairly well, he immediately realised that 'they' were not stars and did not conform to any known aircraft or their navigation lights. At this point he stopped his patrol car and got out. He watched the objects for a few seconds and was amazed to see them suddenly start to ascend at a fairly fast rate of knots. They seemed to move in an arc over his position and disappeared to the south. At their highest point, about 10,000ft (this height is based on information obtained from the control tower at Exeter Airport later that day), 2 vapour trails appeared behind each object and they appeared to be self-luminous."

Section 40 and P.C. Section 40 were approaching Lynton, N. Devon, travelling due north, at 01.10, when they saw,

"two very bright lights approaching from the north across the Bristol Channel. Stopping their patrol car, they watched as the lights drew nearer to them. The lights or object(s) passed to the west, going in a SE direction. As it/they passed over, they noticed a third light, much smaller than the other two and positioned somewhere between them.....As it went went away from them, both officers saw 2 white vapour like trails behind each light. They described these trails as 'self luminous', not the same as normal aircraft vapour - more like beams of light ! They estimated the elevation of the objects to be 40° to the horizon, at a distance between 1,000 and 2000ft." Sightings quoted from DUFORO's report.

One of the sergeants contacted the M.O.D. later the same day to report the sightings.

The M.O.D.

Following a report by an ex-airline pilot, of 2 "jet fighters" being seen flying in line, at high speed from the east and across Devon, at 1.30am, on the 31st, Section 40 contacted the M.O.D. in London on Friday 2nd April. He was told they had no knowledge of these aircraft, and that from their records, no military aircraft were airborne over Devon at that time.

They then told him they "were concerned about the sightings that night", and were "treating them as **unconfirmed.**" !!!

This very surprising statement, about specific Ufos by the M.O.D., is we believe, unprecedented in British Ufo investigation.

Following reports of 3 military helicopters flying around the Bridgewater area, between 01.30 and 2am on the 31st, Doug contacted M.O.D. London, on the 5th

of April, but again was told they didn't know where these helicopters came from, but again surprisingly, they also told him they had,

"no idea what the objects seen", on the 31st "were, and were treating the matter very seriously". !!!

On the 13th of April Section 40 produced a preliminary report on the sightings, of which he sent a copy to the M.O.D.

((PUFORG had contacted the Plymouth media on the 31st, but because of April the first the story wasn't covered. On the 5th of April, we had been to Westcountry TV and given a reporter the details. stressing the importance of the case, but we heard nothing further from them. Section 40 on the other hand, had managed to get reports in several local papers around his area, and this led to the BBC picking up the story. On the 21st of April, Section 40 phoned to say that local BBC TV were interviewing him the next day in Honiton and they would see PUFORG at the Plymouth studios in the afternoon. Westcountry TV also decided to cover the report on the same day and likewise interviewed Section 40 PUFORG the following day, 22nd of April. Both reports were broadcast that evening. Section 40 for Westcountry did a good but short piece, and Section 40 of the BBC did an excellent report on the events of the 31st.))

On the 22nd, between interviews, Section 40 phoned to say the M.O.D. had phoned him from London. And again they made statements that greatly surprised us. They phoned with a very unusual request in British Ufo investigation. They told him they were still taking the case "very seriously" and, because of the reports he was getting in the press, asked him to "keep it as low key as much as possible." !!!!

This is the first time PUFORG has heard of this happening in British Ufo investigation, and must show the level of M.O.D. "concern" at the sightings.

Section 40 had to reply that the case was being broadcast on both tv channels that very evening. Section 40 said he felt the M.O.D., was "particularly concerned, and that they couldn't make head or tail of it".

And it has to be asked why ?? We know the M.O.D. has had indisputable, photographic (if nothing else) proof of the reality of Ufos since the early '50s and since then has maintained a public position of disinterest. What was it about this event that apparently disturbed them so much ? PUFORG has several similar 'large scale' reports on file, so why did the M.O.D., spectacular though the Ufos were, show so much "concern" about this one ?

And it has to be considered, that if the M.O.D. asked a civilian investigator to "keep it low key", it must be fair to think that a stronger line may have been taken with the police witnesses. Especially when only 3 out of 20 replied.

The M.O.D. also asked Section 40 to send a list of his reports and they would send him a list of theirs for the 31st. They sent a list of 14 sighting locations only, (over half of them from Section 40 and a map showing locations, direction of travel and time seen. No other information was given. Of the 14 flight paths there were - 5 NW/SE; 4 N/S; 3 S/N; 1 E/W; 1 W/E. They were seen between 10.40pm 30/3 and 2am 31/3. Unfortunately from the information given, we do not know if the objects seen earlier and later than 1.10am, were all of the same type of object.

PUFORG thinks it likely that there were many military witnesses to this event (including possibly, British and Irish jets, with gun cameras), which would be the determining factor in the M.O.D. evaluation of the case. As military Ufo reports are classified, none would be given on the list.

On the 2nd of June, Section 40 showed us a letter he had received from the M.O.D. The letter is reproduced here. Even though Section 40 says he is speaking personally, he is speaking as a representative of the M.O.D., who here acknowledges that RE "might" explain the 01.10am sightings, it would "not" explain the other sightings that night !!

This is a most remarkable statement by the M.O.D. After many years of not acknowledging their interest in Ufos, to say this is really quite extraordinary. The M.O.D. didn't at any time, use the RE as a blanket explanation for the Ufos, and in fact gave little regard to the RE in general, as if it just wasn't part of the issue. Secret spy planes were never mentioned.

Combined with the previous statements made by the M.O.D. to Section 40 they have stated, to a civilian investigator, that, in fact, they do monitor Ufo activity, but specifically as unexplainable flying objects. And talking, not generally, but about specific Ufos.

What has been said to DUFORO, may point to the M.O.D. becoming more open on

the subject of Ufos. This has been thought many times in the past, but never before, to our knowledge, has the M.O.D. shown such interest, or made such 'public' or written statements about specific Ufos.

The M.O.D accept that Ufos were flying over SW England, Wales and Ireland on the 31/3, and admit they are unable to identify them. For some reason these particular Ufos "concerned" them, and were taken "very seriously"; but amazingly, the M.O.D. said so publicly.

Again, we must ask - Why ?? What was so special about these Ufos that caused the M.O.D. to make such remarkable public statements ?

* * *

PUFORG would like to thank all who helped with this report, especially DUFORG for their unique material, and all of the witnesses who helped so much, particularly Section 40 for her excellent report, drawings and tape of the radio news report. Many thanks to all.

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

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
28 May 1993

Dear Section 40

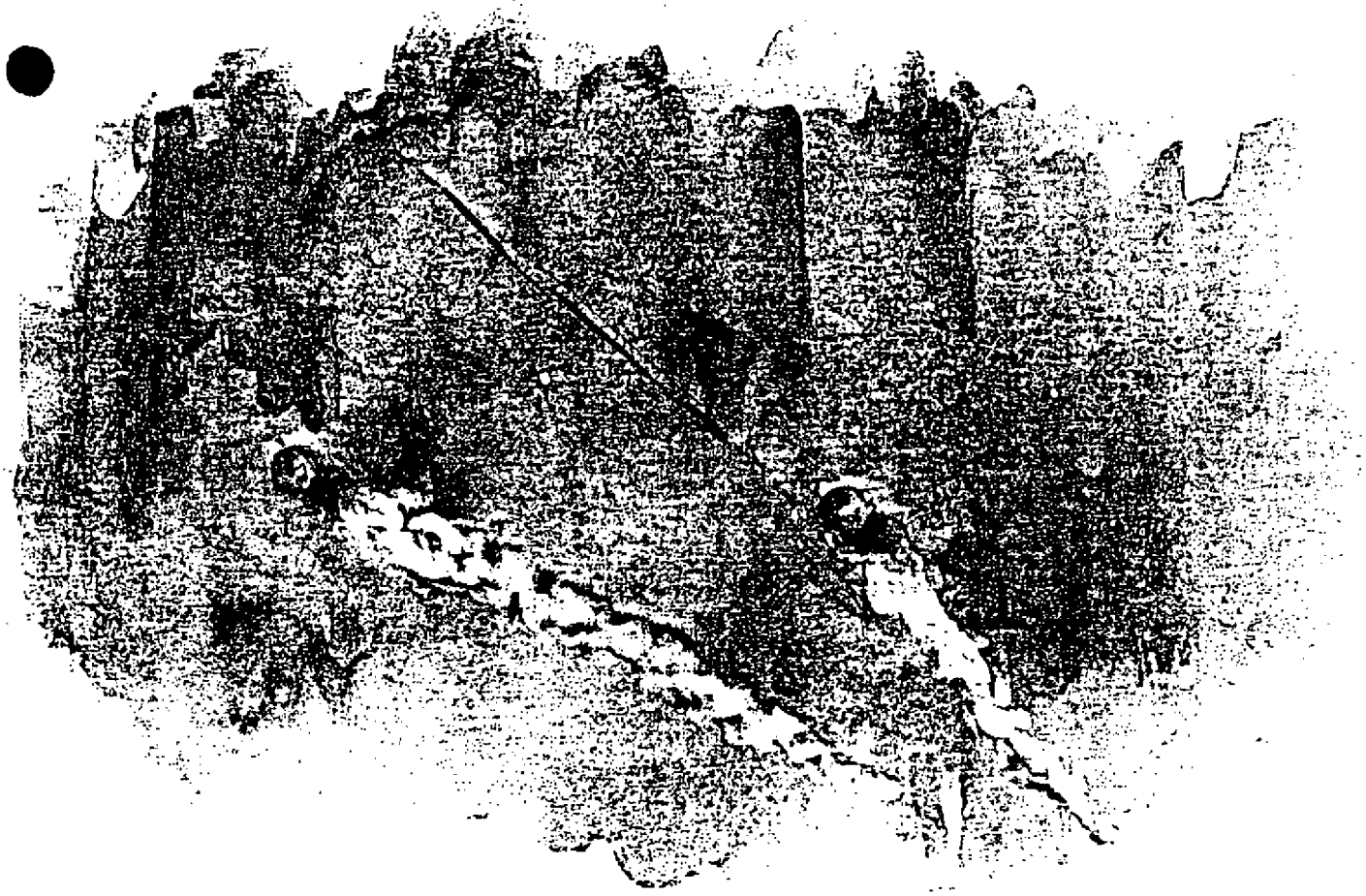
Thank you for your letter dated 26 May.

I am afraid that I can offer very little with regard to tracking down the fighter aircraft and helicopters seen on 31 March; when you first mentioned this to me, I attempted to track down any military aircraft that might have been operating at the times and locations specified, but found no evidence of any such activity. I should add that it is unusual for military aircraft to be operating as late as 1.30am.

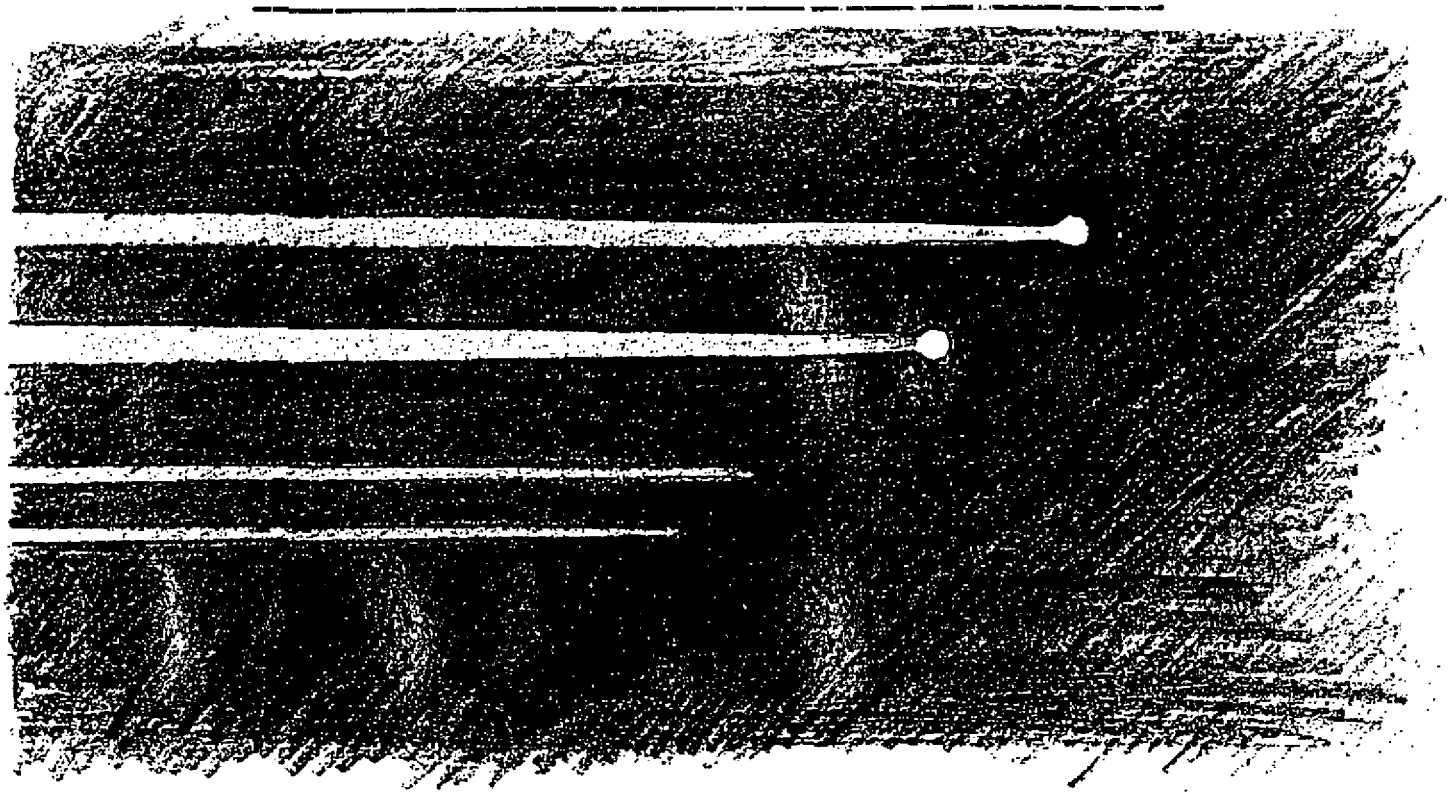
I will await your final report with interest - personally I agree that while the decay of Cosmos 2238 might explain the high level 1.10am sightings, it would not explain the other sightings on the night in question.

Yours sincerely,

Section 40



Drawn by Section 40 Torquay 01.15am 31/3/93



THIS DRAWING ILLUSTRATES THE POSITIONING OF THE OBJECTS IN RELATION TO ONE ANOTHER, AND THEIR SIZE IN COMPARISON TO THE MOON, AS I SAW IT.

PLYMOUTH U.F.O. RESEARCH GROUP
SIGHTING REPORT

Date. 21-4-93 Time 2.15pm	FILE NO. 9304	Location nr. Yelverton,Devon

At 2.15pm on the afternoon of Wednesday, 21st of April 1993, Section 40 and her grandson Section 40, were driving from Yelverton to Dousland, on the B3212, when she saw a very bright silver object, flying in their direction from NE.

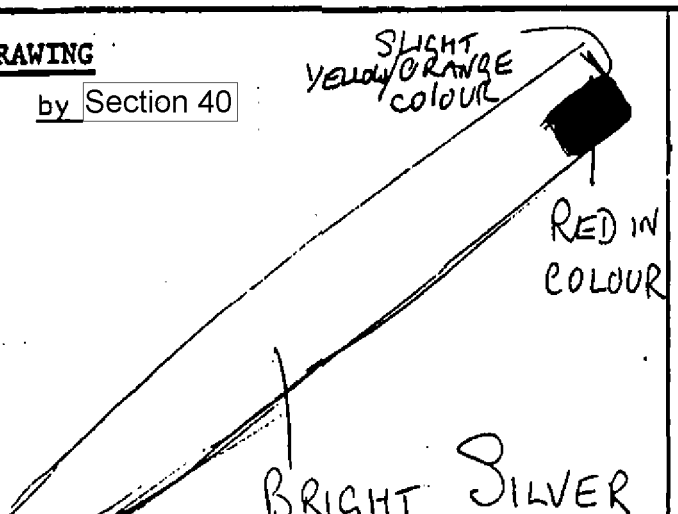
She immediately slowed her speed thinking, "I am seeing my first Ufo so I must take in the details". As the car slowed down, she wound down the electric window on the passenger side and brought the car to a stop. Section 40 the front seat passenger, saw the object at the same moment as Section 40

The object was very large, 4½ x ½ins. at arms length, to the left and at 45° to their position. The weather was bright and sunny, with scattered cloud and excellent visibility. They both watched as the object came down the Walkhampton valley, about ½ a mile away, and passed them on the other side of Walkhampton.

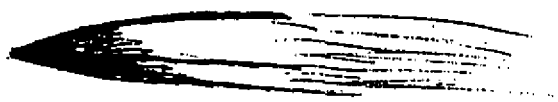
Section 40 said it looked like a "torpedo they used in the last war but without any fins....I thought at first it might be an experimental aircraft but there were definitely no wings, tail or tail fins. It looked like a torpedo."

She was greatly impressed by the object. The silver of the object was striking "I wonder who is doing the buffing to get it as brilliant as that. I wish I could get my silver to look like that." When asked how it was different to her silver, Section 40 couldn't explain and said it just looked "wonderful". "How pretty, how very pretty", were her thoughts at the time, "but it was beautiful, truly beautiful", she said during the interview. She also noted a rectangular section of bright red at the rear of the object. There was also some "yellowy orange" at the rear, but no smoke, flames or other signs of propulsion.

DRAWING
by Section 40



DRAWING
by Section 40



They watched as the object flew past Walkhampton and continued its straight line NE/SW flight. Section 40 lost sight of it at this point, but Section 40 turned and watched the object through the rear window. The object "sleekly" took a 30º turn to WNW, continuing its flight over Horrabridge village and out of sight. The object had been in sight for 40 seconds.

As occurs in many Ufo sightings, John's description of the object differs from Section 40 Section 40 said the object was white but going back from the nose it was red; the red covering about 15% of the object. The surface was non-reflective. he described it as a "thorn" or "dart". It moved quickly and directly "like a dart when it has been thrown". When it changed course, it turned "sleekly", smoothly and directly. Section 40 felt at all times that the object was controlled, was "being flown" and that "whoever was flying it, knew where they were and what they were doing."

Section 40 contacted the group after hearing a PUFORG radio interview the day after the sighting. Both witnesses are intelligent and articulate and from a well to do background. Now retired Section 40 was highly qualified in her profession and a remarkably young woman for her age. John is a student.

We accept their report as a true account of what they saw. The only explanation that might account for this object is an experimental aircraft. We think it highly unlikely however, that an experimental aircraft of this 'quality' would be flying where there was any possibility of it crashing on or near villages. Added to the fact that the object had no steering fins or wings (both witnesses are very definite about this) and showed no sign of propulsion on its "controlled" flight, we classify this as a genuine Ufo, that is an unexplainable flying object.

PUFORG

PUFORG

PLYMOUTH U.F.O. RESEARCH GROUP
SIGHTING REPORT

FILE No. 9202

Location ORESTON PLYMOUTH Date 10·1·92 Time 1·40AM Duration 20SECONDS

No of Witnesses TWO Size(aal) 3ft —tablet No of Objs. ONE Classif. UFO

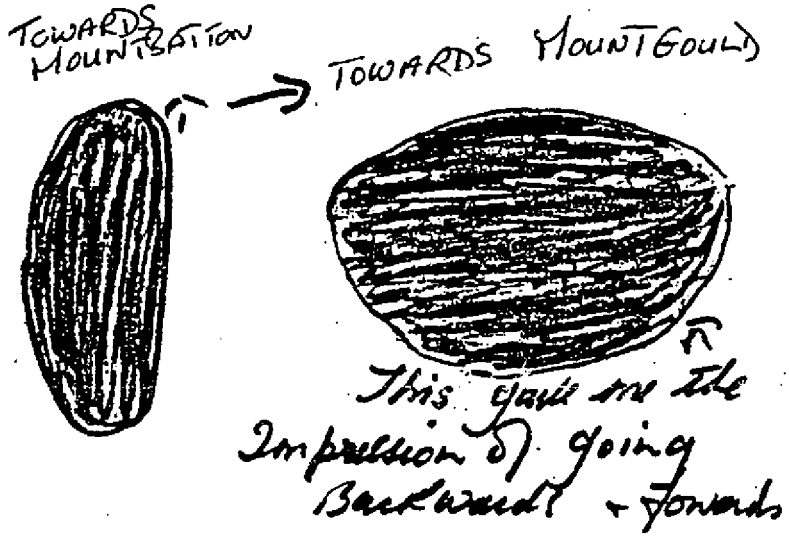
Obj. movement DIRECT 2, 90° TURNS Colour BROWNY ORANGE Shape OVAL

Weather conditions CLEAR - FROSTY Add. Info.

DRAWING The Colour was a Browny orange

Drawing by Witness / ~~PUFORG~~

Section 40



The Section 40 live on the eastern edge of Plymouth. On the above date, Mrs. Section 40 had gone downstairs to 'refill the hot water bottles'. As she stood at the lounge window, 'something made me look up'. As she did so a very large, (3ft. at arms length), 'browny orange' object came from over the house and flew quickly, in a straight line away from her position, west towards Plymouth Sound. The object was a thick cigar-shape in a horizontal position, 'like an oblong with rounded corners'.

"This huge cigar shape seemed to have a bubbling mass around it, as it came over the house. If I can liken it to the bubbly plastic packing, only in burnt orange colour. It seemed to be coming from just over our roof top as I looked up and first saw it. This object coming from over the house was very low and felt just over me. There was no sound whatsoever".

As soon as she saw it, Section 40 shouted upstairs to her husband to look out of the window. Not hearing her properly and thinking there was something wrong, Section 40 got out of bed and came downstairs. Meanwhile, as it flew over Mt. Batten, the "light veered off to the right without seeming to turn". Section 40 agreed in interview that the object made a right angled turn. The object was now

somewhat, now looking more round (see Section 40 drawing). At this point the object was the size of a dinner plate at arms length, and the 'bubbly' effect could not be seen. As she watched it Section 40 thought "My God, what am I watching ?"

The object was now over the Mt. Gould area of Plymouth, when again it "slid" to the right in another right angled turn, this time to ENE and "whizzed" out of sight. Section 40 arrived at this point and got to the window just in time to see the object go out of sight. In interview Section 40 confirmed this and the description of the object given by his wife. He said it was about the size of a "tablet" when he saw it and "very striking".

Section 40 said there was movement within the object but found it difficult to explain. She said the object was 'sliding backwards and forwards' but thought it may appear like this if it was spinning. The excellent illustration by Section 40 however helps make it clear. Section 40 Maybe lights inside, as we have tried to draw, gave this appearance of movement as if it was spinning ". It would seem the outer surface of the object was static and the 'movement' was within it. Section 40 also saw a green light at one point in the sighting.

Section 40 was surprised as this object was identical to an object she saw for three consecutive mornings some years ago, when the family lived in the Southway area of Plymouth.

PUFORG interviewed the witnesses shortly after the sighting, and again many months later. The incident was still very fresh in their minds "as if it had happened yesterday...I'll never forget it", said Section 40 The witnesses are mature, responsible, intelligent people and PUFORG accepts that they have reported, clearly and in detail an actual event. The object described in appearance and flight is very similar to many other reported Ufos and we have no doubt that the object seen was a genuine UFO.

Drawn by
Section 40

THIS IS ROUGHLY HOW THE OBJECT APPEARED AT THE POINT WHEN IT CHANGED DIRECTION OF APPROX 90° FROM WEST TO NORTH FLIGHT PATH. IT SEEM TO EMIT. OSCILATING FROM WITHIN. PRIOR [redacted] IT

TOP

FEED DIRECTION

95
+4.

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

CAP055 31/1257 090C2197

FOR CAP

ROUTINE 311220Z MAR 93

FROM RAF CHIVENOR
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT AERIAL PHENOMENAL
A. 310120L MAR 93
B. 3. LARGE. VERY BRIGHT LIGHT
C. BRAUNTON BURROWS/OUTDOORS/WALKING
D. NAKED EYE
E. OBJECT FLEW OVER BURROWS FROM SOUTH AND SEEMED TO LAND IN SAND DUNES
F. NIL
G. N/K
H. STEADY
J. CLEAR SKY
K. NIL
L. REPORTED TO RAF CHIVENOR OPERATIONS ALSO SEEN BY POLICE PATROL PASSING BURROWS IN CAP

PAGE 2 RBDAIA 0013 UNCLAS

Section 40 [redacted]

N. NIL
O. POLICE OFFICERS PLUS FRIENDS
P. 311230L MAR 93
BT

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

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

TOP

FEED DIRECTION

94

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

CAP049 31/1129 090C1975

FOR CAP

ROUTINE 311050Z MAR 93

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. 310010Z MAR 93
B. TWO. VERY BRIGHT. STAR LIKE OBJECTS IN A ECHELON MILITARY FORMATION LEAD OBJECT HAD POINTED TAIL OTHER HAD GOLD TAIL
C. OUTDOORS. STATIONARY
D. NAKED EYE
E. EAST TO WEST. SOUTH OF HOUSE
F. LOW
G. APPROX 20 KM
H. STEADY
J. VERY CLEAR. HALF MOON
M. Section 40 [redacted] EAST HARPTREE. BRISTOL
N. BA HISTORY GRADUATE

PAGE 2 RBDAID 0006 UNCLAS
O. THREE OTHERS AGED Section 40
P. 311015Z
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXU 1 AFUO)
CYD 1 DD GE/AEW
CAP 1 DI 55

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

TOP

FEED DIRECTION

93

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

CAF023 31/0912 090C12+3

FOR CAF

ROUTINE 310730Z MAR 93

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. 310110A MAR 93. 2 TO 3 MINUTES
B. TWO, VERY BRIGHT. CIRCULAR WITH TAILS. WHITE IN COLOUR
C. GELLIGAR COMMON TREHARRIS. MERTHER TYDFIL
D. NAKED EYE
E. OVERHEAD MOVING NORTH
F. LOW, APPROX 100-200 METRES
G. OVERHEAD
H. VERY SLOW
J. CLEAR
L. POLICE
Section 40 [redacted] MERTHYR TYDFIL. CENTRAL POLICE STATION. SWAN STREET.
N. NONE

PAGE 2 RBDAID 0005 UNCLAS
O. OTHER POLICE OFFICERS
P. 310154A MAR 93
BT

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

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

TOP

FEED DIRECTION

92

[redacted]

CA0018 31/0040 SYSCLISS

FOR CAF

ROUTINE 310720Z MAR 93

FROM RAF RECT DRAYTON
TO MODUK AIP

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 310110Z MAR 93. 30 SECONDS
B. TWO, POSSIBLY THREE, STAR SHAPED WITH VAPOUR TRAIL WHEN MOVING, YELLOW/GOLD AND BRIGHT
C. MOORSTAFF, LISKEARD, CORNWALL, OUTDOORS, STATIONARY
D. NAKED EYE
E. NORTH
F. ABOVE
G. N/K
H. STATIONARY THEN MOVING STEADILY
J. CLEAR
K. POLICE
Section 40 [redacted] L. [redacted]
N. POLICE OFFICERS

PAGE 2 RBDAID 0993 UNCLAS
O. SEEN BY OTHER POLICE OFFICERS THROUGHOUT DEVON AND CORNWALL
P. 310130Z MAR 93
DT

DISTRIBUTION Z6F
F
CAB 1 SEC(G-) ACTION (CXV 1 AF90)
CYB 1 DD CL/AEW
CAP 1 DI 55

[redacted]

TOP

FEED DIRECTION

91

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

CAQ022 31/0910 <99C1/3E

FOR CAP

ROUTINE 310725Z MAR 93

FROM RAF WEST DRAYTON
TO MPDUK AIP

U N C L A S S I F I E D
ATC Z6F
SUBJECT: AERIAL PHENOMENA
A. 310055A MAR 93
B. TWO METEORITE TYPE OBJECTS, ORANGE AND WHITE WITH TRAIL AND LIGHT
C. ENDOR II MOVING
D. NONCIRCLAR
E. SOUTH, RIGHT TO LEFT
F. LOW
G. UNKNOWN
H. STEADY
J. CLEAR
K. NONE
L. [redacted] LULSGATE AIR TRAFFIC CONTROL LULSGATE MANSTON, ESSEX
M. WITNESSED BY AIRCREW AND OTHER AIRPORT STAFF

PAGE 2 RSDAIU 0004 UNCLAS
P. 310334A MAR 93
RT

DISTRIBUTION Z6F
1
CAP 1 SEC(AS) ACTION (FXU 1 AFDO)
CYD 1 9D GE/GPW
CAP 1 B1 SS

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

DI556

90

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Wed 31st March, 12.15 am
B.	Description of Object (No of objects, size, shape, colour, brightness)	2 bright lights with lit vapour trail. No noise.
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	From balcony of house, looking out over St Brides Bay
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)	Heading from North to South
F.	Angle of Sight (Estimated heights are unreliable)	Thought object was fairly low
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)	Crossed the bay (7/8 miles) in 25 secs, ie approx 1100 mph ?
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear
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

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	None
N.	Other Witnesses	None
O.	Date, Time of Receipt	1/4/93 - pm
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	Man was behind object - surprised he couldn't make out shape - witness said it must've been absolutely still. Witness believed object was big - from 7/8 miles could still see both lights.

Section 40

Sec (AS) 2a

[redacted]OSE MINUTE

D/Sec(AS)12/1

29 Mar 93

Section 40 [redacted]

89

UFO File

DPO(RAF)
AFOPS

Copy to:
DI55c
GE3(RAF)
AIS(Mil)

UFO SIGHTINGS OVER LONDON

1. Addressees are probably aware that there has been a spate of recent UFO sightings in and around London, most notably in the Ilford and Romford areas.

2. Witnesses have reported a bright cigar-shaped object, moving very slowly, and making little or no sound.

3. The object almost certainly responsible for these sightings is a brightly illuminated airship; this craft is operated by Section 40 [redacted] and is advertising the new Ford Mondeo. The CAA have confirmed that this airship has been operating over London and the surrounding area for the last week or so. Addressees may wish to offer this information as a potential explanation should they receive any more such reports.

Section 40 [redacted]

Sec(AS)2a
Section 40 [redacted]

TOP

FEED DIRECTION

88

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

CAP036 29/1515 088C1554

FOR CAP

ROUTINE 290705Z MAR 93

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. 251900 TO 1930Z MAR 93
B. NARROW CIGAR SHAPE. APPEARED TO HAVE HOUSING BELOW AND WAS LUMINOUS NO SOUND OR SMELL
C. WITHIN CONFINES OF EUSTON STATION
D. NAKED EYE
E. SOUTH WESTERLEY
F. N/K
G. APPROX HALF A MILE
H. STEADY DISAPPOEARED SLOWLY BEHIND BUILDINGS
J. CLEAR OBJECT BELOW CLOUD BASE
K. SEEN ABOVE THE WELCOME BUILDING NEAR EUSTON BR STATION
L. AIS(M)
Section 40 [redacted]

PAGE 2 RBDAID 0004 UNCLAS
Section 40
N. WORKING AS Section 40 AT TIME OF SIGHTING
O. N/K
P 262100Z
BT

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

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

TOP

FEED DIRECTION

87

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

CAR018 29/1457 0BBC1472

FOR CAP

ROUTINE 290705Z MAR 93

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. 261926Z MAR 93
B. LOOKS LIKE TWO INVERTED SAUCERS JOINED WITH LIGHTS WHICH WERE VERY BRIGHT AND FLASHING NO SOUND OR SMELL
C. INDOORS
D. NAKED EYE
E. N/K
F. N/K
G. APROXIMATELY HALF A MILE
H. MOVING STEADLY BETWEEN TO FIXED POINTS ALMOST CIRCLING
J. CLEAR NO CLOUD
K. NOT KNOWN
L. FELTHAM POLICE
Section 40 [redacted] FELTHAM MIDDLESEX TEL Section 40 [redacted]

PAGE 2 RBDAID 0003 UNCLAS
N. NIL
O. NIL
P. 262000Z
BT

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

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

TOP

FEED DIRECTION

Section 40 [redacted]

Info File

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

86

CAQ007 26/1059 085C1136

FOR CAP

ROUTINE 260900Z MAR 93

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. 251935Z MAR 93
B. SINGLE VERY LARGE ELONGATED SHAPE WITH LOTS OF VERY BRIGHT LIGHTS AND ONE SINGLE RED LIGHT ON THE UNDERSIDE NO SOUND OR SMELL
C. WALTHAMSTOW, E LONDON. WALKING OUTDOORS
D. NAKED EYE
E. NOT KNOWN
F. 10-15 DEGREES
G. ESTIMATED TO BE HALF A MILE
H. STAYED STATIONARY FOR APPROX ONE MINUTE THEN DISAPPEARED BEHIND THE HOUSES
J. CLEAR NIGHT, NO CLOUD
K. NIL
L. HEATHROW AIRPORT

PAGE 2 RBDAID 0005 UNCLAS

Section 40 [redacted]

N. NIL

Section 40 [redacted]

P. 252030Z MAR 93
BT

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

END

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

DT55c

UFO file

Section 40 [redacted]

85/7

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Thursday 25th March, 11.45 am
B.	Description of Object (No of objects, size, shape, colour, brightness)	one white disc, later turning blue
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Driving through Chigwell
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)	1000 - 2000 ft
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)	Hovered, then disappeared into clouds
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Cloudy
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

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a
L.	Name & Address of Informant	Not given
M.	Background of Informant that may be volunteered	Not given
N.	Other Witnesses	None
O.	Date, Time of Receipt	7th April, 9.45 am
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	Witness insisted that object wasn't an airship, but I'm not so sure. Gave him nos of UFO groups.

Section 40

Sec (AS) 2a

TOP

FEED DIRECTION

85/6

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

CAF0S? 25/1249 0A4C1432

FOR CAF

ROUTINE 251136Z MAR 93

FROM RAF WEST DAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC ZAF
SUBJECT: AERIAL PHENOMENA
A. 242345Z MAR 93
B. GREEN LIGHT DISAPPEARING OVER BUILDINGS
C. STATIONARY
D. NAKED EYE
E. EAST TO WEST
F. N/A
G. N/A
H. STEADY
J. CLEAR
K. BUILDINGS
L. POLICE
Section 40 [redacted] ABERDEEN
M. N/A

PAGE 2 RAFAID 0004 UNCLAS
C. SGT Section 40 HQ QUEEN ST. ABERDEEN
D. 251130Z MAR 93
BT

DISTRIBUTION ZAF
P
CAS 1 SEC(AS) ACTION (CXV 1 AF00)
CYD 1 DI GE/AEW
CAF 1 DI SS

S40 U N C L A S S I F I E D

TOP

FEED DIRECTION

85/5

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

CAP031 24/1224 0030180Q

FOR CAP

ROUTINE 241200Z MAR 93

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. 232030Z MAR 93
B. SAUSAGE SHAPED. 3 TIMES SIZE OF PLANE. WHITE. MISTY COLOUR WITH ONE FLASHING WHITE LIGHT ON TOP
C. OUTDOORS AND STATIONARY
D. NAKED EYE
E. N/A
G. N/A
H. SLOWLY
J. MOVING CLOUD
K. N/A
L. CHIGWELL POLICE
Section 40 [redacted] . SASKINSIDE. Section 40 [redacted]

PAGE 2 RBDAID 0002 UNCLAS
P. 241153Z MAR 93
BT

DISTRIBUTION Z6F
F
CAS 1 SEC(AS) ACTION (CXV 1 AFDO)
CYD 1 DD CZ/AEW
CAP 1 DI 55

D155c

85/4

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Tues 23rd March, approx 7 pm
B.	Description of Object (No of objects, size, shape, colour, brightness)	one bright saucer shaped object, which later appeared more cigar shaped
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Outside her house in Romford
D.	How Observed (Naked eye, binoculars, other optical device, still or movie)	Naked eye, then binoculars
E.	Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)	Heading from NE to SW
F.	Angle of Sight (Estimated heights are unreliable)	N/k
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)	Appeared to hover, at first, but then some slow movement
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	N/k
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)	Houses etc

K.	To whom reported (Police, military, press etc)	See (A5) 2a
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	None
N.	Other Witnesses	Several drivers on nearby road stopped their cars to get out and look
O.	Date, Time of Receipt	10 am, Wed 24th March
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	Suggested an airship may have been the object seen, with change of course responsible for change in shape. Gave her the number of the UFO groups.

ANNEX A TO
SOP 502

85/3

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of sighting	23 Mar 93
B.	Description of Object (No of objects, size, shape colour, brightness)	Round and large with lights around the edge. Hovering
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)	To right of house
F.	Angle of sight (Estimated heights are unreliable)	Almost overhead
G.	Distance (By reference to a known landmark)	Not possible
H.	Movements (Changes in E,F & H may be of more use than estimates of course and speed)	Moved off and appeared to descend
J	Met Conditions during observations (Moving clouds, haze, mist etc)	1930Z Drizzle
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)	Clear view
L.	To whom reported (Police, military, press etc)	AF Ops

M.	Name and Address of Informant	Section 40 [redacted] Ilford Essex Section 40 [redacted]
N.	Background of Informant that may be volunteered	
O.	Other Witnesses	Husband
P.	Date, Time of Receipt (in AFOR)	232310Z Mar 93
Q	Any Unusual Meteorological Conditions	None
R.	Remarks:	Other neighbours also witnessed the sighting.

Section 40 [redacted]

RO2
AFDO
AF Ops

Date: 23 Mar 93

Distribution:

Section 40

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

Section 40

TOP

FEED DIRECTION

85/2

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

CAF018 23/0831 082C0754

FOR CAF

ROUTINE 230805Z MAR 93

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. 222302Z MAR. 20 TO 25 SECONDS
B. THREE SETS OF DOUBLE. VERY BRIGHT WHITE FLASHING LIGHTS.
NO SOUND OR SMELL
C. OUTDOORS. STATIONARY. BANCHORY DEVENICK. ABERDEEN
D. NAKED EYE
E. IN DIRECTION OF THE CASSEIPEIA CONSTILLATION (TO NORTH WEST)
F. NOT KNOWN
G. NOT KNOWN
H. CHANGING
J. MOVING CLOUDS
K. N/A
L. POLICE
M. Section 40 [redacted]

PAGE 2 RBDAID 0001 UNCLAS
N. THE INFORMANT SEEMED EDUCATED AND KNOWLEDGEABLE
O. NIL
P. 222330Z MAR 93
BT

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

END

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

TOP

FEED DIRECTION

85/1

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

CAP019 23/0835 082C0761

FOR CAP

ROUTINE 230805Z MAR 93

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. 221920Z OVER THREE WEEK PERIOD
B. SINGLE CROSS. DELTA SHAPE. VERY BRIGHT. NO SOUND OR SMELL
C. BRAMHALL (NEAR MANCHESTER AIRPORT)
D. NAKED EYE
E. TO THE WEST OF BRAMHALL
F. 30 DEGREES
G. 10 MILES
H. STATIONARY FOR LONG PERIODS. THEN SLOW PROGRESS ACROSS THE SKY
J. CLEAR FINE NIGHT
K. NIL
L. MANCHESTER ATC
M. Section 40 [redacted]
N. N/A

PAGE 2 RBDAID 0002 UNCLAS
O. NIL
P. 221955Z MAR 93
BT

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

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

SCIENCE

FLIGHTS OF FANCY

Whether it exists or not, the rumoured new spy plane Aurora has grown wings of its own and is fuelled by constant claims of sightings. Nigel Hawkes looks at the evidence for its existence

SCOTTISH CROFTERS have seen it, oil rigs have rocked as it thundered overhead, seismographs in southern California have twitched mysteriously. Yet the Pentagon and the CIA deny strenuously, and with growing impatience, that it even exists.

The mystery over whether the United States has developed a secret spy plane to replace the legendary SR-71 has acquired wings and its own form of supersonic propulsion. Every denial convinces believers more strongly of the aircraft's existence, every reported sighting burnishes the legend a little brighter. For a plane that may never have burned a gallon of fuel, the Aurora has already consumed an indecent amount of newsprint.

If it does exist, it is certainly a fantastic plane, a worthy successor to the SR-71, retired in curious circumstances in the late Eighties. The SR-71, or Blackbird, was the fastest and highest-flying plane ever to go into service. Between 1964 and 1989, the Blackbird used to fly high over the Soviet Union at speeds of more than 2,200mph, and heights of up to 85,000ft. When it was withdrawn from service, there was nothing to replace it — or was there?

Some specialists in aviation believe that an even more sensational plane has been flying since the mid-Eighties, its existence kept secret even from senior administration officials and influential senators. The evidence for Aurora, as the mystery plane is called, is circumstantial but, to the eye of believers, irrefutable.

What, exactly, is the evidence that has convinced people such as Bill Sweetman, an experienced aviation journalist on *Jane's Defence Weekly*, that Aurora is a do it all. Sweetman finds it curious that the SR-71 was withdrawn

this. Sweetman says, a view backed by such experts as Senator John Glenn, who told the *Washington Post* that "the only way doing away with the 71 made

this makes little sense, as operating it cost only five to seven per cent of what the US Air Force spent on reconnaissance, Sweetman says.

The other evidence is provided by mysterious sights and sounds reported by various observers over the past five years. These have something of the quality of UFO sightings, but the best of them do require explanation.

In 1989, oil-drilling engineer Chris Gibson sighted a mystery plane from the rig Galveston Key, in the North Sea. Gibson is no amateur plane-spotter; he spent 12 years with the Royal Observer Corps and was a member of the ROC international aircraft recog-

against the clouds. It was beir refuelled by a KC-135 tanker, ar accompanied by two F-111s. H kept the sighting to himself until h read one of Sweetman's storie The similarity between what th journalist was describing and wh he had seen was so close that t then broke his silence.

Since Gibson's claims were pu lished, last December, simil observations have proliferated. Th *Scotsman* has quoted an unname RAF pilot who reported seeing plane "resembling a large pap dart". Condensation trails ov Moray, a fast-moving radar bl close to RAF Machrihanish, and series of sightings by the Shetlat Police, the coastguard and th Lerwick Observatory have added the mystery.

The Scottish sightings — nobo has anything as solid as photograph — were backed

85
+ 7

been heard over Los Angeles, and seismographic evidence gathered by the US Geological Survey suggests that unidentified supersonic aircraft have been crossing southern California.

One of the most interesting pieces of evidence comes from the Royal Netherlands Meteorological Institute, which investigated a series of mysterious sonic booms over the North Sea last August. They looked into all possible explanations, including earthquakes, military aircraft, or meteorites breaking up in the atmosphere. The boom was not like that of a jet fighter, and the conclusion was that it had been made by an unidentified supersonic aircraft.

Sweetman has produced sketches of what he thinks Aurora may look like. It is, he believes, about 90ft long, with a wingspan of about 45ft. In shape, it forms an arrowhead, with its engines grouped beneath the fuselage. The wings are vestigial, because at the speeds reached by the aircraft (5,300mph), large wings are unnecessary. Power is provided by engines that burn liquid methane, and the fuel is pumped through the wings and fuselage to keep the aircraft cool.

THE NAME Aurora appeared in a 1985 Pentagon budget document, alongside the SR-71, before disappearing in subsequent years.

Believers even think they know where Aurora was built — the so-called skunk works in Burbank, California, run by the Lockheed Advanced Development Company. The nickname came from a neighbouring plastics factory which produced an all-pervading smell when the plant was first opened in the Forties. Since then, the skunk works has produced the SR-71 and the F-117 stealth fighter, itself a programme that was kept secret for many years.

Financial analysts who have scrutinised the Lockheed accounts, and even counted the cars in the skunk works' car-park, say that $400 million a year has been spent in the plant on an unexplained programme, and that more than 4,000 people work there. All this suggests one thing: that the Pentagon is once again pulling the wool over the eyes of the public and Congress by financing Aurora as the Nineties successor to the U-2 and SR-71.

Plausible as it is, the story keeps running into official denials, each more unequivocal than the last. John Pike, a respected analyst at the Federation of American Scientists who specialises in space and aviation, and not a man easily fobbed off with official obfuscation, says that he is beginning to believe the denials must be true.

"The denial by Donald Rice [former secretary of the Air Force] was so categorical and so emphatic that either it's one of the most mendacious statements ever made by a US government official, or there is no such plane as Aurora," he says. "When the Pentagon was denying the existence of the F-117, they always allowed themselves a little 'wriggle-room'. But these denials are very specific and very clear, and they come from virtually every agency that might have an interest in such a programme."

Despairing of their denials ever being believed, US Air Force sources spoke off the record in January to the publication *Aerospace Daily*. According to this account, an attempt had been made in the Eighties to produce a successor to the SR-71, but it had been abandoned in about 1986, when it became clear it would not work.

The use of the word Aurora in the Pentagon budget document was designed to conceal another then-secret project, the B-2 bomber.

The USAF further asserted that some sightings of the mystery plane "will probably remain unchallenged simply because there is not enough information available to even hazard a guess". Included in these are the North Sea sightings, which the USAF said it followed up, because it knew the US did not have any such aircraft and wanted to be sure that nobody else did either.

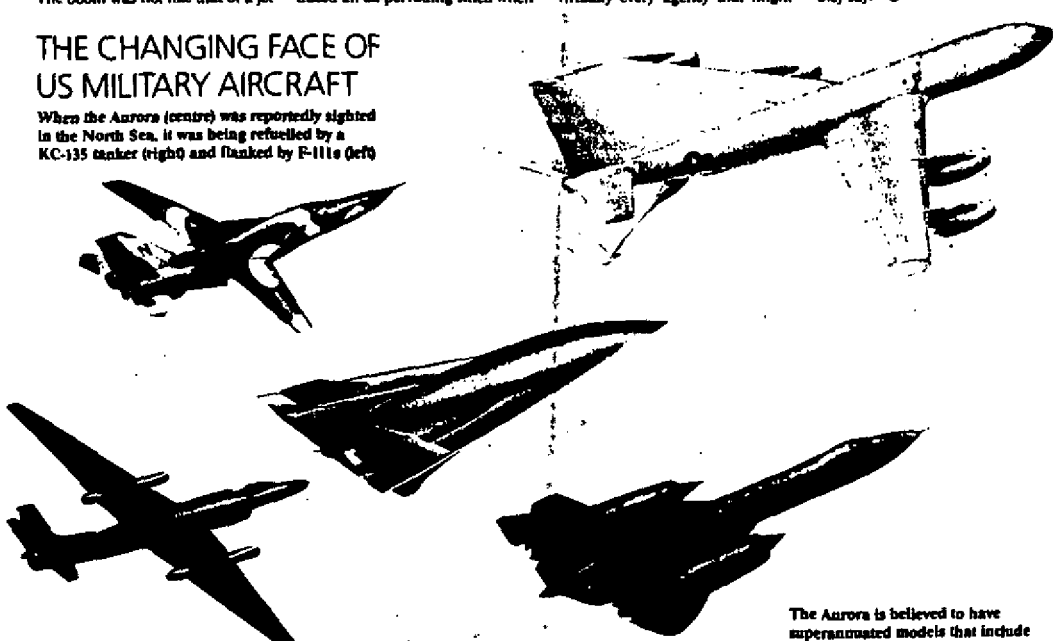
MORE CONVINCING, perhaps, than these denials is the fact that at the time of the Gulf war there was a serious shortage of good surveillance data, yet no apparent attempt to use Aurora.

But Sweetman remains sure that something is going on. "We now have so many sources, so many indications that high-speed aircraft we don't know about are being tested," he says. "There is a cover-up going on. It wouldn't be the first time. When the SR-71 was unveiled, all sorts of massive misstatements were made."

Pike does not deny this. "They lied before and they'll lie again," he says. "But what we have here are people of some integrity denying the story, against reports of strange lights in the sky. It's so extraordinary of them to comment at all that for the moment I'm inclined to believe what they say." ●

THE CHANGING FACE OF US MILITARY AIRCRAFT

Where the Aurora (centre) was reportedly sighted in the North Sea, it was being refuelled by a KC-135 tanker (right) and flanked by F-111s (left)



The Aurora is believed to have superannuated models that include

ILLUSTRATIONS BY GEOFFREY WILL & JOHN LAWSON

FINDINGS

1,133 volcanoes under the sea

The Pacific Ocean off the coast of South America is alive with volcanoes, an American research ship has discovered. Over the winter, scientists aboard the Melville, using sonar, discovered 1,133 volcanoes. They were in a 70,000-square-mile area under the ocean, about 2,000 miles west of the border between Peru and Chile. According to team leader Ken Macdonald, professor of marine geophysics at the University of California, this is the greatest concentration of volcanoes anywhere on Earth. Macdonald estimates that possibly 200 volcanoes are still active.

Homing for guided missiles

The guidance system which allows sperm and egg to fuse at the moment of conception has been identified. A team based at the State University of New York and the University of California, has isolated a protein produced on the surface of the egg of the sea urchin which allows sperm to join to its surface. Once attached, the portion of the sperm carrying genetic material can penetrate and fuse with the egg to begin developing offspring. The researchers now hope to discover a similiar protein on human eggs.

Less is more in a rat's life

American physiologists have found that dietary restrictions can retard aging. Research carried out on laboratory rats at the University of Texas has shown that a reduction in energy intake extends lifespan by up to 50 per cent. In the study, mortality rates were compared in rats that were allowed to feed at will, and in those whose diets were limited. The team found that the dieters survived longer, and deduced that energy use was modulated in these rats, resulting in a reduction of the side-effects associated with energy use, and hence a retarding of the aging process.

Sources: University of California; Science, March 5; News in Physiological Sciences, Volume 7

TOP

FEED DIRECTION

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

84/4

CAF023 19/0951 078C1275

FOR CAP

ROUTINE 190730Z MAR 93

FROM RAF WEST DRAYTON
TO MODUK AIR

Section 40 [redacted]

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 180520 MAR 93. 2 MINUTES
B. ONE VERY LARGE AND VERY BRIGHT ROUND ORANGE OBJECT WITH A DROWNING NOISE
C. INDOORS
D. NAKED EYE
E. NIL
F. NIL
G. NIL
H. STEADY
J. DARK
K. NIL
L. POLICE
Section 40 [redacted] ROWNEY GREEN NEAR REDDITCH Section 40 [redacted]

PAGE 2 RBDOYR 0001 UNCLAS
N. NIL
O. Section 40 [redacted]
P. 181940 MAR 93
BT

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

END

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

Section 40 [redacted]

DI55C

Please file UFO file

ANNEX A TO SOP 502

84/3

REPORT OF AN UNIDENTIFIED FLYING OBJECT

1.	Date, Time & Duration	272100L
2.	Description of Object	One Brown Cigar shape, 2 sections moving up and down amber lights growing in intensity.
3.	Location, indoor/outdoor Stationary/moving	Outdoor Stationary
4.	How observed	Binoculars
5.	Direction in which first seen	North of Uxbridge road West Ealing Tall building in line of sight
6.	Angle of sight	Eye Level (1000ft)
7.	Distance	Overhead Office Block 150ft away
8.	Movements	10 mins Stationary,slight movement up and down, 10 minutes stationary then flew off at high speed Northwards
9.	Met conditions	Clear skies
10.	Nearby Objects	Tall office block 150 feet away
11.	To whom reported	AF OPs through civil operator
12.	Name & Address	Section 40 [redacted]
13.	Background	[redacted]
14.	Other Witness	Neighbour Section 40 [redacted]
15.	Date time receipt	272130L
16		N/A
17	Remarks	N/A

Section 40 [redacted]

Duty Ops Officer
Air Force Ops

Distribution

Sec(AS)2, Room Section 40
AEW/GE, Room [redacted]
DI55, Room [redacted] Metropole Building
D/AFOPS/2/5/1 Section 40

cc DI55c Section 40 [redacted] ufo file 84/2

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Wed 17th March, approx 11.50 pm. Object seen for approx ½ hour
B.	Description of Object (No of objects, size, shape, colour, brightness)	One charm of white light which appeared to be beamed up from ground level
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Indoors at Boxted, Nr Colchester
D.	How Observed (Naked eye, binoculars, other optical device, still or movie)	Naked eye, Nicon binoculars
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)	Object carrying light at ground level
G	Distance (By reference to a known landmark)	3/4 mile - 1 mile
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	light was blinking on and off
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	N/k
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)	One house, but light appeared to be coming from a copse

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	Quest International UFO investigator
N.	Other Witnesses	None
O.	Date, Time of Receipt	18th March, 1600
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	Witnesses second sighting in as many nights. Promised to let her know if we received anything that might tie in with sighting.

Section 40

Sec (AS) 2a

cc DISC

Section 40 [redacted]

UFO File

84/1

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Tuesday 16th March, approx 9.20 pm. and again at approx 10.25 pm
B.	Description of Object (No of objects, size, shape, colour, brightness)	One orange/red light, which appeared to be flashing once per second
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Indoors, Boxted, Nr Colchester
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)	Object travelled from North to South
F.	Angle of Sight (Estimated heights are unreliable)	estimated height: 30 - 80 ft
G	Distance (By reference to a known landmark)	Approx 3/4 mile
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Object appeared to move very rapidly in line with flashing (see para b)
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	N/k
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

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a / local police
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	Investigator with Qwest International
N.	Other Witnesses	None
O.	Date, Time of Receipt	1600, 18th March
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	undertook to get in touch if we received any reports that might tie in with what was seen. Some Chinese activity observed at time of sighting.

Section 40

Sec (AS) 2a

TOP

FEED DIRECTION

ufo file
pr:
84
+4

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

[illegible]

FROM [illegible]

[illegible] MAR 75

FROM [illegible] POLICE STATION
TO [illegible]

U N C L A S S I F I E D
[illegible]
[illegible] PHENOMENA
A. [illegible] MAR 75
B. SINGLE VERY BRIGHT LIGHT. AMBER IN COLOUR. SAUCER SHAPED ABOUT THE SIZE OF A FOOTBALL PITCH NO SOUND OR SMELL
C. OUTDOORS STATIONARY
D. NAKED EYE
E. NOT KNOWN
F. [illegible] DEGREES (ESTIMATED)
G. NOT KNOWN
H. SWEEPING MOVEMENT ACROSS THE SKY.SEVERAL TIMES THEN DISAPPEARED
I. CLEAR
J. NOT KNOWN
K. GUILFORD POLICE STATION

Section 40 [redacted] GUILFORD. Section 40 [redacted]

[illegible] ROBOTIK [illegible] UNCLAS
A. [illegible]
B. NOT KNOWN
C. [illegible] MAR 75
SI

[illegible] ZOF
F
[illegible] ACTION [illegible] DAV I AFDO [illegible]
[illegible] DD GEZMEW
[illegible] SI [illegible]

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

cc 5755c

Section 40

[redacted]

5th March 93.

Dear Sir/Madame

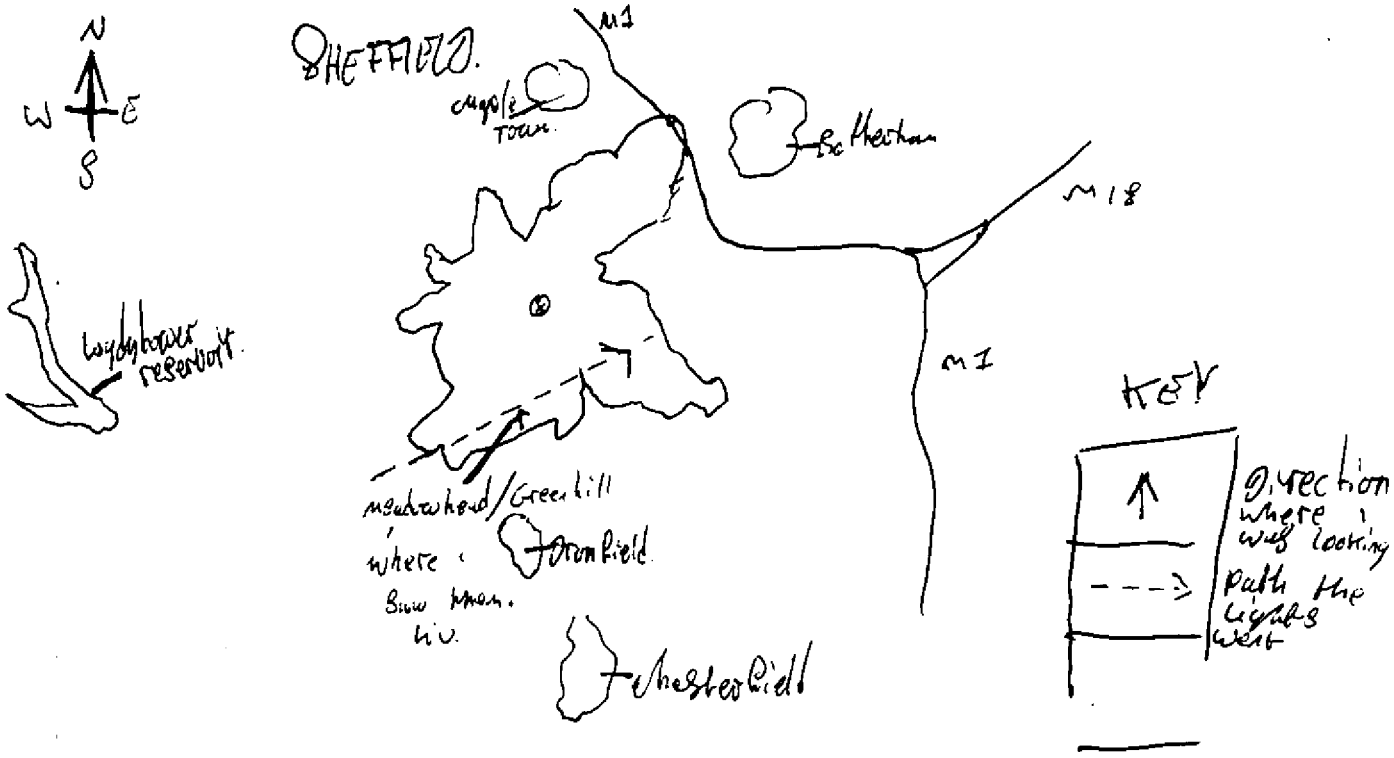
Yesterday night (4th March '93), I saw something what I thought was very strange! At about 9:00 am I heard a strange noise coming from outside my window. As I opened my window the noise sounded just like a rather fast jet aircraft in the distance. The sound was very faint. Still puzzled by this I looked up into the sky and believe me but I saw two sets of lights which looked like this - :: ::

This was not really strange but I suddenly relized that they were traveling increadibly fast. They seemed to be very low but also very quite which I thought was very strange. If they where traveling this fast and this low and sounded very loud - ~~[illegible]~~ I would of understood, but because the lights seemed to zoom across the sky very quitely it was a bit unnerving?

PTO.

So Could you please (if possible) try and Inquire about this as although you may think this is not very important, I believe that it was very strange indeed.

I have kindly drawn you a map to help.



4.00 pm.
Thursday March 4th 1993.

I do hope you can help us if you can't I do understand, as you are probably busy

Yours thankfully.

Section 40

[redacted]

Age 11

Thankyou very much.

TOP

FEED DIRECTION

ufo file 83 +1

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

CAF020 01/1104 060C1176

FOR CAF

ROUTINE 011000Z MAR 93

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. 272000Z FEB 93 2 HRS
B. BLUE, FLASHING OBJECT WITH NO SOUND OR SMELL
C. BEDFORD, INDOORS AND OUTDOORS, STATIONARY
D. BINOCULARS
E. SOUTH OF BEDFORD
F. N/K
G. N/K
H. STEADY
J. 35 KM VIS, 3/4000
K. NONE
L. LUTON ATC
M. Section 40 [redacted]
N. NONE

PAGE 2 RBDOYR 0006 UNCLAS
O. NONE
P. 272200Z FEB 93
BT

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

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

TOP

FEED DIRECTION

ufo file

82

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

CAF010 22/0818 053C0377

FOR CAP

ROUTINE 220730Z FEB 93

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. 2115, 19 FEB 93
B. ONE ROUND TENNIS BALL SIZE, YELLOW, SCARLET AND ORANGE IN COLOUR.
NO SOUND OR SMELL
C. MOVING OUTDOORS
D. NAKED EYE
E. NIL
F. NIL
G. NIL
H. STEADY
J. CLEAR
K. NIL
L. RAF CHIVENOR ORDERLY OFFICER
Section 40 [redacted] TORRINGTON Section 40 [redacted]

PAGE 2 RBDAID 0001 UNCLAS
N. NIL
O. NIL
P. 192200 FEB 93
BT

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

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

RAF Boulmer
ALNWICK
Northumberland
NE66 3JF

BMR/35/Ops

Section 40
(GPTN 9[redacted]

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

19 Feb 93

81

REPORT OF AN UNIDENTIFIED FLYING OBJECT

a. 171915zFeb93, durarion approx 2 mins.

b. 2 bright orange lights followed by a third one after a short time formed what appeared to be a reversed 'L' pattern.

c. Driving a truck along a road in Glendale Valley near Wooler, NW of Hetton Steads.

d. Naked eye.

e. NW of observer on some high ground.

f. Appeared at first to be at ground level, but, as observer went to investigate, it appeared to be in the air.

g. Estimates about one mile.

h. Lights were stationary.

j. Clear weather, nothing special to report.

k. No nearby objects, ground was normal,open agricultural land.

l. RAF Boulmer; observer was reluctant to give name and address as he does not wish to be bothered by the Press!

Section 40 [redacted]

n. An ex-Serviceman - he stated that he had not been drinking.

o. Nil.

p. 171950zFeb93. Telephoned to Fg Off Section 40 then passed on to Sqn Ldr Section 40 (Low Flying Complaints Officer).

Section 40 [redacted]

Sqn Ldr
for OC

ATS/PTS

Section 40

"[redacted]"

UFO File

80

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A. DATE, TIME, DURATION OF SIGHTING
(Local times to be used) 16th February 0950

B. DESCRIPTION OF OBJECT

Number 1
Size 2 or 3 times the size of a Hawk aircraft.
Shape . Similar to Barrage balloon.

Colours Bright sunlight orange
Brightness Very bright.
Sound NIL
Smell NIL

C. EXACT POSITION OF OBSERVER
Geographical location Appledore..North Devon
Indoors/Outdoors Outdoors
Stationary/Moving Stationary

D. HOW OBSERVED

Naked eye Naked eye
Binoculars
Other optical device
Still or cine camera

E. DIRECTION IN WHICH OBJECT WAS FIRST SEEN NORTH
(A landmark may be more useful than a badly estimated bearing)

F. ANGLE OF SIGHT (Estimated heights are unreliable) 30' approx

G. DISTANCE (By reference to a known landmark if possible) 4 miles

H. MOVEMENT. Steady for 3½ seconds, then slowly rose vertically, reversed and seemed to descend.

Steady
Changing
Erratic

J. MET CONDITIONS DURING OBSERVATION

Moving clouds Very light winds, clear conditions, cloud on horizon
Haze with breaks.
Mist

K. NEARBY OBJECTS/BUILDINGS ETC Behind Wrafton laboratories, Wrafton Nth Devon.

L. TO WHOM REPORTED

Police
Military Organisation Operations RAF Chivenor.
The Press

M. NAME AND ADDRESS OR INFORMANT Section 40 [redacted]

N. ANY BACKGROUND OF THE INFORMANT THAT MAY BE VOLUNTEERED
Husband is a keen flier.

O. OTHER WITNESSES Section 40 [redacted] mother saw UFO also, she was with Section 40 at the time

P. DATE AND TIME OF RECEIPT OF REPORT

Section 40 [redacted] Duty Ops Officer RAF Chivenor
Fs Section 40 16th February 1993. 1240Z.

END RESTRICTED

TOP

FEED DIRECTION

7911

Section 40 [redacted]

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

ufo file

CAF018 09/1027 040C0995

Section 40 [redacted]

FOR CAF

ROUTINE 090835Z FEB 93

FROM RAF WEST DRAYTON
TO MODUK AIR

Section 40 [redacted]

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA
A. 312130Z JAN 93, 20-30 MINUTES
B. 1, HALF EGG SHAPED, BLUE AND DULL
C. OUTDOORS, STATIONARY
D. NAKED EYE
E. N/K
F. N/K
G. N/K
H. STEADY
J. CLEAR
K. N/K
L. POLICE
M. Section 40 [redacted] HILLERLAND, GLOS, Section 40 [redacted]
N. NIL

PAGE 2 RBDAID 0001 UNCLAS
O. NIL
P. 081955Z FEB 93
BT

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

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

TOP

FEED DIRECTION

79

+1

Section 40 [redacted]

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

ufo file.

CAU002 03/0023 034C0129

FOR CAP

ROUTINE 022230Z FEB 93

FROM RAF LEUCHARS
TO MODUK AIR
HQSTC
BROAD SHIELD

U N C L A S S I F I E D
SIC Z6F
ATTN AFOR (RAF)
A. 02 FEB 93 2135-22052
B. TWO VERY BRIGHT ORANGE LIGHTS
C. INDOOR AT HOME
D. NAKED EYE THEN BINOCULARS
E. ABOVE BROUGHTY CASTLE
F. APPROX 20-30 DEGREES ABOVE HORIZON
G. NOT KNOWN (AT NIGHT)
H. LIGHTS APPEARED TO CIRCLE FOR APPROX 5 MINS, THEN MOVED NORTH, DESCENDED AND DISAPPEARED
J. VISIBILITY EXCELLENT (20KM), CLOUD BASE APPROX 3000 FEET. WIND 220/22. DAT PS09

PAGE 2 RBDOXJ 0035 UNCLAS
K. RIVER TAY ESTUARY NEARBY
L. CPL Section 40 LEUCHARS OPERATIONS
M. Section 40 [redacted] DUNDEE. Section 40 [redacted]
N. NIL
O. NIL
P. RECEIVED AT 022208Z FEB 93
Q. REPLY REQUESTED
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXV 1 AFDO)
CTD 1 DD GE/AEW
CAF 1 DI OS

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

TOP

FEED DIRECTION

78

UNCLASSIFIED

[illegible]

FOR CAP

[illegible] JAN 95

FROM [illegible] OPERATION
TO [illegible]

UNCLASSIFIED
MIC CAP
MIBJEWT [illegible]
A. 251900Z JAN 95 ONGOING
B. SINGLE VERY BRIGHT LIGHT ABOVE [illegible] AIRPORT, NOT A STAR
C. INDOORS AND OUTDOORS STATIONARY
D. NAKED EYE AND BINOCULARS
E. TO THE SOUTH WEST
F. APPROX 10000 FEET (HEIGHT)
G. SEVEN MILES
H. STILL
J. CLEAR
K. NOT KNOWN
L. [illegible]

Section 40 [redacted] SURREY Section 40

PAGE 2 RKDAOD 0001 UNCLAS
M. WOULD APPRECIATE AN EXPLANATION
O. [illegible]
P. 251900Z JAN 95
NN

DISTRIBUTION CAP
P
CAP 1 SECRETARY [illegible] 1 [illegible]
CAP 1 [illegible]
CAP 1 [illegible]

END UNCLASSIFIED

TOP

FEED DIRECTION

UFO File

102/071

77

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

CAF010 210700 021L0070

FOR CAF

ROUTINE 210600Z JAN 93

FROM RAF WEST DRAYTON
TO MODUK AIF

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA.
A. 180001Z JAN 93 60 MINS
B. ONE VERY BRIGHT LIGHT WHICH OCCASIONALLY FADED AND THEN REAPPEARED
C. CARLTON MOOR. OUTDOORS. STATIONARY
D. NAKED EYE AND BINOCULARS
E. NORTHERLY DIRECTION
F. N/K
G. APPROXIMATELY THREE MILES
H. STEADY
J. CLEAR. THEN MISTY. THEN SNOW
K. NIL
L. NIL
M. [redacted] LEEDS L2
N. OUT ON A SKYWATCH. WHICH WAS ABANDONED DUE TO SNOW

PAGE 2 RBDAID 0001 UNCLAS
O. [redacted]
P. 2016302
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXV 1 AF00)
CYD 1 DD GE/AEW
CAF 1 DI SS

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

with the compliments of 108/157/1

Ministry of Defence

Section 40 [redacted]

Sec (AS) 2a

UFO file.

DESS c - Section 40 [redacted]

This will give you a laugh, as it covers just about every conspiracy theory going - including the one that the intelligence services were at this conference. If you were - my sympathies!

Section 40 [redacted]

MOD Form 195 (Revised 6/89)

If they ruled the world

Vicky Hutchings learns about UFOs, who really shot JFK, Hitler's South Pole bunker, and a bid to take over the world

One person noticeably absent from *The First International Conference That Exposes a Global Deception* was Paul Sieveking, editor of *Fortean Times*: "I just couldn't afford it." The cheapest seats for the Wembley conference last weekend cost £10.75 for one day. Two days in the most expensive would have cost £41. The two organisers—who had mortgaged their house in Walsall to book the conference hall—had hoped for an audience of more than 10,000 and were strangely surprised when only about 300 people turned up.

But you certainly got a show for your money. We heard about the secret plan to take over the world by the Illuminati, the world's hidden power elite; Hitler's secret base under the South Pole; the Freemasons' link to the cult of Baal; who's behind the New World Order; the suppression for decades of knowledge about free energy and time travel; the secret purpose behind the founding of America; and who *really* shot John Kennedy and why it had to be in Dealey Plaza. I haven't enjoyed myself so much since reading *Foucault's Pendulum*.

We were warned that members of the intelligence services were in the audience. In fact, some attenders were so incensed at press photographers taking pictures that they complained to the conference organiser, Mary Seal. They demanded a vote on whether this should be allowed, since the photos were obviously going to find their way into MI5 files. Seal refused. It would look rather bad, she implied, at a conference to expose global deception.

The speakers who came to reveal what *they* don't want us to know were: William Cooper, a "former US Naval Intelligence Briefing Team member"; Dr Robert Strecker, an American who believes Aids is a man-made disease deliberately unleashed upon a world that has too many people to be controlled easily; David Summers, an Australian journalist with "film-footage of top-secret information"; Vladimir Terziski, an "authority on anti-gravity" working in Bulgaria; and Eustace Mullins, the "last living protégé of Ezra Pound", now that "Yeats, James Joyce, and Hemingway are dead". His speciality is the Federal Reserve Bank, and, he told us, Hoover once tried to have him committed.

There were two films of flying saucers. The first was made by Cooper himself, at night. Spellbound, we watched a tiny white dot that dashed about a black screen for about ten minutes, disappearing at times and, almost simultaneously, reappearing elsewhere, rather like old black-and-white movies of the Keystone Cops. Cooper assured us the film hadn't been cut. No, there was a simpler explanation of what we were seeing: "These craft are, literally, time machines."

We were also shown a clip by Terziski of what he claimed was an unmanned flying saucer, developed by the US Air Force, wobbling along about a foot off the ground. This was part of a disinformation campaign by the US government, he said, to prove to the general public that human beings can't build saucers that fly properly. But the anti-gravity technology of the flying saucer, funded by the Illuminati and developed by Hitler in secret undergound cities, spread around the globe after the war. The Nazis developed hovering anti-gravity mines, built saucers that flew by "liquid vortex propulsion", put men into space and had built a moon base before 1945. The Nazis had also got to Mars. Indeed, added Terziski, the Swastika is a symbol of a vortex. The Illuminati have prevented us for decades from knowing the truth: "They will never allow us to run our own saucers on free energy."

The Illuminati are made up of Freemasons or other related secret societies, and are found in positions of power throughout the world. All American presidents have been Freemasons, for example, except Eisenhower, who was a Jehovah's Witness.

David Summers is an expert on the Bilderberg Group, the Trilateral Commission, the Council for Foreign Relations, the Royal Institute for International Affairs—these are some of the secretive organisations controlled by Freemasons. "The same names crop up over and over again." Indeed, William Cooper does most of his research on the power elite "through genealogy". He claims that: "The Communist Party, Mormonism, Jehovah's Witnesses, the Knights of Malta, the Knights Templar [branches of Freemasonry]—they're all the same." Eustace Mullins says the dynastic families can be traced "back to the cult of Baal".

The Illuminati work, Mullins believes, on Hegelian principles, funding whichever side takes their fancy, sometimes both at once. "The end justifies the means." Many speakers quoted Stephen Knight, author of *The Brotherhood*, who claimed that Freemasons "provoked" the 1917 revolution in Russia (Kerensky was a Mason). Mullins has filled in the gaps since: it was "a *tour de force* to remove the USSR as an industrial competitor for the next 70 years. The World Order was quite content. In fact, since 1917, the Bolshevik economy has been almost entirely supported by the US taxpayer." After all, both "Democrats and Republicans have been taken over by communism". What an exciting life the Illuminati must lead.

UFO seen over Milan by Gaspare de Lama/Mary Evans Picture Library

The Federal Reserve Bank and central banks like the Bank of England are "occult organisations" under their control. What else is the licence to create money, but the occult creation of money out of nothing? John D Rockefeller started his empire with money from the House of Rothschild (the Rothschilds have been Masons for generations), Exxon has the double cross, the sign of the evil empire, David Rockefeller is the chairman of the Trilateral Commission, and a member of the Council for Foreign Relations. George Bush is a Mason. What more proof do you need? At question time, Mullins explained what he really felt about the Jews: "It's not *just* the Jews. There are also rich, powerful Presbyterians, Catholics, blacks and whites. To go and kill the Jewish couple in the corner shop is *wrong*."

Saucers will hover over the cities, bringing an end to the world we know

This elite has no purpose other than to bring about the New World Order ("totalitarian and socialist"), the death of nations and the One-World Government. One of the weapons in their arsenal, insisted Cooper, are the "hoaxes" over ozone (it is a myth that the ozone layer protects us against ultraviolet light) and global warming (the polar ice-sheets are expanding). These foster the desire for strong worldwide government.

But the best weapon of all will be the flying saucer. These aren't powered by aliens, although this is the "illuminated" explanation for the various sightings to date. The SETI project (the search for extraterrestrial intelligence) has been organised by Nasa to prepare us mentally for the moment when these craft suddenly appear and hover over the cities of the world. In the face of this seeming invasion by aliens, national governments will join together and the Illuminati will have achieved what they have been striving for since the days when the Caananites worshipped Baal (whose other names are Lucifer, Ra, Osiris, or even the Sun).

The most exciting moment of the conference was when Terziski suggested there were "black arts behind Hitler". When he claimed Hitler was interested in astrology, one white-haired man near the front shouted: "You are a liar." He was told to sit down. "You are trying to poison the public mind. You are part of the International Conspiracy of Jewry." "Hitler was a medium," yelled a man behind me, as the heavies in suits moved in. The chant went up: "Leave him alone. Let him stay." A few even heavier-looking members of the audience stood up. It seemed as if there was going to be a fight. Then the suits sat down beside the man they were about to eject. The men from the audience subsided, and Terziski tried to heal the breach: "I was only born in 1951."

During an interval, I chatted to a gentle Rasta woman, who appeared to think it was a simple case of misunderstanding: "I think that man thought Terziski was insulting Hitler." I forbore to point out that, to a Nazi, he *was* insulting him. "But I'm glad he was allowed to stay." A red-haired Irishman told me that there were, indeed, aliens: "They've interbred with humans. The hybrids are called 'The Greys'." Surely, he couldn't mean . . . ? No, it couldn't be. Around me, white-haired old ladies surreally munched their sandwiches, lunchboxes open on their laps.

Terziski was even more riveting at his second showing. "The tabloids are my best source of information," he said, showing newspaper headlines like: WORLD WAR II BOMBER ON MOON, and FILM OF ASTRONAUTS WATERSKIING ON THE MOON. "It is obviously a very scenic place," said Terziski. We watched a supposed Nasa clip of one of the Moon landings. The American flag flutters in the wind: "They don't want us to know the Moon has an atmosphere."

It was only when he showed a pretend documentary made by Anglia TV of a landing on Mars that the audience began to show signs of restiveness. "It was a joke," shouted someone. Terziski paused. "Yes, it *is* a joke documentary," he agreed. "But if the landing had been filmed, this is how it would have happened." He turned back to the film: "Note the absence of any dust as the craft descends. This is clearly being powered by anti-gravity." Behind me, I could hear Mary Seal whispering urgently. Then David Summers rushed up on to the platform, and to my dismay Terziski was abruptly terminated.

Having intended to go only on Saturday, then changing my mind and deciding to go for an extra few hours on Sunday morning, I found myself still there at 8.30 pm on Sunday night as Cooper revealed the truth behind the royal family's troubles and interpreted the Masonic symbols on the dollar bill: "This is the secret destiny of the US. It was founded to bring the Antichrist into the world." Later, we watched the Zapruder tape of the assassination of JFK. Dealey Plaza was chosen because it is named after a Mason and a Masonic symbol has been erected there: an obelisk ("the penis of Osiris"); the Plaza is on the 33rd parallel; Oswald was at a window on the sixth floor. The number of the beast is 666. (Somehow, I missed the third six.)

The film flickered in slow motion above us, showing what Cooper said was one of the secret service agents in the car turning round and shooting Kennedy. He had also "seen in the files a report that the agent had done it".

I was near the back, walking down into one of the exit tunnels, as he said this. Around me were what I thought were empty seats, entirely shrouded in darkness. Somewhere something moved in the gloom. I heard a deep, American voice say quietly to his neighbour: "He's lying. There's no such paper in the file." So, "they" *were* there.

TOP

FEED DIRECTION

75

Section 40 [redacted]

Section 40 [redacted]

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

CAQ016 14/1149 0141295

FOR CAF

ROUTINE 141040Z JAN 93

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. 130140Z JAN 93. FIVE MINUTES
B. ONE BLUE FLASHING LIGHT WHEN AIRBORNE. VERY BRIGHT FLOODLIGHT WHEN LANDED. NO SOUND OR SMELL
C. INDOORS. STATIONARY
D. NAKED EYE
E. NOT KNOWN
F. FROM BEDROOM WINDOW
G. 200 YDS
H. STEADY. HOVERED WHILST AIRBORNE
J. VERY WINDY
K. NOT KNOWN
L. RAF VALLEY. Section 40 [redacted] COMMUNITY RELATIONS OFFICER
Section 40 [redacted] (LLANEDI, PONTARDULAIS,

PAGE 2 RBDAID 0006 UNCLAS
SWANSEA TEL Section 40 [redacted]
N. JUST WOKEN UP - NOT DRUNK EXCLAM
O. HUSBAND
P. 141035Z
BT

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

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

DI55c

74

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Tuesday 12th Jan, approx 7pm.
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	8 US Apache helos, flanking a very strange object - flat but with dome, very big. tail fin with strobe light on top.
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	2 youths ran into youth club and told everyone to come outside and see things landing in nearby field/waste ground.
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, but flew off towards Derbyshire
F.	Angle of Sight (Estimated heights are unreliable)	8 helos + unidentified object landed. A further object was flying around overhead at very high speeds; flashing lights seen, like lightening.
G	Distance (By reference to a known landmark)	Youths went upto helos, spoke to pilots.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	See above
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	N/k
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)	Youth club at Maltby, South Yorks

K.	To whom reported (Police, military, press etc)	See (AS) 2a
L.	Name & Address of Informant	Section 40 Quest International
M.	Background of Informant that may be volunteered	Section 40 of the Quest International UFO group - I have a good working relationship
N.	Other Witnesses	Dozens of people from the youth club
O.	Date, Time of Receipt	Friday 15th Jan, 10.30
P.	Any Unusual Meteorological Conditions	N/k
Q.	Remarks	Section 40 m the story which he'd heard and is investigating. He'd thought the UFO might be stealth, but said shape didn't tie in. Section 40 keep me informed re his investigation.

Section 40

See (AS) 2a

M2

life file.

APS/US of S

Section 40 [redacted]

Copy to:
DI55c

73

1. I have placed opposite a draft reply to the letter from Ann Winterton MP.

2. We are not aware of any meeting having taken place to discuss crop circles, as has been alleged. The Department of the Environment and the Ministry of Agriculture, Fisheries and Food have confirmed that they are also unaware of any such meeting.

Section 40 [redacted]

Sec(AS)2

11 January 1993

Section 40 [redacted]

D/US of S/RMC 2101

Your letter to The Earl Howe of 16 December 1992, enclosing one from your constituent Section 40 Stoke-on-Trent, has been passed to this Department for reply.

I can confirm that, contrary to the article referred to by Section 40 no ministerial meeting has taken place to discuss the subject of crop circles. The Government's role in this subject is very limited; as the Ministry of Defence receives and coordinates information relating to UFO sightings, and because of the perceived link in some quarters between UFOs and crop circles, members of the public will occasionally ask for our views on crop circles. As is the case with UFOs, however, we take no definitive position and hold no fixed views on the phenomenon.

If Section 40 is interested in this subject, he may wish to know that there are a number of organisations who are actively involved in crop circle research. If he wishes to contact any of them, their addresses are as follows:

British UFO Research Association
The Leys
Suite 1
2c Leyton Road
Harpenden
Herts
AL5 2TL

Centre for Crop Circle Studies
9 Oakley Street
London
SW3 5NN

Quest International
18 Hardy Meadows
Grassington
Skipton
North Yorkshire
BD23 5LR

Contact International (UK)
11 Ouseley Close
New Marston
Oxford
OX3 OJS

I hope this is helpful.

The Viscount Cranborne

Ann Winterton MP

TOP

FEED DIRECTION

72

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

CAQ001 11/0905 011C0329

FOR CAP

ROUTINE 110800Z JAN 93

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. 8 JAN 93. 1800
B. ONE ROUND BRIGHT LIGHT
C. MOVING IN CAR VERY SLOWLY
D. NAKED EYE
E. HEADING SOUTH WESTERLY
F. N/K
G. 3 MILES
H. STEADY
J. CLEAR
K. HOUSES, TREES
L. POLICE
Section 40 [redacted] BIELOFIDE, ABERDEEN
N. NIL

PAGE 2 RBDAID 0001 UNCLAS
O. Section 40 [redacted]
P. 081800 JAN 93
BT

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

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

Section 40

D155d

UFO file

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Sun 9th Jan, approx 12.30 am 2-3 mins.
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	2 white lights, 1 red tail light. when witnesses at closest, object seen. which appeared to be square
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Driving car at Gt Hawkesly, Essex
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)	1000 ft height estimated
G	Distance (By reference to a known landmark)	100 yards initially
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Initially static, then moved away slowly, speeding up, before shooting off at incredible speed (all movement horizontal)
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Some wind
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)	Bishop William Ward School Cherry Tree pub

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a
L.	Name & Address of Informant	N/k - 4 witnesses
M.	Background of Informant that may be volunteered	N/k
N.	Other Witnesses	N/k
O.	Date, Time of Receipt	271030Z Jan
P.	Any Unusual Meteorological Conditions	N/k
Q.	Remarks	Report relayed by Section 40 Section 40 a Quest International investigator.

Section 40

Sec (AS) 2a

Section 40

Disc

ufo file

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Monday 11th Jan, approx 9.50 p.m. 3-5 seconds
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	One pale green light, which then split into three. He'd first thought it was a meteorite or flare.
C.	Exact Position of Observer 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)	Witness looking ESE, saw object heading west. Ultimately disappeared into clouds, heading out to sea.
F.	Angle of Sight (Estimated heights are unreliable)	15/20°. No idea of height.
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)	Speed seemed constant, but impossible to judge. After splitting, 3 lights twirled around - definitely 3 distinct objects.
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Some cloud, height N/k. Force 3 wind - objects heading into direction of wind.
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)	Not stated. Witness was by the sea.

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	None
N.	Other Witnesses	None
O.	Date, Time of Receipt	121313 Z Jan 93
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	Gave Section 40 details of UFO groups, and undertook to write to them if we received any reports that might tie in.

Section 40

Sec (AS) 2a

Joint [redacted]
UFO file

TOP

FEED DIRECTION

71/2

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

CAS010 04/1245 004C0823

FOR CAP

ROUTINE 041030Z JAN 93

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. 122050Z DEC 92, 30-60 SECONDS
B. LARGE BRIGHT LIGHT WITH ORANGE TAIL - TAIL APPEARED TO HAVE PULSATING EFFECT. (FIRST THOUGHT TO BE PLANE ON FIRE) NO NOISE
C. STANDING IN KNAB ROAD, LERWICK, OBSERVED TO NORTH WEST (LINGWALL DIRECTION), THEN LOST SIGHT IN SOUTH EAST
D. NAKED EYE
E. NORTH WEST
F. CONSISTENT HEIGHT DISAPPEARING ABOVE CLOUD LEVEL
G. RELATIVELY CLOSE AS IT PASSED OVER LERWICK
H. CONSISTENT SPEED, MOVING FAIRLY FAST BUT NOT WHIZZING THROUGH THE SKY
J. PART OF SKY CLEAR AND STARRY BUT SOME CLOUD
K. NIL

PAGE 2 RBDAID 0003 UNCLAS
L. POLICE
Section 40 [redacted]
N. POLICE OFFICER
Section 40 [redacted]
P. 122100Z DEC 92
BT

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

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

TOP

FEED DIRECTION

71/1

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

CAV022 04/1224 004C0775

FOR CAP

ROUTINE 041020Z JAN 93

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. 202352Z DEC 92
B. LARGER THAN NORMAL AIRCRAFT, ORANGE AND GREEN IN COLOUR
C. A22 CROXTED, EAST SUSSEX, OUTDOORS AND MOVING
D. NAKED EYE
F. 60/70 DEGREES
H. CHANGING
J. MOVING CLOUDS
K. NIL
L. SUSSEX POLICE
Section 40 [redacted]
BT

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

END

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

with the compliments of 10/9/91

Ministry of Defence

Sec(AS)2a

DI55c - Section 40

I didn't hear about this!

Section 40

MOD Form 195 (Revised 6/89)

Section 40

Sec(A5)

Aurora

RAF pilot says he saw secret spy plane refuel

SCOTSMAN 21/12/92

*A new report hints at the plane truth about the mysterious Aurora spy-in-the-sky, writes **Alan Dron**.*

MORE evidence of the existence of a secret United States reconnaissance aircraft has come from an RAF pilot, who says he has seen it refuelling in mid-air.

His report follows news of an apparent sighting over the North Sea of the hypersonic aircraft, known as Aurora.

Officially, the US government denies Aurora exists. Some defence analysts, however, claim its funding has been hidden as part of a "black programme".

Jane's Defence Weekly published a story based on a letter from a drilling engineer, Chris Gibson, who related an incident when working on a rig off East Anglia.

> 'The aircraft resembled a large paper dart.'
> **RAF captain**

In a similar letter to *The Scotsman*, Mr Gibson tells how he watched a US tanker aircraft, together with two F-111 swing-wing strike aircraft and another, unidentified machine he describes as resembling "a matt black perfect triangle".

Immediately in the wake of the story's publication, the captain of an RAF transport aircraft contacted *The Scotsman*. He said he had encountered a mysterious aircraft while on a mission, asked to see a copy of the report, and arranged to meet to study it.

Before the report was handed over, the captain was asked to draw what he had seen; his drawing largely tallied with one which had appeared in Mr Gibson's dossier. He described the unknown aircraft as "resembling a large paper dart".

The captain said that, as in the incident reported by Mr Gibson, the mystery aircraft had been accompanied by an F-111. He had reported the sighting by radio, only to be told: "Forget it. Get on with the exercise."

Obviously nervous, the captain refused to say either where or when the sighting had occurred. Significantly, however, he added that Aurora's existence was "well-known" within the RAF.

Other evidence for Aurora includes an extremely fast-moving radar blip near RAF Machrihanish, on the Mull of Kintyre, as reported in *The Scotsman* early this year, and a distinctive condensation trail over Moray, thought to be a product of the aircraft's highly-sophisticated liquid methane propulsion system.

The *Jane's Defence Weekly* report said Mr Gibson's expertise in aircraft recognition as a former member of the now-disbanded Royal Observer Corps gave his story considerable weight.

Mr Gibson's sighting took place in 1989. This ties in with the sudden retirement the following year of the US's existing high-speed reconnaissance aircraft, the SR-71, "for which there's never been a reasonable explanation", says the author of the *JDW* article, Bill Sweetman.

He told *The Scotsman* the description of the aircraft as "a perfect triangle" was "exactly the right shape and size for an SR-71 replacement".

Asked if it was possible that the aircraft had actually been another F-111 with its wings in the fully-swept position, he said that to maintain station with a relatively slow-moving tanker with the wings in that position would have required use of the aircraft's afterburners, which increase thrust but vastly increase fuel consumption. "They'd have been using it up as fast as the tanker pumped it in," he said.

Although it was possible Aurora could travel at eight times the speed of sound (around 5,300mph), Mach 5 was perhaps more likely.

Spectator out of tune

Turning point: one youngster attending the carol concerts at the Ro tion wandering from the performance. The concerts were part of a fe

Church co

69

UFOIB

UFO INVESTIGATION BUREAU

ufo file

Dear Sir,

I recently contacted you concerning the subject of U.F.O's, to which I recieved a letter from the ministry. The letter you sent me (which I enclose a copy) was to assure me that The Ministry Of Defence has no evidence to suggest the existance of any alien life or that spacecraft have been invading our airspace. However in a recent Documentry shown on Sky Television shows that the Defence Department maybe witholding information concerning U.F.O's. I have made a tape recording of an interview with famous Ufoligist and Author Section 40 [redacted] he claims that a member of the Ministry of Defence informed him that the Ministry has carried out top secret work on U.F.O's, if this is so why did you inform me that you have no evidence to support such claims when a member of your staff has been leaking out top secret information to an author. If Section 40 has got possetion of the Ministry's information then surely he is sbject to questioning under The Official Secrets Act, I would also like to you that staff at the Ministry are also subject to it, if this is so then why have you not investigated the leakage of top secret reports or cross examined [redacted] on how he came into contact with such information I have to say I am most dissapointed over your handling of this security breach I'm sure there are alot of people out there who would not sleep soundly if they knew that the Ministry was handing out secrets to any Tom Dick or Harry.

Section 40

The tape that I have enclosed contains information and evidence which points to the existance of alien life, If the Ministry of Defence are so convinced that there is no alien life then why is NASA spending millions in a project to determin that there is. Also on the tape is a statment from a gentlemen who claims that the American Government are supposed to have the wrekage of no less than nine alien spacecraft, I have plans to cross examine them in the future. I am a dedicated investigater and I am very fond of the work I do I would also like to point out that I am not in this for the money.

It seem's that I have got a very intresting piece of evidence here that points to evidence that there maybe a cover up after all, I do not plan to make any of this public my sole concern at this moment is to obtain the truth and to see actual proof that there is or is not such things as U.F.O'S.

(continued over page)

UFOIB

UFO INVESTIGATION BUREAU

I would like to suggest an idea that would make the Ministry of Defence less open to attack from different ufo groups like myself and that is to hold a confrence on the subject, with experts on both sides disscusing the subject in a proper mannor, not only would this be good for the reputation of the Ministry but it would ease the pressure put on you.

I plan to launch a full investigation into what I have discussed in this letter and i plan contact the people that been involved and cross examine them, I will also plan to rexamine the evidence that I also have and file a ful report over this incident I will supply you with a copy as soon as possible, in the mean time I hope you will contact me over this matter and return my tape safley.

thankyou

Section 40

ANNEX A TO
SOP 502

68/2

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of sighting	192240Dec 92, first sighting. 200005Dec 92 second sighting.
B.	Description of Object (No of objects, size, shape colour, brightness)	Light with mustard coloured glow .Two distinct objects
C.	Location, indoor/outdoor, stationary, moving	Outdoors
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	Binoculars
E.	Direction in which object be more useful than a badly estimated bearing)	First: N of Orion towards that constellation Zig Zag by one object overtaking the other. Second sighting: Reverse of first, west of Mars hdg N. Covered 25% of sky in 6 secs.
F.	Angle of sight (Estimated heights are unreliable)	Estimated at 35,000 ft.
G.	Distance (By reference to a known landmark)	N/A
H.	Movements (Changes in E,F & H may be of more use than estimates of course and speed)	See E
J	Met Conditions during observations (Moving clouds, haze, mist etc)	Clear
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/A
L.	To whom reported (Police, military, press etc)	Section 40 Inspector [redacted] Edinburgh police Portobello Police stn.
M.	Name and Address of Informant	Section 40 [redacted]

N.	Background of Informant that may be volunteered	Section 40 [redacted]
O.	Other Witnesses	No
P.	Date, Time of Receipt (in AFOR)	200100 Dec 92
Q	Any Unusual Meteorological Conditions	No
R.	Remarks:	Police said informant was sober and sensible.

Section 40 [redacted]

RO2
AFDO
AF Ops

Date: 20 dec 92

Distribution: Section 40

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

TOP

FEED DIRECTION

UFO file pse.

Section 40 [redacted]

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

CAV001 19/0010 354C0025

FOR CAV

ROUTINE 181445Z DEC 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. 170820Z DECEMBER 1992
B. ONE, INVERTED BOOMERANG SHAPE, BLACK IN COLOUR
C. INDOORS/HEATHROW CONTROL TOWER
D. NAKED EYE AND BINOCULARS
E. EAST
F. 130
G. SEVEN MILES
H. STATIONARY THEN MOVED STEADILY
J. FOGGY SURFACE, MORNING SUN
K. NIL
L. MILITARY ORGANISATION (AIS(M)) Section 40
M. Section 40 [redacted] ATC OPS ROOM [redacted] CONTROL TOWER BUILDING, HEATHROW

PAGE 2 RBDOXL 0023 UNCLAS
N. NIL
O. ONE OTHER WITH THE INFORMANT
P. 181445Z DEC 92
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXV 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

UFO file

Section 40 [redacted]

68 +2

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

CAV016 18/0914 353C0633

FOR CAV

ROUTINE 180730Z DEC 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. 161830Z
B. 2 DULL RED LIGHTS
C. NOT KNOWN
D. NAKED EYE
E. NORTH EAST/NORTH NORTH EAST
F. 45 DEGREES
G. NOT KNOWN
H. STEADY, APART, TOGETHER, COUPLE OF TURNS TOGETHER
J. CLEAR
K. TELEGRAPH POLE, WAREHOUSE BEHIND OBSERVER
L. LIVERPOOL AIRPORT
M. Section 40 [redacted]
PRESCOTT, LIVERPOOL Section 40 [redacted]

PAGE 2 RBDAID 0001 UNCLAS
N. NIL
O. NIL
P. 171625Z DEC 92
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXV 1 AFDO)
CYD 1 DD CE/AEW
CAV 1 D1 S5

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

ANNEX A TO
SOP 502

Section 40 [redacted]

UFO File
E 67

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of sighting	142100Z Dec (about) approximately 2 minutes
B.	Description of Object (No of objects, size, shape colour, brightness)	pinky red, then brilliant pinky red, changed to triangle shape then round light, went vertical and disappeared.
C.	Location, indoor/outdoor, stationary, moving	standing on the path outside
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)	Seen towards Mitcham from Croydon
F.	Angle of sight (Estimated heights are unreliable)	Low in sky
G.	Distance (By reference to a known landmark)	NK
H.	Movements (Changes in E,F & H may be of more use than estimates of course and speed)	Going in different directions then went vertically upwards and disappeared
J	Met Conditions during observations (Moving clouds, haze, mist etc)	No stars, overcast
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)	Two chimneys , old Croydon power station. Now lit by two yelllow lights on top
L.	To whom reported (Police, military, press etc)	Only Air Force Ops
M.	Name and Address of Informant	Section 40 [redacted] South Norwood SE25

N.	Background of Informant that may be volunteered	aged 48, never seen anything like it before
O.	Other Witnesses	One other - Section 40 West Croydon
P.	Date, Time of Receipt (in AFOR)	142145Z Dec
Q	Any Unusual Meteorological Conditions	No moon
R.	Remarks:	Sounded sensible chap, genuine not drunk or anything like that. Amazed by what he had seen

Section 40

RO2
AFDO
AF Ops

Date: 14 Dec 92

Distribution:

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

with the compliments of

Ministry of Defence

Section 40

Sec (AS) B

UFO file

DI55c

I assume you're still interested in seeing everything on this subject ?!

Section 40

MOD Form 195 (Revised 6/89)

Oil rig engineer sketches secret US sp

By Christopher Bellamy, Defence Correspondent

A BRITISH engineer working on an oil rig in the North Sea has made the first sketch of what may be a new US top-secret 5,000 mph reconnaissance plane, according to *Jane's Defence Weekly*. It has published an impression of the plane, tentatively named Aurora.

Chris Gibson, an oil drill engineer, told *Jane's* he saw the aircraft from the rig Galveston Key in August 1989. A trained member of the Royal Observer Corps, he said that it was apparently refuelling from a KC-135 tanker and was escorted by two F-111 bombers. Although high, it was clearly visible against high cloud.

He did not take his sketch to the media at the time, as he was still a member of the ROC, a home-defence organisation funded by the Home Office. The ROC was abolished on 30 September last year. Santa Fé Drilling, which owns the Galveston Key, an offshore drilling unit, says it was hired to Amoco at the time and would have been south of the 54th parallel, in the UK sector of the southern North Sea. This is further south than previous reports linked with the Aurora.

Mr Gibson took his sketch to Bill Sweetman, author of the article in *Jane's*, who said Aurora would travel at eight times the speed of sound — 5,280 mph. This would enable it to reach any point on the earth's surface in three hours.

The name Aurora derives from an unexplained line in the 1984 US defence budget next to the SR-71 Blackbird. The Pentagon retired the SR-71 early in 1990, saying it would rely on satellites, but satellite orbits are predictable.

Experts believe the US has developed a successor to the SR-71, shrouded in the secrecy of its "black budget", and that the aircraft may be flying across the Atlantic. A Scottish air traffic controller has picked up something travelling at three times the speed of sound and people living near Machrihanish, Argyll, a Nato reserve airfield have complained of a "pulsating, ear-splitting shriek". That is the sound associated with a hybrid rocket-ramjet engine suitable for a "hypersonic" plane — one

Loyalists fire rocket at prison canteen

By David McKittrick
Ireland Correspondent

A LOYALIST group last night fired a rocket at a prison in Belfast in an attempt to kill republican remand prisoners. The missile missed its target and no one was injured.

The incident followed two weekend deaths from terrorism, with loyalists killing a member of Sinn Fein and the victim of a republican "punishment squad" dying of his injuries.

The rocket attack was launched at Belfast's Crumlin Road prison, which houses both republican and loyalist remand prisoners. The target was the A-wing canteen, where republicans were dining at the time, but the missile missed and struck the roof.

Prisoners were immediately returned to their cells while a major security operation was launched outside the jail, which is close to the hardline loyalist Shankill Road area.

A taxi hijacked in the district a short time earlier may have been used in the incident.

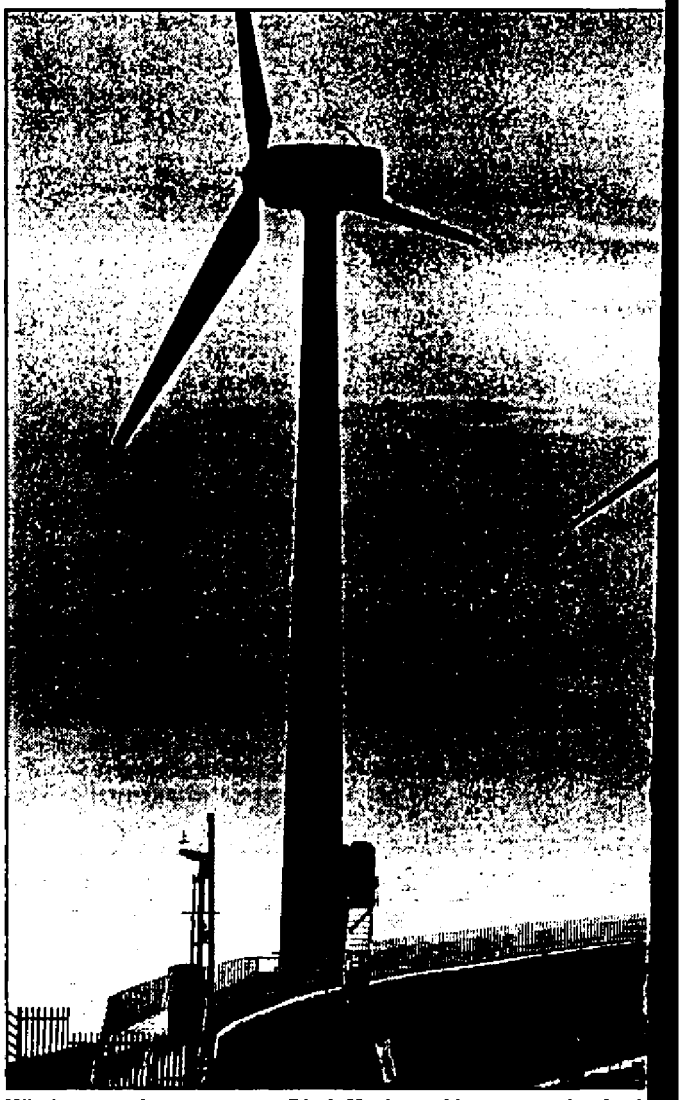
A telephone caller who used a

died at the weekend was the fifth member of the party to be killed by the illegal Ulster Defence Association in the last 18 months. Malachy Carey, 36, was shot twice as he waited for his girlfriend in the Co Antrim town of Ballymoney on Saturday night.

His injuries were at first thought to be not life-threatening, but his condition deteriorated sharply overnight. Police said a man was being questioned about the killing.

Mr Carey, who had served a lengthy prison sentence for IRA offences, was a Sinn Fein candidate in a council election three years ago. Police said he had been warned three years ago that his name was on a loyalist death list.

The second man to die was a 36-year-old Londonderry man whose legs were amputated following an IRA punishment shooting in the city last Tuesday night. He was



Wind-powered generators at Blyth Harbour, Northumberland, wh

Charities getting of Christmas ca

~~Dissent~~ Section 40 [redacted]

ufo file pse.

66

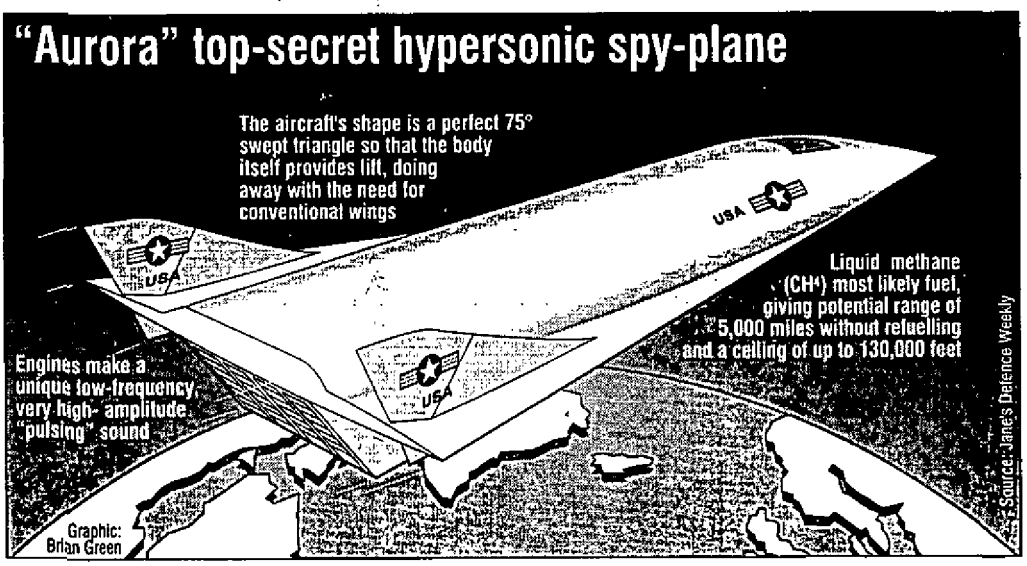
y aircraft

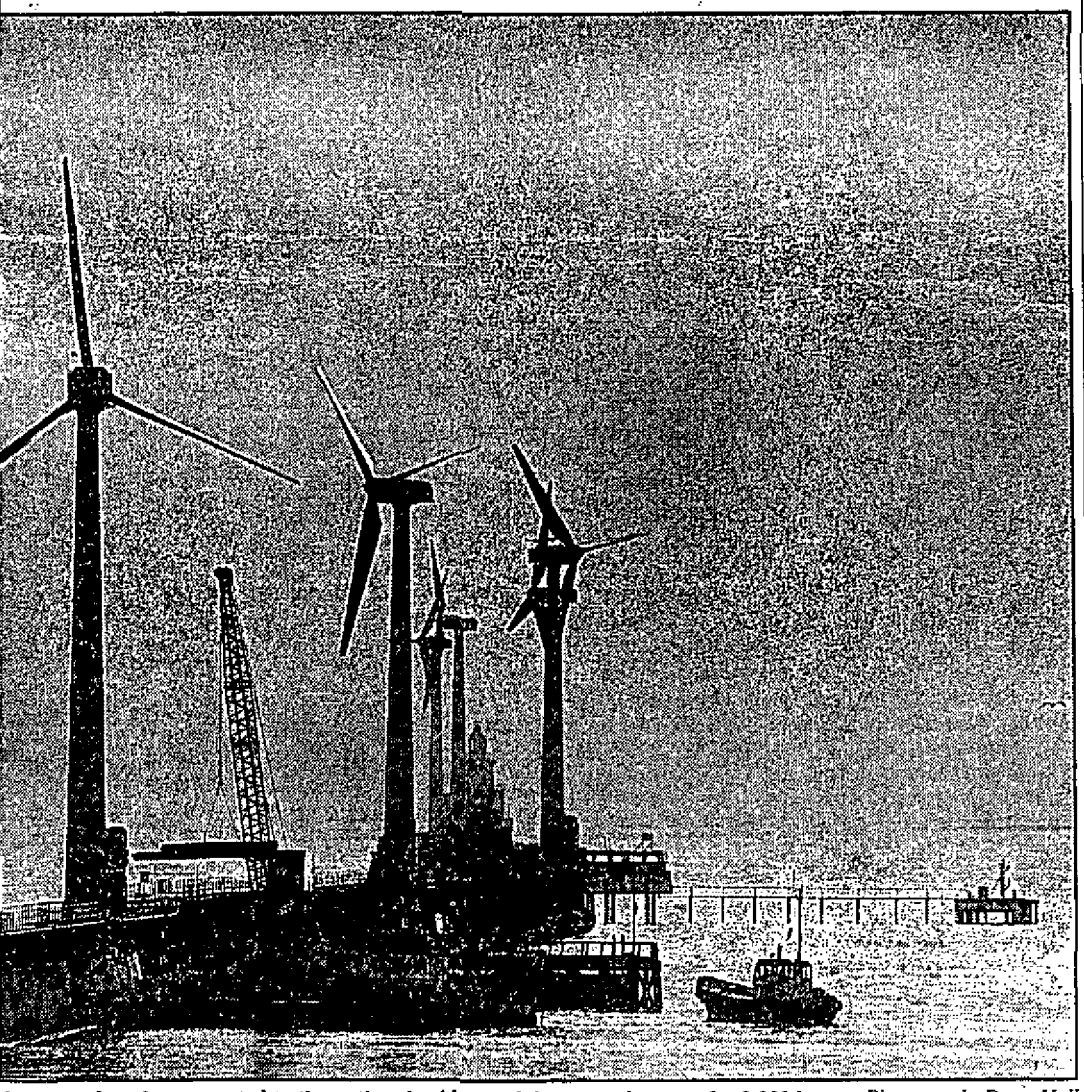
goes at more than five times the speed und.

California, the US Geological Survey ed up several sonic booms over south- Nevada in late 1991 and earlier this They were made by something travel- at several times the speed of sound — not the Space Shuttle.

r Gibson's sketch indicates an aircraft e form of a 75 degree swept triangle the right shape for a "lifting body air- " — in which the body itself provides A hypersonic plane goes so fast it does need conventional wings. Up to a cer- speed it is rocket-powered, but then a et, using the air ingested at great d, takes over.

e article says the aircraft appears to p to 27 m (81 ft) long.





ch are ready to be connected to the national grid, supplying enough power for 3,000 homes *Photograph: Doug Hall*

Thatcher tells the Queen to go 'on and on and on'

By Colin Brown
Political Correspondent

BARONESS THATCHER yesterday advised the Queen to "go on and on and on" to help overcome the crisis of confidence in the monarchy.

The former Prime Minister said she wanted to see the Queen remain on the throne until at least 2012 to celebrate her 60th anniversary.

"The best thing that can happen to this country is that she should celebrate her diamond jubilee in 2012.

"It is my great ambition that her record in number of years will exceed that of Queen Victoria. It will add to our stability and our prestige in the world."

Lady Thatcher, who once promised to "go on and on and on", before being deposed, added: "I want to be there to see it, cheering her on the Mall with my grandchildren."

Lady Thatcher's remarks, in the *Sunday Telegraph*, echo the feelings of government ministers who hope the Queen's longevity will settle the controversy over whether Prince Charles or his son William should succeed, after the breakdown of his marriage to the Princess of Wales.

"The Windsors are long-lived. Just look at the Queen Mother.

small share | 'Lines may close

Section 40 [redacted]

See (ASDZa

Thought you may be interested

Section 40 [redacted]

VDPR(AA

65

Hypersonic Aurora: a secret dawning?

Further evidence that the US Air Force has secretly produced a high-speed reconnaissance aircraft to replace the SR-71 has emerged. An eyewitness has sketched an aircraft seen over the North Sea in August 1989.

A tentative analysis suggests that the aircraft is a manned vehicle, roughly the size of an SR-71. The cruising speed could be as high as Mach 8 (5300 mph/8530 km/h). It is probably powered by a combined-cycle engine burning liquid methane.

Oil drilling engineer Chris Gibson told *JDW* that he saw the aircraft from the rig Galveston Key. The unidentified aircraft was apparently refuelling from a KC-135 and was accompanied by two F-111s. While too high to make out any details, it was directly overhead and silhouetted against high cloud.

Gibson spent 12 years with the Royal Observer Corps and was a member of the ROC international aircraft recognition team. Deciding not to take the sketch to the media in 1989, as he was still a member of the ROC, he sent the sketch to *JDW* consulting editor Bill Sweetman only after seeing a similar design in *JDW*.

The aircraft's planform — a perfect 75 deg swept triangle — corresponds almost exactly to hypersonic aircraft designed at McDonnell Douglas between the late 1960s and early 1980s, according to Paul Czysz, Professor of aerospace engineering at St Louis University.

Czysz worked on hypersonics at McDonnell Douglas, including the company's National Aerospace Plane (NASP) proposal, and has studied hypersonic technology inside and outside the USA. The

TECHNOLOGY

BY BILL SWEETMAN
MINNEAPOLIS

sketch, he says, "shows the correct sweep angle for a hypersonic lifting body aircraft."

The configuration suggested by Gibson's sketch and the McDonnell Douglas studies resembles another drawing obtained by Bill Sweetman in late 1989. According to the source, it depicts the rear view of an aircraft seen at a USAF flight test base in 1987.

The witness who produced the rear-view drawing says the aircraft's engine was making a unique low-frequency, very high-amplitude "pulsing" sound.

Such reports have emanated since 1989 from Edwards AFB, Beale AFB and USAF's secret flight-test centre at Groom Lake in Nevada. The only engines known to make such noises in normal operation belong to a specific class of composite propulsion systems developed since the 1960s for hypersonic aircraft, according to Czysz.

The North Sea aircraft appears to be up to 27 m long, with a 14-15 m span. This tallies with the US Geological Survey's analyses of unexplained sonic booms over Los Angeles, which have pointed to an aircraft significantly shorter than the 37 m Space Shuttle orbiter.

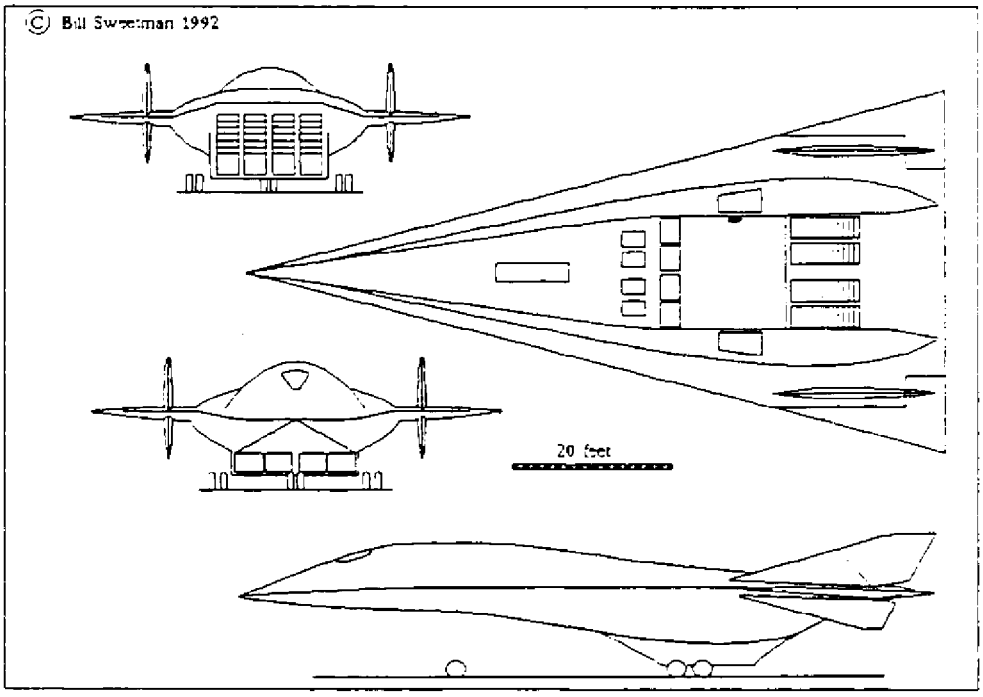
Dimensions, however, are deceptive. Efficient hypersonic aircraft "are basically air-breathing propulsion systems," says Czysz, "and they virtually design themselves." The wings, unnecessary at hypersonic speed, diminish into movable control surfaces.

The result is that the vehicle takes on an all-body, wedge-like shape, more efficient in terms of volume and weight than a conventional aircraft. The North Sea aircraft would have an operating empty weight similar to or greater than the 25 t SR-71, and a maximum all-up weight between 70 t and 80 t.

A hypersonic aircraft needs cooling to withstand the heat generated by air friction at high speeds. This involves using the fuel as a heat sink and circulating either the fuel or a cooling medium (such as helium) through the hottest parts of the structure, ie, the nose, leading edges and inlet lips.

The most likely fuel for the North Sea aircraft, according to Czysz, is liquid methane (CH^4).

Eyewitness report of the North Sea aircraft indicates a 75 deg perfectly triangular planform



▶ rosse, but the need to power the system for nocturnal reconnaissance (in the shadow of the earth) are design challenges.

Each reconnaissance aircraft could cost as much as $1 billion. This is equivalent in price to a satellite, but the aircraft is more durable — SR-71s operated for more than 20 years, while no satellite has lasted longer than five years.

It is likely that Lockheed Advanced Development Co (LADC) — the Skunk Works — is prime contractor for the new aircraft. Quite apart from the Skunk Works' reputation for advanced technology, Lockheed's financial figures have indicated a continuing, large flow of income for "classified" and "special mission" aircraft.

The propulsion contractor will have been a major partner in the programme. The Rocketdyne division of Rockwell International may well be involved. The combined-cycle engine, which appears to match the reported characteristics of the unidentified aircraft, is closer to a rocket than to a turbojet.

The North Sea sighting and the SR-71 retirement in early 1990 suggest the new aircraft became operational in 1989. If so, the first flight probably took place in 1985 or 1986, placing the start of full-scale development in the early years of the Reagan Administration, in late 1981 or early 1982.

The new spyplane programme would have been launched at about the same time as the B-2. Surprisingly, that contract went to Northrop, Boeing and Vought. The losing team, interestingly, was Lockheed and Rockwell.

The existence of a hypersonic follow-on to the SR-71 would explain a number of anomalies. The most glaring is the retirement of the SR-71.

The ostensible reason was to save money, but the annual cost of between $200 million and $300 million was only 5-7 per cent of what USAF appears to spend each year on reconnaissance satellites. It was also the only occasion in USAF's history that the service voluntarily relinquished a manned mission in favour of unmanned vehicles. Lockheed's lobbyists — uncharacteristically — did not fight the decision.

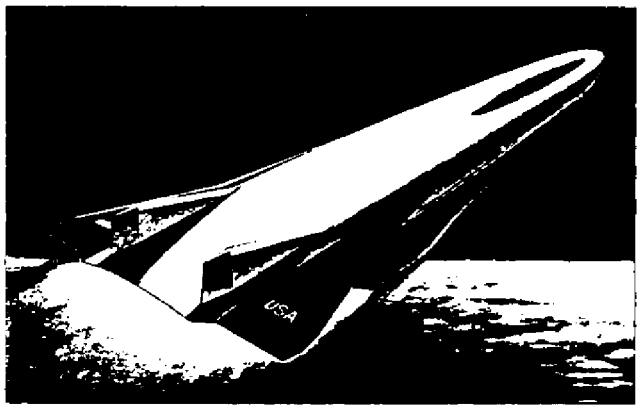
The hypersonic aircraft also explains some aspects of the NASP programme. NASP research focused from the outset on the Mach 8-plus regime, even though there was an almost equal lack of validated data on air-breathing propulsion from Mach 4 to Mach 8. Also, while the NASP programme has been run in the open, the low-speed portion of the propulsion system has been secret.

Both these observations are consistent with the hypothesis that NASP was conceived as an outgrowth of the hypersonic reconnaissance programme, using a higher-energy fuel (slush hydrogen), more advanced materials, and a modified propulsion system with scramjet and rocket modes.

Disguised by NASP

Has the National Aero-Space Plane — NASP — provided a disguise for Aurora? At a conference in Orlando last month Heinz Pfeffer, head of the European Space Agency's directorate for space transportation systems, told *JDW*: "NASP is a cover for Aurora. There's no other reason that the industry would put $900 million into NASP.

"Aurora has achieved its goals and NASP can be allowed to fizzle out." NASP's future is in doubt because Congress has not approved funds for developing a prototype.



Radical engine technology

The hypersonic aircraft may be powered by a type of combined-cycle engine, studied in the 1960s by Dr Fred Billig at the Applied Physics Laboratory of John Hopkins University.

The Billig-cycle engine uses cryogenic fuel and combines features of a ramjet, a rocket and a turbine engine. It is lighter than a classic turbo-ramjet and, unlike a rocket/ramjet combination, it can operate efficiently across the entire speed range.

The engine is based on a ramjet duct, which incorporates both a fuel injector and a group of small rocket-type nozzles, and a turbine-driven compressor.

The methane fuel drives the turbine as it expands from a liquid to a gas, and both the high-pressure air from the compressor and the methane from the turbine are delivered to the rocket-type nozzles in the ramjet duct. Liquid oxygen (LOX) can be added to the rocket nozzles.

To start the engine, methane is pumped through the aircraft's skin, where it is heated to ambient temperature. The methane expands through the turbine, spinning the compressor and pumping air into the rocket nozzles, where the compressed air/methane mixture is ignited. The high-velocity rocket exhaust acts as an ejector, drawing air through the ramjet.

At idle and low speeds, however, the ramjet duct is too large for the airflow. The flow becomes discontinuous, with a cyclic build-up and release of pressure in the duct, producing the distinctive noises associated with these unidentified aircraft.

The Billig engine needs more thrust for take-off, climb and transonic acceleration, so LOX is added to the rocket nozzles. This increases exhaust velocity, draws additional air through the ramjet and increases the pressure ratio to the point where more methane can be added (through the fuel injector) and burned in the duct. The engine becomes an air-augmented rocket, ducted rocket or ram-rocket.

The engine needs less oxygen as the vehicle accelerates, firstly because more air is flowing into the ramjet duct; and secondly, increased skin friction means that the methane driving the turbine has more energy, so the compressor is delivering more air pressure to the rocket nozzles. The LOX flow is gradually reduced, reaching zero at about Mach 2.5.

At higher speeds, the methane supply to the rocket nozzles may be shut down and fuel delivered through the fuel injector. The compressor exhaust can supercharge the ramjet until Mach 6, when the compressor inlet closes and the strut with the rocket nozzles retracts to reduce drag. The engine can then run as a pure ramjet to Mach 8.

TOP

FEED DIRECTION

Section 40 [redacted]

ufo file

64

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

CAS002 11/0012 346C0022

FOR CAV

ROUTINE 101500Z DEC 92

FROM RAF LEUCHARS
TO MODUK AIR
HQSTC
BROAD SHIELD

U N C L A S S I F I E D
SIC Z6F
MOD LONDON ATTN AFOR (RAF). REPORT ON AN UNIDENTIFIED FLYING OBJECT
A. 092320Z DEC 92. 20 MINUTES
B. SINGLE, BRIGHT, STAR-LIKE OBJECT WITH A RED AND A GREEN LIGHT ON TOP
C. INDOORS, ADDRESS BELOW
D. NAKED EYE
E. OVERHEAD
F. BETWEEN 90 AND 45 DEGREES
G. NOT KNOWN
H. MOVED IN A STRAIGHT LINE, SLOWLY AT FIRST, THEN WITH ERRATIC CHANGES OF SPEED AND DIRECTION REMAINED STATIONARY FOR ABOUT FIVE MINUTES, THEN MOVED OFF AT HIGH SPEED BEFORE DISAPPEARING INTO FOG

PAGE 2 RBDOXJ 0028 UNCLAS
I. VERY CLEAR AT FIRST, BECOMING FOGGY
K. HT LINES NEARBY, BUT NOT IN LINE OF SIGHT
L. CPL Section 40 [redacted] STATION OPERATIONS, RAF LEUCHARS.
Section 40 [redacted] PAISLEY
N. INFORMANT IS AN AMATEUR ASTRONOMER AND AT FIRST BELIEVED OBJECT TO BE A SATELLITE
O. NIL
P.101430Z DEC 92
Q. YES
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXV 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

63

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

CAV071 09/1437 344C1743

FOR CAV

ROUTINE 091400Z DEC 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. 071630Z DEC 92
B. SINGULAR BRILLIANT LIGHT, SAUCER SHAPED, SLIGHTLY ORANGE GLOW, APPEARED TO BE IN QUOTE ORANGE LIKE SEGMENTS UNQUOTE
C. OUTDOORS, STATIONARY
D. NAKED EYE AND BINOCULARS ALSO PHOTOGRAPHS TAKEN
E. ABOVE THE MOUNTAINS
F. NOT KNOWN
G. NOT KNOWN
H. VERY SLOWLY IN ONE DIRECTION
J. BROKEN CLOUD
K. NOT KNOWN
L. RAF ST ATHAN
M. Section 40 [redacted] EBBW VALE. Section 40 [redacted] NEWPORT.

PAGE 2 RBDAID 0007 UNCLAS
Section 40 [redacted]
N. NIL
O. WIFE, NEIGHBOUR AND PAPERBOY
P. 091345Z DEC 92
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXV 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

62

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

CAV072 09/1441 344C1767

FOR CAV

ROUTINE 091400Z DEC 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT AERIAL PHONOMENA
A. 030118Z DEC 92
B. SINGULAR BRILLIANT WHITE LIGHT CRESCENT SHAPED, SIMILAR SIZE TO THE MOON, BUT DEFINATELY NOT THE MOON OR ITS REFLECTION
C. OUTDOORS, STATIONARY
D. NAKED EYE
E. SOUTH EAST
F. NOT KNOWN
G. NOT KNOWN
H. TRAVELLED VERY QUICKLY AND SEEMED TO DISAPPEAR INTO THIN AIR
J. CLEAR STARRY NIGHT
K. NOT KNOWN
L. RAF ST ATHAN BY LETTER
M. Section 40 [redacted] HOLLYBUSH, CWMBRAN Section 40 NEWPORT

PAGE 2 RBDAID 0008 UNCLAS
N. NIL
O. MOTHER-IN-LAW
P. 091315Z DEC 92
BT

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F
CAB 1 SEC(AS) ACTION (CXV 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

61

Section 40 [redacted]

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

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CAV033 09/0842 344C0687

FOR CAV

ROUTINE 090830Z DEC 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. 081611Z DEC 92, 4 MINS
B. TWO VERY BRIGHT BEAMS OF LIGHT
C. MOVING, DRIVING A TRAIN
D. NAKED EYE
E. NIL
F. NIL
G. 2 MILES
H. STEADY
J. OVERCAST
K. NIL
L. NIL
M. Section 40 [redacted] SW9
M. TRAIN DRIVER

PAGE 2 RBDAID 0001 UNCLAS
O. NIL
P. 081640Z DEC 92
BT

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

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

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Wednesday 9th December, 11·15 pm, 4 secs.
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	3 cool coloured lights, flying "very fast" and "in formation".
C.	Exact Position of Observer 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)	SW → NE.
F.	Angle of Sight (Estimated heights are unreliable)	N/k. Husband estimated a few hundred feet, wife reckoned much higher - atmosphere height ?
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)	Course appeared to be constant, but he was sure it was 3 lights, completely separate.
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Eclipse of moon taking place, some cloud cover
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)	Houses

K.	To whom reported (Police, military, press etc)	Met office, then Sec (AS) 2a
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	Ex army, as was his wife
N.	Other Witnesses	Section 40 wife
O.	Date, Time of Receipt	Thurs 10th Dec, 9.45 pm
P.	Any Unusual Meteorological Conditions	Sighting took place while Section 40 here watching eclipse of the moon
Q.	Remarks	Witness ex Army and knows difference between what he saw, and a/c, given their location. Undertook to inform him if we received other reports. Gave him nos of UFO groups.

Section 40

Sec (AS) 2a

cc DJ 59c

Section 40 [redacted]

ufo file

'Aurora' sighting starts speculation

Evidence is mounting that a secret US hypersonic reconnaissance aircraft, known as the "Aurora", is operating in UK airspace after the sighting earlier this year by a member of the now disbanded Royal Observer Corps (ROC) of an aircraft the shape of "a perfect triangle".

The aircraft appeared to be refuelling from a US Air Force Boeing KC-135 when it was spotted by gas-rig worker Chris Gibson, who was working on a North Sea platform 100km off the Norfolk coast.

In a letter to another publication, Gibson says that he saw the matt-black-coloured shape heading east towards the coast with two General Dynamics F-111 bombers keeping station on the port side. The aircraft was a little larger than the bombers. Gibson declined to comment when *Flight International* tracked him down in Houston, Texas.

The sighting is consistent with reports from California, where observers say that a delta-shaped aircraft is frequently seen in company with KC-135 tankers. The fact that Gibson was a member of the ROC, a UK Government force responsible for warning of nuclear and air attacks until it was disbanded in 1991, makes the sighting one of the most reliable to date.

The Aurora is believed to be under development by Lockheed Advanced Development — better known as the Skunk Works — in California as a replacement for the SR-71 reconnaissance aircraft. The aircraft, thought to be capable of speeds of around Mach 5, is likely to be a National Reconnaissance Agency project.

Earlier this year UK newspaper *The Scotsman* reported that a Royal Air Force air-traffic controller tracked an aircraft leaving the RAF base at Machrihanish, Scotland, at an estimated speed of Mach 3. There have also been sightings of a distinctive condensation trail resembling ring dougnuts on a string — these are believed to have been made by a new propulsion system, such as a pulse-detonation wave engine, developed to power the aircraft at high speeds. □

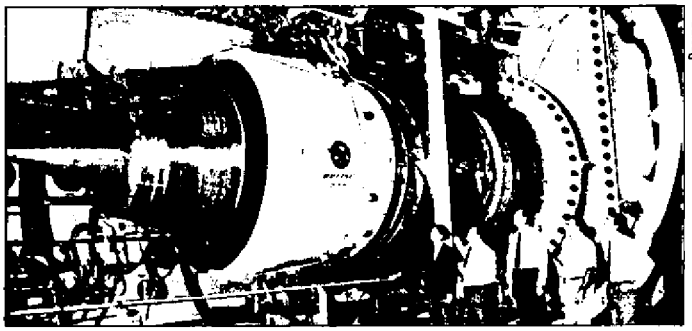
Boeing offers longer-range 777 to airlines

BY GUY NORRIS
IN LOS ANGELES

Boeing is approaching airlines with a heavier, longer-range version of its "B-plus"-market 777 twinjet and has asked engine makers to guarantee adequate thrust growth.

The proposed aircraft would have a maximum gross take-off weight (MGTOW) of 287.16t and a range in excess of 13,500km (7,300nm). The current "B-plus" specification includes an MGTOW of 268t and a range of around 11,750km.

Although the new figures have not been finalised, it is understood that Boeing has proposed the longer-range 777 to Singapore Airlines (SIA) and Virgin Atlantic in the UK. SIA has still not confirmed a planned order for up to 20 Airbus A340s, citing "performance problems", and Boeing hopes to displace the A340s with the heavier 777B.



Boeing

Engine makers, such as P&W, asked for growth plans

This would put the A-market shorter-range 777 in the driving seat for SIA's "Y-aircraft" evaluation, of an eventual replacement for its 21 Airbus A310s.

Boeing 777 chief project engineer Jeff Peace says that the new version under study would be capable of "something more than 7,000nm", taking the range capability far beyond the 12,200km intended for the original B-plus model.

"We keep looking at the marketplace and its needs and we want to make sure this is the most capable aircraft family de-

EC set to issue bilateral proposals

BY JULIAN MOXON
IN BRUSSELS

The European Commission is presenting new proposals on negotiating bilaterals with non-European Community (EC) countries to the European Council of Ministers on 8 December, in the hope of having approval in time for the single European aviation market on 1 January, 1993.

The proposals would place in Brussels at the centre of the process of negotiating bilateral and multi-lateral agreements between EC member states and external countries. Behind the proposals is the Commission's argument that it has sole competence over such negotiations under EC law.

The Commission says that the need for an external-relations agreement has become "necessary and urgent", since it goes hand in hand with air-transport liberalisation.

A 1990 external-relations submission to the Council failed because the Council disagreed with the legal basis of the proposal, wanting a longer transition period and the setting up of an air-transport committee to assist the process.

The Commission says it wants to "...take up responsibility" for all negotiations with third countries from 1 January. It is concerned that member states are continuing to negotiate bilaterals without involving the Commission and is threatening to take a firmer line, possibly involving legal action, from 1993.

It says that, on the basis of the Treaty of Rome, it has "exclusive competence" to conclude bilateral agreements, particularly regarding market access, capacity and tariffs.

The Commission appears ready, however, to make concessions to allay fears among governments over its increasing power. Ludolf van Hasselt, who has helped shape the proposals in the Commission's transport directorate, says that the "...proposals are very pragmatic, setting out procedures to be followed in negotiations rather than grand-policy guidelines".

Those procedures, which are modelled on UK-style bilateral negotiations, could be established "overnight", he says, although the role of the Commission would evolve more slowly.

The main thrust of the proposals is directed at improving the EC's negotiating position against the USA and Far East. □

REPORT OF AN UNIDENTIFIED FLYING OBJECT

59
41

A.	Date, Time & Duration of Sighting	Tuesday 8th December, 4·11 pm
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	2 bright egg shaped lights, although witness also stated they were black/grey at times
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Driving a train, at Balham Station
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)	Hovering over Wandsworth common area, Then came down to within 30 feet of his train, then shot up into atmosphere
F.	Angle of Sight (Estimated heights are unreliable)	Various
G	Distance (By reference to a known landmark)	Various
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Lights darting around rapidly, coming together at one point
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Not stated, but cloudy
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)	Not stated

K.	To whom reported (Police, military, press etc)	Heathrow ops, then Sec(AS)2a
L.	Name & Address of Informant	Section 40 [redacted] London, SW9, Section 40 [redacted]
M.	Background of Informant that may be volunteered	Section 40 [redacted]
N.	Other Witnesses	Not stated, but said Heathrow had received some reports of UFO close to aircraft
O.	Date, Time of Receipt	Tuesday 8th December, 4.40 pm
P.	Any Unusual Meteorological Conditions	Not stated
Q.	Remarks	Sounded like searchlights reflecting off clouds, but witness insisted it wasn't. Also stated that on close approach of object, all electrical power on train failed. Gave witness tel no. of UFO groups

Section 40 [redacted]

Sec(AS)2a

Section 40 [redacted]

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UFO file

Section 40 [redacted]

58

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Monday 7th Dec, 1992. 6.45 pm
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	One white light
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Driving car, had stopped to get out and look. Area: "South Wales"
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 and high
F.	Angle of Sight (Estimated heights are unreliable)	8 - 10,000 ft perhaps
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)	Object heading South. Constant speed (c 700 kts), course etc Appeared to cross British Channel.
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Not stated
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)	Not stated

K.	To whom reported (Police, military, press etc)	CAA, then Sec (AS) 2a
L.	Name & Address of Informant	Section 40 Address not given
M.	Background of Informant that may be volunteered	Has done a bit of flying himself
N.	Other Witnesses	Not stated
O.	Date, Time of Receipt	9th Dec, approx 3.45 pm
P.	Any Unusual Meteorological Conditions	Not stated
Q.	Remarks	Witness knew a lot about aircraft. Referred him to UFO groups.

Section 40

Sec (AS) 2a

cc DISS c

57

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	3rd Dec, 4.15 - 4.45 p.m
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	One elongated, illuminated object
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Indoors, in Ealing
D.	How Observed (Naked eye, binoculars, other optical device, still or movie)	Naked eye + binoculars
E.	Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)	South West
F.	Angle of Sight (Estimated heights are unreliable)	30°
G	Distance (By reference to a known landmark)	N/k : Possibly over Hum Inn
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	None
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Some cloud cover
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

cc DISS c

K.	To whom reported (Police, military, press etc)	Ealing Police : PC Section 40
L.	Name & Address of Informant	Section 40 Address not given
M.	Background of Informant that may be volunteered	None. Not interested in UFOs.
N.	Other Witnesses	PC Section 40 other Police at Ealing
O.	Date, Time of Receipt	3rd Dec, 4.45 pm - live reporting!
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	PC Section 40 phoned to say they'd all been puzzled, but had worked out that it was a tethered advertising balloon over a new Tesco's supermarket. Section 40 agreed. Everyone happy.

Section 40

Sec(AS)2a

with the compliments of

Ministry of Defence

Sec(AS)/2a

Section 40

[redacted]

ufo file psc.

D155c -

Section 40

[redacted]

Another article on everyone's favourite aircraft (if it exists) and some misc press cuttings.

Section 40

[redacted]

MOD Form 195 (Revised 6/89)

AUR

56

GRAHAM BIRDSALL

Speculation has intensified that the USAF has now developed an astonishing aeroplane called AURORA. Graham Birdsall has investigated the project since details were leaked to journalists many months ago.

This is the most comprehensive look at Aurora yet published, and will surprise many Ufologists.

Aurora - overflights - thought responsible for many 'UFO' sightings are no longer fantasy

As many readers will have gathered over the years, particularly those who have attended conferences where I have raised the subject, I have always maintained a healthy research interest in the development and application of unusual conventional aerial craft, and their undeniable association with the UFO subject.

Ten years ago, I began to write about RPV's (Remotely Piloted Vehicles) and their performance characteristics, so often almost identical to that reported by witnesses during 'UFO' sightings. As rumours began to emerge from the United States that STEALTH technology was an emerging force in aviation research and development several years ago, I joined forces with a unique group of people whose interest in such matters closely followed my own. Numerous early reports of aerial craft resembling *'UFO's'* can now be put down to possible appearances during test-flight programmes of the *Northrop B-2 flying wing*, and the *Lockheed F-117A Stealth fighter*.

However, when the USAF announced they were withdrawing the Lockheed SR-71 reconnaissance *[Blackbird]* aircraft from service two years ago, I was somewhat taken-aback. The B-2 aircraft is a designated strategic bomber; The F-117A Stealth fighter was never intended to be a reconnaissance aircraft, and neither of these could possibly hope to match the incredible speeds attained by the SR-71, so unless the United States had taken leave of its senses, there had to be a successor, and presumably, one that could not only achieve performance levels of the SR-71, but surpass them.

Rumours that the USAF were developing exotic flying vehicles in remote regions of the **Mojave Desert** in California have been rife for many years. Increasingly however, it has been apparent that the craft to which these rumours refer, are not singularly centred around the B-2 and F-117A.

EYE WITNESS ACCOUNTS

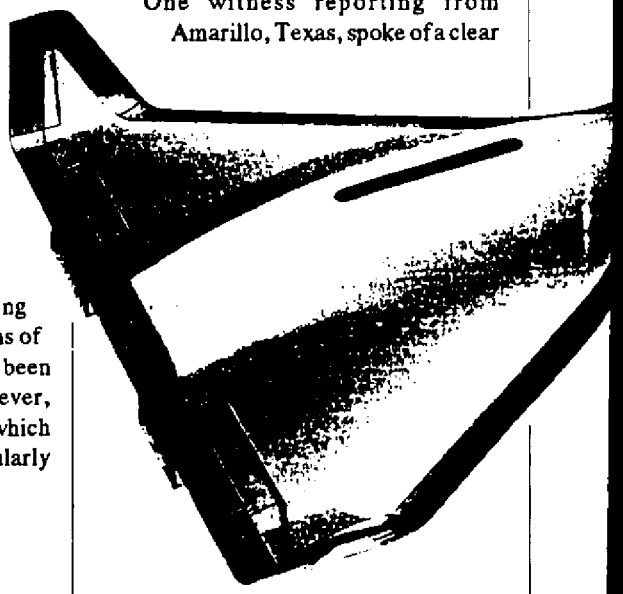
The evidence accumulated since reports began to emerge in the summer of 1990 that a revolutionary step has been made in aircraft design and means of propulsion is now overwhelming.

Interestingly, many observers have excellent aviation backgrounds. Some important characteristics of these new aircraft have emerged. One technical on-looker reported, ***"a strange, loud pulsating roar,"*** which rattled the windows of his home. He added that it, ***"was similar to rocket engine noise, but deep with evenly timed pulses."***

This description mirrored by dozens of witnesses, has led to speculation by some propulsion experts that the aircraft is driven by a new *'impulse motor'* - a hybrid of conventional gas turbine and rocket technologies.

Most of the *'sightings'* are more often *'audible hearings'*, something very fast and very high, and always accompanied by weird-looking vapour trails, displaying the *doughnuts-on-a-rope* pattern known to be associated with a very high-speed engine.

One witness reporting from Amarillo, Texas, spoke of a clear sky and unlimited visibility, when he heard a ***"deep-pitched rumble punctuated by short, low-frequency pulses."*** The aircraft flew out of sight before he could spot it, but he was able to photograph the tell-tale doughnut vapour trail.



At 6.00am, 5th April 1992, some radio hobbyists in southern California were monitoring transmissions between **Edwards AFB** and a very high altitude aircraft using the call-sign ***'GASPIPE'***. Controllers were directing the unknown aircraft to a runway at Edwards AFB. ***'JUSHUA CONTROL'*** (Edwards) was

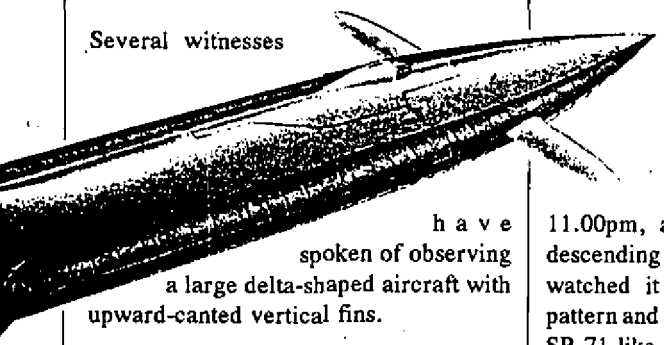
ORA

heard to say *'Gaspipe': "You're at 67 thousand feet, 81 miles out."* Edwards AFB was giving the aircraft radar vectors in similar fashion to those passed to the space shuttle on its return to Earth.

When asked by a curious trade press what could be flying at such a height, Pentagon officials replied:

"Joshua Control documents contain no record of controllers having worked an aircraft with such a call-sign..."

Several witnesses have spoken of observing a large delta-shaped aircraft with upward-canted vertical fins.



UNITED FLIGHT 934

August 5th 1992: United Airlines flight 934, a Boeing 747, en-route to London from Los Angeles. The Captain and co-pilot reported they were passing through 7,000 metres in upward climb, when they saw an unusual aircraft coming directly at them. There was only a fleeting glimpse - the crew reported a *'closing target'* two or three times the normal - as the unidentified object swept beneath them on a near-collision course.

The two highly-skilled observers reported a *'near-miss'* to the **FAA, (Federal Aviation Authority),** but despite the *'fleeting glimpse'* were able to provide a description of the object.

"A lifting body (type of wingless aircraft) which was clearly supersonic, looking like the forward fuselage of a Lockheed SR-71 'Blackbird', but without wings."

Shortly after the near-miss, **Los Angeles Center Air Traffic Control** were asked by the crew of the United Flight 934 to provide an immediate explanation. They reported they did not see the target on their radar.

Incredibly, the military liaison officer to the *Pacific Region* of the FAA found nothing to back up the crew's observation.

An official statement declared: *'To us, it's simply a pilot report, and there's no evidence of anything other than the pilot comments'*. CASE CLOSED!

12th JULY 1992

The night was clear over the Mojave Desert, and around 11.00pm, a motorist noticed an aircraft descending extremely fast towards him. He watched it perform an *'S'-type* descent pattern and later described the aircraft as an SR-71-like shape. He stopped the car and there it was, a couple of hundred feet above the road ahead of him.

Bright moonlight lit the aircraft's shape as it rolled out of the final turn into **Helendale Sun Hill Ranch airfield** - a remote spot, not listed in the *National Airport Directory* or on *Aeronautical charts*, but frequently used by the Lockheed company shuttles' to and from their **Radar Cross Section Test Range** near **Barstow,** in the Mojave Desert - precisely where the motorist had been close to travelling.

The witness added that the aircraft he saw was lightly-coloured on both top and bottom surfaces, with black *'tile-like'* leading and trailing edges and chines. Two rectangular engine housings were located under the clipped delta-wing (with the ends of the wing being-up-turned to form stabilisers), and a *'hump'* formed the rear part of the fuselage. He estimated its length to be around 200ft.

Severe thunderstorm activity in the Nevada region that night probably prevented the secret craft from returning to its natural base or *'home'*.

A consistent picture was now emerging: A long delta-shaped planform, with a large aft-section and slender pointed nose. Two rectangular-shaped engine nozzles beneath the aircraft's trailing edge.

One witness in January 1992, reported seeing, ***"the front end of a Blackbird-like aircraft being loaded into a C-5 Galaxy freighter aircraft at Burbank, California."*** [home to Lockheed's *'Skunk Works'*]. He estimated the cross-section was similar to that of the SR-71, and approximately 70ft in length. However, unlike the SR-71, the chines were rounded as opposed to sharp-edged.

Sightings of this shape are now beginning to emerge over Europe, particularly Scotland, where the distinctive high-speed contrail or vapour rings have been reported from a very-high-flying aircraft.

The town of Mojave is sixteen miles northwest of Edwards AFB. The first recorded sightings of an unknown aircraft-type, took place on the evenings of 13th September and 3rd October, 1990.

One of the descriptions given at this time is possibly the most informed yet. A former technical engineer described a large aircraft ***"reminiscent of the U.S. Air Force/North American XB-70 supersonic bomber of the 1960's."*** He sketched a diagram which yielded details of the aircraft's shape, nose and main landing gear, door locations, leading edge tile-like patterns, and lighting layouts.

His observation of those lights is consistent with other witness reports. A red light beneath the nose, amber lights near the delta's wing-tips, and a white light be-

-tween the main gear doors. Afterburner flames from twin exhaust ports located under the trailing edge and immediately outboard of the aircraft centreline were reported during the 3rd October sighting.

In April 1991, a similar aircraft was seen flying north of Edwards AFB at an estimated altitude of 5,000 - 10,000ft. An observer said it was large, dwarfing an F-16 chasing it - and was light coloured, possibly white.

On 10th May 1992, **Glenn Emery**, a writer associated with ***Cable News Network***, reported a large, unidentified aircraft flying eastbound at about 5.00pm. He too remarked that the aircraft resembled the **XB-70**, but had a large forward wing or canard. Its dual engines were ***'extremely noisy'***, producing a deep-pitched, periodic beating sound.

EXPLODING METEORITE - OR AURORA?

The *'exploding meteorite'* that sent a shock wave across the Netherlands on 19th August 1992, confused many astronomers and seismologists. They spent a full day examining and studying their data, plus witness reports. **Hein Haak**, of the **Royal Dutch Meteorological Institute** said:

"From an astronomical viewpoint, our conclusion might be a little disappointing."

The meteorite theory was discarded because there were no good accounts of a fireball at the right time. *Space 'junk'* was also ruled out. Engineers at the **European Space Agency Control Centre** at **Darmstadt** in Germany investigated space debris entering the Earth's atmosphere that night, but no single piece was large enough to produce the observed effects.

According to the astronomers, this leaves only one explanation: The explosion and tremors were caused by a **sonic boom.** From the seismic data, Haak deduced that the event happened over the North Sea about 50 kilometres west of the island of Taxel. The unknown aircraft must have been flying at an altitude of at least 10 kilometres, because it was not picked-up on radar.

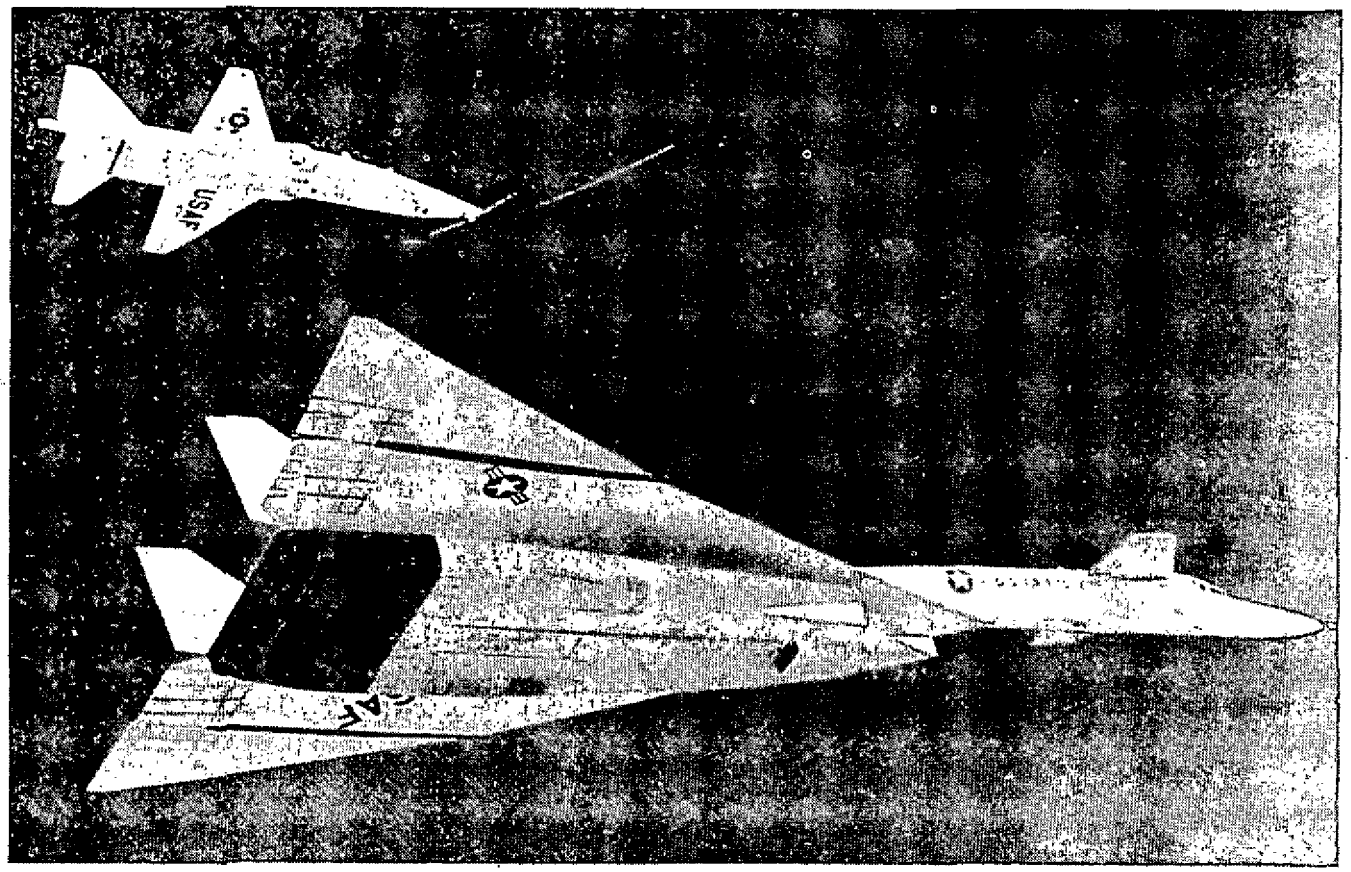
Similar explosions have been reported in the Los Angeles area over the past year, where seismologists have recorded acoustic shock waves. Such is their frequency, some researchers have begun to record the data and claimed they know the approximate dates and times when the secret aircraft probably responsible, is being test-flown.

Seismologists detected a spate of sonic booms during November 1991, and their equipment left them in no doubt they were dealing with a high-altitude aircraft, travelling at speeds of at least Mach 3. **NASA** confirmed that their SR-71's were not flying at this time.

IN THE PUBLIC INTEREST?

In a recent issue of ***'The Journal of the Federation of American Scientists'***, a fascinating insight into America's *'black'* budget programme centred on these recent reports, and delved much further into the U.S. governments strategy. A leader article is well worth quoting:

'For those who must depend on unclassified data, it is no simple chore to demonstrate that such aircraft exist, even in the face of what might be considered strong interest.



THE NORTH AMERICAN XB-70A 'VALKYRIE' - CIRCA 1964. THIS MAGNIFICENT AIRCRAFT WITHDRAWN

'Whilst it is obvious that the extent and nature of 'Black Programmes' are hidden from potential adversaries and the public, what is less clear is the extent of knowledge and understanding that exists at the highest levels of the U.S. government.

'Are top decision-makers fully aware of all that goes on in the bowels of government-financed aerospace design shops? In recent years the Congress and senior government officials charged with oversight and funding of military programmes have taken actions that seem patently inconsistent with the existence of these reported secret aircraft.

'But it would not be unusual for only a very few political figures to be privy to these programmes. If those who are charged with spending public money are unaware of what is being purchased, how is the need for these programmes determined? Who is held accountable if billions of dollars are misspent?

'In matters of science and technology, secrecy is at best of limited effectiveness and is, more often, an obstacle to development. In the best of circumstances, secrecy can offer some degree of lead time over competitors who, sooner or later, are bound to duplicate or independently achieve that desired goal.

'More importantly, secrecy tends to obstruct technological development by inhibiting communication of useful information, increasing costs, generating public mistrust, and, all too often, promoting frauds and abuse.

'No firm judgement can be made concerning the existence of currently unacknowledged secret aircraft programmes. If such programmes do exist, it seems more likely that they encompass a handful of experimental vehicles, perhaps unpiloted, rather than fleets of operational aircraft.

'Nonetheless, reports of sightings of such aircraft continue to grow, and the existence of several types of operational aircraft are widely credited in the trade press, as well as by the Stock Market analysts, Our analysis of the Classified Budget suggests that protype development programmes might exist, but that the evidence is ambiguous. However, numerous Congressional actions over the past five years have clearly been predicted on the assumption that such pro-

'Either the Congress has been misled into believing that there are no such aircraft, or the public has been misled into believing there are.

'The time has come to clear the air. An open Congressional hearing is required to look at the way classification is applied to aircraft programmes and determine if it is justified.'

MARKET ANALYSIS

Others who have expressed a keen interest in America's latest secret aircraft are ***Stock Market traders***, and special analysts. Shareholders in the **Lockheed Corporation** have been keeping a watchful eye on developments, primarily because if a new dynamic aeroframe structure has been developed, combined with a technological breakthrough in engine and performance design, its eventual commercial application cannot be underestimated.

What prompted ***Sanford C. Bernstien & Company*** [an established U.S. financial House] to monitor such reports, was a **U.S. Department of Defense Budgetary** document released in February 1985. This was a ***'P1' Weapons Procurement*** publication for the 1986 fiscal year. One item was listed under the **Strategic Reconnaissance** section. This item was called ***'AURORA'.***

Details showed that the *Aurora Project* would receive $80 million funding in FY86, and a further $2.2 billion in FY87. (FY - Federal Year).

It has been speculated that the inclusion of the title *'Aurora'* was a mistake, and should have been removed from the listings. Sources in the *Pentagon* allegedly informed an interested aviation press that the project, ***"involved low-observable technology,"*** in other words - **Stealth Technology.**

Earlier this year, financial analysts, ***Kempter Securities***, stated that the *Lockheed 'Skunk Works'* were carrying out work on classified programmes, worth at least $400 million, with the figure expected to rise to $475 million in 1993.

MAJOR PROGRAMME[S]?

By the summer of 1992, despite the ending of the *Cold War*, the *Palmdale 'Skunk Works'* employed 4,600 staff. Officially this huge number of technicians are working on the U-2 programme, F-117A improvements and F-22 development. These combined programmes are very small in terms of workload.

In October 1989, funding of an **'Advanced Reconnaissance System'** was approved by the Armed Services Committee of the U.S. Senate and Congress. This system is classified to this day. However, some aviation pundits are convinced it is the Northrop TR-3A, nicknamed, ***'BLACK MANTA'***, which is a tactical reconnaissance aircraft, as opposed to Aurora's strategic role. **[Reports claim the Aurora directed F-117A aircraft during the Gulf War]**

JUST HOW BIG IS AURORA?

A strange series of nocturnal sightings near Beale AFB (former home of the SR-71) earlier this year provide a clue. An aircraft displaying a triangular-shaped lighting pattern was closely observed by an enthusiast on the ground. He reported the aircraft was seen to be accompanied by flights of KC-135Q Strato-tankers of the 9th SRW (Strategic Refuelling Wing), as well as T-38A Talons, and two F-117A's of the then 37th Fighter Wing.

Based on the lighting pattern, the unknown craft was 50% longer than the escorting Stealth fighters, giving a length of some 100ft in all, much the same as the SR-71 which had a length of 103ft.

CALL-SIGNS AND 'NAMES'

Military airband enthusiasts in the USA have presented a powerful case for the existence of several hitherto top secret aircraft over the years. In late March and early April this year, using *UHF* equipment, one listener tuned into a NORAD frequency being used by an AWACS E-3 aircraft. The call-signs ***'DARK STAR MIKE'*** and ***'NOVEMBER'*** were heard. The en-cryptic speech was also heard on a USAF satellite *UHF* down-link frequency, last used during *Operation 'Desert Storm'*.

Is the Aurora aircraft using different call-signs, such as ***'GASPIPE'*** or are we listening to two covert aircraft, and not simply one? Remember, thus far, we have three independent witnesses who have said the length of the aircraft is between 70 and 200ft.

Lockheed aircraft *'black'* projects have used a variety of call-signs and attached names to their secret aircraft over the years. The names include ***'SENIOR BOWL'***, ***'SENIOR CROWN'*** and more recently, ***'SENIOR TREND'*** for the F-117A. Analysts insist that the code-name

AURORA: Continued from page 11

given to *Aurora* is *'SENIOR CITIZEN'* - do we detect a 'trend' here?

INTERNATIONAL TEST-FLIGHTS?

The Lockheed SR-71 continues to hold all major aviation altitude and speed records. When the aircraft broke the trans-Atlantic record over a decade ago, it was travelling so fast towards England, it was unable to turn around until over Paris.

A typical mission profile adopted by the *Aurora* vehicle suggests that the *Guinness Book of Records* is set to make some major alterations in its aviation section.

Aurora now circumnavigates the globe, departing from the west coast of the USA, crosses the Pacific to air-to-air refuel near **Tahiti**, then proceeds to land at **RAF Macrihanish** on the west coast of **Scotland.**

Sources within a certain Air Traffic Control establishment here in England, told how the Americans invited British radar operators to detect the incoming craft. They rose to the challenge, but failed miserably.

Interestingly, an aviation news item on *Aurora*, published in October 1992, dealt with the known test-flight region of Aurora, and in particular, *Area 51.* I Quote the following paragraph:

"Within the last year, established figures of U.S. government agencies have indicated that captured UFO's are also here, but that is another story!" [emphasis added]

The ***Federation of American Scientists,*** who seem somewhat embarrassed not to be made privy to these apparent technological breakthroughs, have been somewhat reluctant to accept the overwhelming evidence that such secret craft exist. However, they sum up their findings in the following manner:

'The operational hypothesis suggests the current or impending existence of significant numbers (at least dozens) of several types of operational aircraft.

'The experimental hypothesis suggests that this evidence is better understood in terms of the existence of a few, perhaps a handful, of unique technology demonstrators that are not the precursors of a fleet

'It is obviously the operational hypothesis that is the more interesting and provocative, for it implies the existence of significant American capabilities beyond those publicly acknowledged by the U.S. government.

'The various types of evidence have suggested the possible existence of at least four different types of mystery aircraft:

***AURORA/SENIOR CITIZEN.** A high-speed (Mach 4 to Mach 6) high altitude reconnaissance aircraft;*

***EXOTIC PROPULSION AIRCRAFT.** A High-speed (up to Mach 8) high altitude unmanned vehicle, based on pulse detonation or external combustion engines, designed for reconnaissance or attack missions;*

***TR-3A.** A subsonic Stealthy reconnaissance aircraft, similar to the F-117A attack aircraft;*

***STEALTH AIRCRAFT.** Pre-prototypes of various unique configurations, intended to test features of proposed production vehicles.*

F.A.S. SUMMARY

'Although conflicting reports and the fragmentary nature of the evidence preclude definitive conclusions, the totality of the data presently available supports the following conclusions:

1] 'It is probable that at least one high-speed, high-altitude experimental air vehicle is undergoing flight tests. Current evidence does not permit conclusive determination of whether this vehicle is best understood in terms of 'Aurora' or as an exotic propulsion aircraft. It is unclear whether or not this is a piloted vehicle, or a drone similar to the D-21 that was associated with the SR-71. It is less likely that this vehicle is in production or has achieved operational status.

2] 'It is possible that the TR-3A programme does exist, and that a few dozen of these aircraft are currently in production or operational.

3] 'It is highly probable that one or more one-of-a-kind Stealth aircraft pre-protypes are in existence, though these are not part of a production programme.

'These conclusions are tempered by the profound difficulty faced in reconciling observer reports and financial analyses with Congressional and Defense Department actions over the past five years. Taken at face value and in isolation, this record is consistent with the existence of no more that a small number of experimental aircraft, which do not represent the initial examples of large production runs of operational systems. While the operational hypothesis cannot be excluded on the basis on current data, the experimental hypothesis appears more powerfully explanatory.'

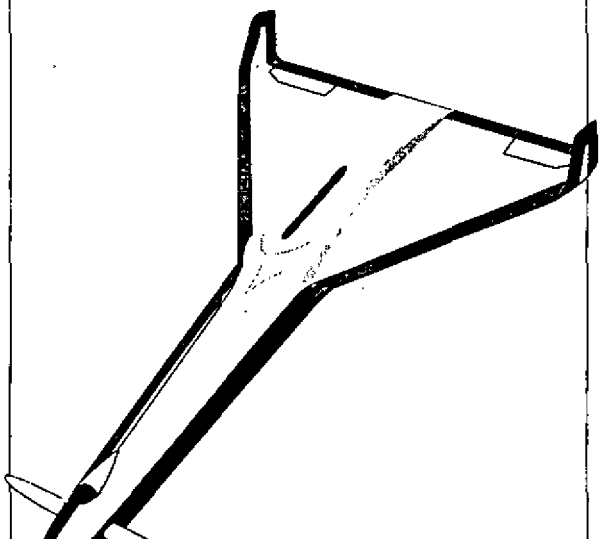
FINAL REMARKS

Where I would differ with these findings, is in the assumption that the U.S. are still in the experimental stage with *Aurora.* It is patently obvious that this aircraft is being used operationally, and I cite the data revolving around its probable use in the *Gulf War* and its appearance in Scotland as but two examples.

This suggests to me that the USAF are in possession of an aerial vehicle far in advance of known conventional craft, one that has long since passed its experimental stage.

Readers I trust, will now have had the opportunity to form their own judgement on this issue. It is vitally important that *Ufology* continues to follow the research and development stages of such aircraft for obvious reasons. It is crucial that we have people within our ranks who are prepared to study such programmes, and present their findings at regular intervals.

THE FUTURISTIC LOCKHEED AURORA



This is something I embarked upon over ten years ago, and I continue to believe it is not a wasted effort. There is a UFO connection here, albeit a complicated one. If UFO technology has been absorbed by American technicians working on such *'Black Programmes'*, by keeping pace with recent developments, we may be provided with the telling evidence needed to mount serious questions as to where the technology derided from, who were the *'human'* engineers behind the projects, and when were the scientific breakthroughs actually achieved? If none of the answers to such questions are forthcoming, then we can really begin to speculate. Until then, we must be patient, but at the same time, ever vigilant. *Keep watching the skies, you never know what you may observe...*

Notes & References

Journal of the Federation of American Scientists: Sept/Oct 1992, Vol. 45 No.5

Aviation News: 9 - 22 October 1992

Aviation Week & Space Technology: 24 August 1992

The Vancouver Sun: 29 September 1992

New Scientist: 12 September 1992

Michael J.H. Taylor: *Jane's Research & Experimental Aircraft*, London, 1976

Private sources

FACT FILE:

NORTH AMERICAN XB-70A 'VALKYRIE'

First Flight: 21st September 1964.

Purpose: Mach 3 aerodynamic test aircraft, planned initially as a strategic bomber project.

Power plant: Six General Electric YJ93-GE-3 turbojet engines.

Overall length: 196ft.

Built to replace the B-52 Stratofortress. Two XB-70A prototypes constructed. Test flown as Lockheed 'Skunk Works'. One vehicle crashed 8th June 1964. NASA managed programme from 1967. Project terminated in 1969.

NEWCASTLE UFO CONFERENCE 20th MARCH 1993

UFO MAGAZINE IS PLEASED TO ANNOUNCE THAT QUEST INTERNATIONAL WILL BE HOLDING A SPECIAL ONE DAY UFO CONFERENCE AT THE CIVIC CENTRE NEWCASTLE

FOR FURTHER DETAILS, PLEASE WRITE TO:-

UFO MAGAZINE
15 PICKARD COURT
TEMPLE NEWSAM DISTRICT
LEEDS, LS15 9AY

... impossible. "he said.

(See pages 2 and 3)

UFO PROBE STEPS UP

SCIENTISTS from across Britain are set to hit Bonnybridge in a bid to investigate the UFO sightings made in the area.

And the national media has been in the village as news of the phenomenon spreads. More and more sightings of UFOs are being reported — local people claim to have seen lights and other objects in the sky. Now UFO experts have pledged to look further into the reports and will visit the area. (See page 19)

LAST NIGHT

UFO probe

AN investigation is underway into sightings of unidentified flying objects in Falkirk District.

Environmental Health boss Malcolm Macdonald confirmed this week that his department had received an inquiry regarding an UFO sighting in the Bonnybridge area.

And Councillor Billy Buchanan has revealed that he was approached by a "visibly shaken" local businessman claiming he had seen "a strange lighted object in the sky".

In a statement to the Advertiser, Councillor Buchanan said: "This is not the only sighting in this area and I take the matter seriously. I contacted Falkirk District Council's environment department to check if there had been any military manouevres in the area."

Councillor Buchanan also added that he firmly believed the businessman — who wished to remain anonymous — and had known him for many years.

"I could understand his reluctance to speak to anybody on this matter as he quite rightly assumes he would be laughed at and ridiculed," said the Bonnybridge councillor.

"If anyone else has seen something please phone me — I will take it seriously."

Environmental Health boss Malcolm Macdonald said the UFO inquiry would be treated with the same sincerity as any other query.

"It is not one of the usual lines of complaint we receive," he added.

1ST BIT IN

Local support for UFO claims

MORE people are claiming to have seen UFOs in the Bonnybridge area.

Following last week's Advertiser story on sightings of unidentified flying objects around the village, more people have reported seeing strange lighted crafts in the sky.

Now a team of scientists are urging anyone who has seen anything to contact them.

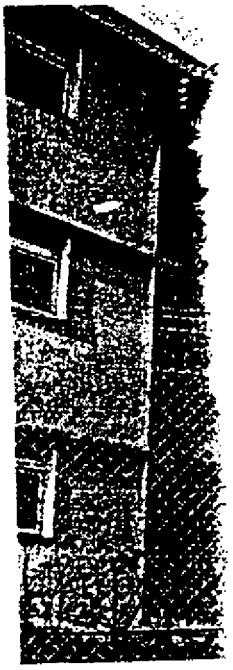
Malcolm Robinson of the Psychic Phenomena Unit said: "We are taking this whole thing very seriously indeed. I would appeal to anyone who has seen any sort of object to contact me on (0259) 724033."

Local councillor Billy Buchanan has been inundated with calls from people who have had a "close encounter".

"Now that it's out in the open," said Councillor Buchanan, "more people are coming forward. Before, they said nothing for fear of being laughed at".

Councillor Buchanan has also attacked national newspaper reports at the weekend which he said ridiculed the people who had come forward to report the sightings.

Television, radio and national newspaper reporters have been in the area to talk to some of the people who have had sightings.



THE e

New Ca hou

A NEW fu Carronshore h begun.

Derelict coun Blackmill Crescent being demolished new development and new shops between Falkirk D builders Morrison

New housing for will go up on Carro with a residential de site in Main Street.

The shops and fla considered for investigations sh structural problems option out and a proposal was worke

Local membe Councillor Stephen delighted to see removed at last

Foundry licence

UNCLASSIFIED Section 40 [redacted]

RESTRICTED

STAFF IN CONFIDENCE

ufo file

55

HEADQUARTERS PROVOST & SECURITY SERVICES (UNITED KINGDOM)

DAILY OCCURRENCE LOG

DOB [illegible] 1126.92
[illegible] DOB [illegible] 1/12/92
[illegible] .....0120 [illegible]
[illegible] .....NR

[illegible]
[illegible] ...SGT... .. Section 40 [illegible] .CIV POL
[illegible] .DERBYSHIRE POLICE OPS. [illegible] Section 40 [redacted]

DETAILS OF OCCURRENCE

SIGHTING OF UFO

Section 40 [redacted] ASSOCIATE, NOTE. Section 40 [redacted]
REPORTED THAT AT 2220 HOURS ON 30/11/92 HE SIGHTED 2 BRIGHT SPHERICAL BALLS TRAVELLING WEST NORTH WEST PASSING [illegible]. [illegible] CIV POL [illegible] SIGHTED SIMILAR OBJECT TRAVELLING IN SAME DIRECTION AT [illegible] AT 0112 HOURS AND AGAIN AT 0111 HOURS, THIS MORNING.

ACTION TAKEN

1. INFO FOR INT.

DOB Entry [illegible] by: CPL Section 40 [redacted]

cc [illegible]

TOP

FEED DIRECTION

54

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

CAV026 23/1041 328C0716

Section 40 [redacted]

FOR CAV

ROUTINE 230800Z NOV 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. 192100Z NOV 92
B. 9. APPEARED ROUND. BLUE, RED, WHITE, FLASHING LIGHTS
C. OUTDOORS. STATIONARY. VILLAGE OF MARKYATE
D. NAKED EYE AND BINOCULARS
E. NIL
F. NIL
G. NIL
H. NIL
J. CLEAR SKY. GOOD VIS
K. NIL
L. LUTON AIRPORT SWITCHBOARD
M. Section 40 [redacted] MARKYATE, BEDS
N. NIL

PAGE 2 RBDAID 0002 UNCLAS
O. SISTER IN LAW
P. 192100Z NOV
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

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Sunday 22 Nov, 11.30 pm to Midnight
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	One bright green glow, which seemed to be coming from behind the clouds.
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	In car, travelling from Harrow to South Kenton
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 the SW
F.	Angle of Sight (Estimated heights are unreliable)	N/k
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)	None
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Cloudy
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

K.	To whom reported (Police, military, press etc)	London Weather Centre, New Scientist, Astronomy Now, and us.
L.	Name & Address of Informant	Section 40 [redacted] Address not given
M.	Background of Informant that may be volunteered	N/k
N.	Other Witnesses	None mentioned
O.	Date, Time of Receipt	25th Nov, 1.30 pm
P.	Any Unusual Meteorological Conditions	None mentioned
Q.	Remarks	Section 40 [redacted] was sceptical about UFOs, but intrigued by his sighting. Indicated that the London Weather Centre had received 3 other reports. I gave him details of the UFO societies

Section 40 [redacted]

Sec(A5)2a

Copy to
PTSSC

2/5/1

UFO file page

52/1

REPORT OF AN UNIDENTIFIED FLYING OBJECT

a. **DATE TIME AND DURATION OF SIGHTING** (Local times to be quoted)

21/11/92 0230 AM

3 & 5 MINS

b. **DESCRIPTION OF OBJECT** (Number of objects, size, shape, colours, brightness, sound, smell etc).

OBJECT WHICH APPEARED TO BE STAR SHAPED MOVING ERRATICALLY THEN OTHER OBJECTS OF THE SAME SHAPE APPEARED TO MOVE TOWARDS THE MAIN ONE

c. **EXACT POSITION OBSERVED** (Geographical location, indoors or outdoors, stationary or moving).

OUTSIDE

d. **HOW OBSERVED** (Naked eye, binoculars, other optical device, still or movie camera).

NAKED EYE

e. **DIRECTION IN WHICH OBJECT WAS FIRST SEEN** (A landmark may be more useful than a badly estimated bearing).

GARDEN OF HOME IN BLACKPOOL FACING SOUTH EAST

f. **ANGLE OF SIGHT** (Estimated heights are unreliable).

OVERHEAD

g. **DISTANCE** (By reference to a known landmark wherever possible).

WEST OF BLACKPOOL TOWER BY 7 MLS

h. **MOVEMENTS** (Changes in E, F, G may be of more use than estimates of course and speed).

SEE 'B'

/PTO

i. METEOROLOGICAL CONDITIONS DURING OBSERVATIONS (Moving clouds, haze, mist etc.)

LIGHT CLOUD COVER

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 other night lighting).

k. TO WHOM REPORTED (Police, military organisations, the press etc).

A.F.C MANCHESTER

l. NAME AND ADDRESS OF INFORMANT

Section 40

m. ANY BACKGROUND ON THE INFORMANT THAT MAY BE VOLUNTEERED

\

n. OTHER WITNESSES

NONE

o. DATE AND TIME OF RECEIPT

23/11/92

2330

The above details are to be telephoned immediately to AIS (Military), LATCC on

Section 40

The completed form is to be despatched to:

Ministry of Defence (AFO)
RAF Main Building
Whitehall
LONDON
SW1

ANNEX A TO
SOP 502

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of sighting	302000Z NOV 92. 302030Z NOV 92.
B.	Description of Object	Size of moon(football),not cloud, several shades lighter,not bright, appeared to have appearance of WWII searchlight but from above clouds.
C.	Location, indoor/outdoor, stationary, moving	Viewer in car travelling along B road between Newport Pagnall and Tatallend. Stopped car and watched frpm roadside
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)	North from position.
F.	Angle of sight (Estimated heights are unreliable)	.70 degree to 20 degree.
G.	Distance (By reference to a known landmark)	.N/K
H.	Movements (Changes in E,F & H may be of more use than estimates of course and speed)	Moved right to left and straight up always moving in straight lines, very fast..
J	Met Conditions during observations (Moving clouds, haze, mist etc)	Crystal clear night few odd clouds
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)	Asked Police who directed to AFOPS

M.	Name and Address of Informant	Section 40
N.	Background of Informant that may be volunteered	Housewife.
O.	Other Witnesses	.6 year old son who when they arrived home immediately pulled out book and showed mum picture of Haleys Comet.
P.	Date, Time of Receipt (in AFOR)	.302045Z Nov 92.
Q	Any Unusual Meteorological Conditions	.None
R.	Remarks:	....

Section 40

HO2
AFDO
AF Ops

Date: 30 Nov 92

Distribution:

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

2/5/1

REPORT OF AN UNIDENTIFIED FLYING OBJECT

a. **DATE TIME AND DURATION OF SIGHTING** (Local times to be quoted)

21/11/92 0230 AM

3 & 5 MINS

b. **DESCRIPTION OF OBJECT** (Number of objects, size, shape, colours, brightness, sound, smell etc).

OBJECT WHICH APPEARED TO BE STAR SHAPED MOVING ERRATICALLY THEN OTHER OBJECTS OF THE SAME SHAPE APPEARED TO MOVE TOWARDS THE MAIN OBJ

c. **EXACT POSITION OBSERVED** (Geographical location, indoors or outdoors, stationary or moving).

OUTSIDE

d. **HOW OBSERVED** (Naked eye, binoculars, other optical device, still or movie camera).

NAKED EYE

e. **DIRECTION IN WHICH OBJECT WAS FIRST SEEN** (A landmark may be more useful than a badly estimated bearing).

GARDEN OF HOME IN BLACKPOOL FACING SOUTH EAST

f. **ANGLE OF SIGHT** (Estimated heights are unreliable).

OVERHEAD

g. **DISTANCE** (By reference to a known landmark wherever possible).

WEST OF BLACKPOOL TOWER BY 7 MILS

h. **MOVEMENTS** (Changes in E, F, G may be of more use than estimates of course and speed).

SEE 'B'

cc DISSC

/PTO

i. METEOROLOGICAL CONDITIONS DURING OBSERVATIONS (Moving clouds, haze, mist etc.)

LIGHT CLOUD COVER

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 other night lighting).

k. TO WHOM REPORTED (Police, military organisations, the press etc).

A.T.C MANCHESTER

l. NAME AND ADDRESS OF INFORMANT

Section 40

m. ANY BACKGROUND ON THE INFORMANT THAT MAY BE VOLUNTEERED

n. OTHER WITNESSES

NONE

o. DATE AND TIME OF RECEIPT

23/11/92

2330

The above details are to be telephoned immediately to AIS (Military), LATCC on

Section 40

The completed form is to be despatched to:

Ministry of Defence (AFO)
RAF Main Building
Whitehall
LONDON
SW1

REPORT OF AN UNIDENTIFIED FLYING OBJECT

52
+1

A. Date, Time & Duration of Sighting	N/A
B. Desciption of Object (No of objects, size, shape, colour, brightness)	N/A
C. Exact Position of Observer Location, indoor/outdoor, stationary/moving	N/A
D. How Observed (Naked eye, binoculars, other optical device, still or movie)	N/A
E. Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)	N/A
F. Angle of Sight (Estimated heights are unreliable)	N/A
G Distance (By reference to a known landmark)	N/A
H. Movements (Changes in E, F & G may be of more use than estimates of course and speed)	N/A
I. Met Conditions during Observations (Moving clouds, haze, mist etc)	N/A
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/A

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	Section 40 claimed to be an alien, from another dimension.
N.	Other Witnesses	N/A
O.	Date, Time of Receipt	20th Nov 92, 10 am
P.	Any Unusual Meteorological Conditions	N/A
Q.	Remarks	Section 40 passed on 3 key words: "White", "Divine body" and "Earth Station", and said it should be passed into the highest level of Govt. He said the personnel in Area 51, Nevada, would understand. Talked about impending catastrophe, asked someone to call.

Section 40

Sec (AS) 2a

Copy to:
PTSSC

51

From: Flight Lieutenant Section 40 [redacted]
Community Relations Officer

ROYAL AIR FORCE
LEEMING
NORTHALLERTON NORTH YORKSHIRE DL7 9NJ
Telephone: Bedale Section 40 [redacted]

Section 40 [redacted]

Your reference

Our reference
LEEM/ 2390/2/PR

Date
19 November 1992

Dear Section 40 [redacted]

I am writing to acknowledge receipt of your telephone message of 2 November 1992 about an unidentified flying object.

I have forwarded details of your observation to the Ministry of Defence (Air Secretariat) which monitors all such incidents and decides whether any further action should be taken.

Meanwhile thank you for your interest and concern.

Yours sincerely

Section 40 [redacted]

Copy to
DT55c

Memorandum

MOD Form 4A
(Revised 4/89)

To :	From :
CPO.	Duty Ops Off.
Date 4th Nov. 92.	Number Section 40
Your Reference —	Our Reference —

Subject : UFO Sighting.

1). I/ received from STOKESLY Police a relay of the following (UFO) sighting

Date :- 2 Nov. 92

Time :- 1450.

From :- Section 40

Sighting:-

"White diamond shaped object - transparent - shimmering - completely silent - travelled horizon to horizon"

2). No further details received I have not spoken with Section 40

Section 40

Name (in Block

Rank : MACW

Action - NFA
(pass to 2a).

Unit Ref: LEEM/2390/2/285/92

MOD Form 953
(Revised 11/91)

Low Flying Military Aircraft - Public Complaint

■ To be completed in CAPITALS
■ Important ■
Forward the completed form to the appropriate authorities listed at Section 1 **within 24 hours**

MOD use only
✓ as appropriate

First timer ☑ Other ☐

LFA: 11

Serial No.: 92/11/296

File Ref: 11/12E33

Action Branch:

☐ MOD Sec (AS) 2b ☐ GS Sec
☐ MOD Sec (NS) b ☐ PL (LS) Claims 3

Section 1

From (Unit): RAF LEEMING

To ✓ as appropriate

☐ **MOD Sec (AS) 2b,**
Room 8249 Main Building,
Whitehall, London.. SW1A 2HB
For complaints outside MATZ

☐ **MOD S9a (Air),**
Room 7212 Main Building,
Whitehall, London.. SW1A 2HB
For complaints inside MATZ

☐ **MOD PL(LS) Claims 3,**
Room 314 First Avenue House,
High Holborn, London. WC1V 6HE
To be sent a copy if a claim is involved

Section 2
Details of Complainant

Name: Section 40

Mr/Mrs/ Miss/Ms/Dr etc.: MRS

Address: Section 40

Town/City: N-YORKS.

County:

Postcode:

Section 3
Location of Incident

OS Grid Ref: NZ 467 069

a Address as at Section 2
or
b

Address:

Town/City:

County:

Postcode:

Section 4
Details of Incident

Date: 2 NOV 92

How many Aircraft involved:

Time(Local): ~~Z~~ 1450

Type of Aircraft

If Known: Not known

or ✓ as appropriate

Jet ☐ Prop ☐ Helo ☐ Light a/c ☐

Other:

Markings

✓ as appropriate

Grey ☐ Camouflaged ☐ Red & White ☐

Other

Estimated Height

Direction

Particulars of Complaint

White diamond shaped object - transparent - shimmering - completely silent - travelled horizon to horizon

Continue on an additional sheet if necessary

Claims (do not prompt complainant)

Has the incident given rise to any injury to persons and/or livestock or damage to property which will result in a claim for compensation being submitted to the Ministry of Defence?

Yes ☐ No ☐ ✓ as appropriate

If Yes, give details (and copy form to PL (L&S) Claims 3)

Section 5
Unit's Response

✓ as appropriate

	Yes	No
Return telephone call	☐	☐
Written acknowledgement (if Yes, attach copy to this form)	☐	☐
Low Flying Leaflet sent	☐	☐
15 Facts Info Sheet sent	☐	☐
Other action taken	☐	☐

Specify any other action taken

Details of individual receiving complaint

Time (local) 11 00

Date complaint received 10 NOV 92

Section 40

Signature

Name

Rank Bdr

☎ No. Section 40

Important Reminder

The completed form is to be forwarded to the appropriate authorities listed at Section 1

50

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	171700Z Nov 92 Approx 60 seconds
B.	Description of Object (No of objects, size, shape, colour, brightness)	One large, cross-shaped, yellow object with about 40 lights (slightly hazy).
c.	Location, indoor/outdoor, stationary/moving	A417 Birdlip bypass
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)	Between Birdlip and Andoverford
F.	Angle of Sight (Estimated heights are unreliable)	45 degrees
G.	Distance (By reference to a known landmark	About 1 mile left of car, which was travelling south.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Still
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear night
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)	Possible radio mast and power lines

L.	To whom reported (Police, military, press etc)	Duty Officer at RAF Lyneham and DCON at High Wycombe.
M.	Name & Address of Informant	Section 40 Woodmancot Cirencester
N.	Background of Informant that may be volunteered	Nil
O.	Other Witnesses	12-year-old daughter
P.	Date, Time of Receipt (in AFOR)	172100Z Nov 92
Q.	Any Unusual Meteorological Conditions	None
R.	Remarks:	Nil

Section 40

ROZ
Duty Ops Officer
AF Ops

Date: 17 Nov 92

Distribution:

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

with the compliments of

Ministry of Defence

Sec (AS) 2a

DI55c - Rather an interesting UFO report!

Section 40

MOD Form 195 (Revised 6/89)

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Monday 16/4 8.40pm Tuesday 17/4 – same time – sighting lasted for about 12 mins.
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	First sighting (by wife) of "bright star." 2nd sighting more detailed (see over)
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Indoors for most part, but went outside to look at underneath of craft.
D.	How Observed (Naked eye, binoculars, other optical device, still or movie)	Binoculars
E.	Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)	above Patcham, then moved in SE direction towards Brighton and out to Sea.
F.	Angle of Sight (Estimated heights are unreliable)	250 – 300 ft agl
G	Distance (By reference to a known landmark)	About ½ mile away, then overhead.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	very slow movement 10-12 miles per hour.
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	high cloud, fairly clear
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)	

K.	To whom reported (Police, military, press etc)	Nobody else - just Sa(A)2a.
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	None. Sounded as if he might be retired.
N.	Other Witnesses	Wife.
O.	Date, Time of Receipt	19 Nov 92. 1.00pm.
P.	Any Unusual Meteorological Conditions	—
Q.	Remarks	

Very detailed description. Object looked like "squashed rugby ball" with Green light on LHS & Yellow light on RHS. About 35-40 ft wide. Moved very slowly ≈ 10 mph, although went faster ≈ 50 mph at one point. Front window was same shape as craft. Two men inside with beige uniforms sitting about 10 ft apart - no headgear. Machinery behind them was light grey with flashing lights, there was a TV type screen between them about 4 ft sq, round in shape. Man on RHS was standing up and looking out of the window - Section 40 believed that they saw him - at that point all the lights were turned off. Craft hovered above house then moved off towards sea. No noise until it had left the area, then a jet noise which appeared to come from a fair distance behind the object. Caller sounded

'one of ours' which we wanted to keep secret. He asked whether we could drop him a line with addresses etc for UFO groups.

Section 40

V 19/4/92.

LOOSE MINUTE

D/Sec(AS)12/6

16 Nov 92

DI55c - Wg Cdr Section 40

CRASH OF LIGHTNING F6 XS894 - ALLEGED UFO INCIDENT

1. We spoke last week about the stories that are currently circulating concerning the crash of a Lightning F6 on 8 September 1970. Essentially, it is alleged that this aircraft was ordered to ditch following an encounter with a UFO.

2. I have attached copies of all the correspondence on this alleged encounter, together with the newspaper articles that first carried the story. I have tracked down the Aircraft Accident Report, and as you will see, there is no indication that there was any UFO sighting at any time during the period running up to the crash. The original file on the accident, which will contain the full Board of Inquiry report, is being sent to us from Archives.

3. I would be grateful for any views you have on this matter. I will keep you informed of developments.

Section 40

[redacted]

Sec(AS)2a

Section 40 [redacted]

48
+1

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Monday 16th Nov 92. 11.10 - 11.20 pm. then later at about 2 am
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	Like a balloon, drifting across sky. Green bar of light, flashing. Also red light.
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Out walking dog. Later, indoors.
D.	How Observed (Naked eye, binoculars, other optical device, still or movie)	Naked eye + binoculars
E.	Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)	Over Kintbury station, Berks.
F.	Angle of Sight (Estimated heights are unreliable)	N/k
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)	Slow drifting motion
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Night. Clear sky moon
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)	Kintbury station

K.	To whom reported (Police, military, press etc)	Sec (A1)2a
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	None
N.	Other Witnesses	None
O.	Date, Time of Receipt	171515 Z Nov 92
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	Referred witness to the UFO groups

Section 40

Sec(A5)2a

CC DISSC

ANNEX A TO
SOP 502

47

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	140252Z Nov 92 for 10 seconds
B.	Description of Object (No of objects, size, shape, colour, brightness)	Like half a tennis ball (yellow, luminous) with stubby cone on the back. Generally luminous yellow
c.	Location, indoor/outdoor, stationary/moving	Over Tyne river
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 North to South
F.	Angle of Sight (Estimated heights are unreliable)	Slightly over the horizontal
G.	Distance (By reference to a known landmark	Difficult to assess - object appeared to be over city
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Travelling very fast
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear night
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)	Nil

L.	To whom reported (Police, military, press etc)	SDO RAF Boulmer Flt Lt Section 40 Met Officer - answer phone
M.	Name & Address of Informant	Section 40 [redacted] Section 40 [redacted]
N.	Background of Informant that may be volunteered	Section 40 [redacted] Not drunk
O.	Other Witnesses	2 passengers saw object Not drunk either
P.	Date, Time of Receipt (in AFOR)	151340Z Nov 92
Q.	Any Unusual Meteorological Conditions	None
R.	Remarks:	Nil

Section 40 [redacted]

RO2
Duty Ops Officer
AF Ops

Date: 15 Nov 92

Distribution:

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

with the compliments of

Ministry of Defence

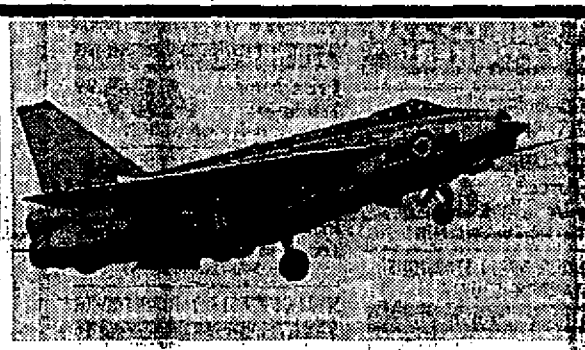
Sec (AS)2a

DI55c Section 40

Further to my note of 16 Nov about the crash of Lightning F6 XS894, I've attached some follow up articles which I've now been sent; which seem to disprove the UFO theory. Public interest is declining, but Quest International's next magazine will carry a feature, and much will depend on what view they take. Section 40

MB

MOD Form 195 (Revised 6/89)



Foxtrot 94: The a pilot who flew

TWO weeks ago the Evening Telegraph began telling the story of XS894, a single seat Lightning jet fighter from 5 Squadron at RAF Binbrook which crashed into the sea off Flamborough Head on the night of September 8, 1970. The aircraft was recovered some time later almost intact.

The cockpit canopy was closed but there was no sign of the pilot, an American on an exchange tour with the RAF. We had told the story some years ago but recently we were given new evidence — which we were unable to corroborate — on the disappearance of the Lightning.

It came from a man who has spent some years investigating the disappearance of XS894 that night. He had been one of the original crash investigators and was so puzzled by what he saw that he was determined to get to the bottom of the mystery.

The result was a report so intriguing that we decided to publish it in full and let you, the reader, make up your own mind. It has proved to be one of the most talked-about stories for years.

The response has been tremendous and tonight we publish some of the views we have received. Certainly, the evidence from the experts — men who were flying Lightnings themselves that night — is compelling. On these pages Mike Streten, a former 5 Squadron CO, and Furz Lloyd, a vastly experienced Lightning pilot, both give their accounts of what they believe did happen to XS894.

By MIKE STRETEN

ON the night of the loss of Foxtrot 94, September 8, 1970, I was night flying with 23 Squadron, based at Leuchars.

I remember the initial report on the loss of the aircraft well; at that stage I only knew the pilot was missing and I knew that Binbrook was undergoing its annual Tactical Evaluation (TACEVAL).

The immediate facts that we were able to glean on that fateful night were that the pilot had been shadowing and shepherding an Airborne Early Warning (AEW) Shackleton from 8 Sqdn based at Lossiemouth. A crew member had reported that he had last seen the navigation nights of the Lightning passing to the rear and below of the aircraft.

The Lightning pilot, Capt William Shaffner (not Schafer as reported at the time), was an experienced USAF pilot who had recently joined 5 Squadron. Immediately following the pilot's failure to acknowledge radio transmissions from radar at Patrington, an initial air/sea search was initiated.

No trace was found and the immediate search was called off for the night. The following morning a comprehensive search of the area was mounted — no trace of wreckage, tell-tale oil slicks of the missing pilot were found. Indeed, it was not until some two months later that a Royal Navy minesweeper found the aircraft virtually intact at the bottom of the sea.

I remember the initial reports on the aircraft very well. The aircraft was effectively

was that the canopy was still attached to the aircraft and all the ejection seat straps and the seat dinghy were still in the aircraft. There was no trace whatsoever of the pilot.

IN terms of the mission profile for the shadowing/shepherding procedure, the aircraft told most of the story leading up to the tragic death of its pilot.

To carry out the intercept against a very slow target, in this case doing about 165 knots, the Lightning was required to fly a specific geometric profile accurately. As I recall, once the interceptor had closed with the target, breakaway was initiated at minimum radar range and the procedure repeated so that the target's progression along its track could be covered.

I, therefore, deduced that following the last observation of the Lightning (non-standard since it was observed below the target), the pilot was initiating his breakaway prior to re-initiating the set procedure. The danger was that the Lightning would be flying slowly and that control was therefore commensurately less positive.

From my own extensive night flying experience over the North Sea, with stars above and the lights of fishing boats below, disorientation affected all pilots from time to time.

The evidence indicated that Capt Schaffner had most likely suffered from this since the only way the aircraft could have hit the sea without breaking up was from hitting it at a slow

it as he rapidly dece erated.

It is a matter of fac that the only way th canopy could b opened and remai with the aircraft was i the aircraft was doin less than 150 knots o so. Therefore the mos likely situation that th pilot found himself i was the nighmare c having hit the se while trying to recove from a slow-spee situation.

With the aircraft o the sea and sinkin rapidly, the quicke way out would hav been to open th canopy, unstrap an disconnect the sea dinghy lanyard thereby relying on th life jacket for flotatio and subsequently th manual activation of SARBE emergenc beacon (contained i the pocket of th jacket) to transmit o the emergency fre qency for location an subsequent rescue.

Since his body ha never been found, thi must remain a myster but not along the line of the source of you information.

WHEN Fo 9 took off that nigh it was to take part in routine exercise. An the aircraft was arme

— what did happen to the photo? and the controlling in the piece. What was very unusual, however, the speed of the target to be determined fairly speed at a very shallow glance angle, most probably planing over with nothing more than dummy acquisition missiles.

verdict of that night

owever, during a tical Evaluation rcise all missions ld start following a mble call, either by orief connected to local radar station ia a radio call to the raft. Anyone able to n in to such trans sions would think World War Three started!

o make a TACE L more realistic, rious information ting to raids in r sectors would be adcast to "flesh events in the local tor and thereby e the atmosphere re scramble more istic.

hus the reported ts off Saxa Vord, Leuchars Quick ction Alert aircraft the involvement of ntoms from Kefla against what the er must conclude d only have been a), is mjere cons ure.

milarly, the alleged logue between RAD and HQ Strike mmand is all broidery" and only s myths to the basic hs of the events really took place, such things all leg s have been made! s for any pilot ng a Lightning that not been fully eled — ask any for Lightning pilot whether that ever happened. The aircraft was always "short on fuel", even before engine start. Believe me, it did not happen!

And the purported radio conversations between the pilot and the radar station or indeed the order to ditch, your source has allowed the power of the pen to embroider even more fairytales.

The Lightning was not cleared to ditch under any circumstances and even if a pilot was ordered to do so, he would have ejected since the chances of a successful ditching at sea at night would have been many thousands to one. Nevertheless, when Foxtrot 94 hit the sea with is apparently just what happened. That is an incontrovertible fact. However, it was inadvertent and not planned or ordered by any higher authority as is alleged in the articles.

THERE was no UFO that night. Nor was there anything unusual about the weather.

As for the recovery of the aircraft to Binbrook and the reluctance to allow it to be examined, once a Board of Inquiry had been convened, any pieces of wreckage recovered are not available to be examined by anyone other than those the Board has given its express permission to do so, hence the hangar screens.

And as for the reluctance of Ministry of Defence officials to reveal details, the findings of the Boards or Inquiry are not revealed to the general public except in the most general terms and, moreover, in 1970 nothing other than a press release would ever have been published officially about the accident. This was the establishment procedure.

However, there was no attempt to hide the facts of the case to the Royal Air Force at large and, moreover, in this case the whole procedure for shadowing and shepherding was reviewed to ensure it was as safe as it could be and the Lightning squadrons were informed accordingly.

To conclude, the tragic death of Captain William Schaffner was most probably caused by a loss of aircraft control at low speed following pilot disorientation during a shadowing and shepherding procedure against an AEW Shackleton during a TACEVAL of Binbrook and Patrington.

There were no other unusual circumstances and no UFOs. This story must not be allowed to become a myth upon which others who specialise in "mysteries" can base "truths" in the future.

It was a miracle that the aircraft hit the sea in an attitude and at a speed that allowed it to remain in one piece. The mystery is what happened to Captain Schaffner once the aircraft was in the sea and, since his body was never found, we will never know.

● *Mike Streten flew for some 2,000 hours in Lightnings, was at one time Chief Interceptor Weapons Instructor on the aircraft and in the early 1980s served as CO of 5(F) Squadron at Binbrook.*

Crash was a tragic error of judgement

By FURZ LLOYD of Middle Rasen, a former Lightning pilot and now a member of the Lightning Association

I WAS an operational Lightning pilot at the time and on the night in question Binbrook was participating in a Tactical Evaluation, a peacetime assessement of a unit's wartime effectiveness.

As part of this exercise, 5 Squadron's USAF exchange officer was airborne on a routine shadowing sortie. At night, or in poor weather conditions, this involved flying the Lightning as slow as was practically possible while maintaining radar contact. This involved weaving behind the target in an attempt to keep the radar blip on the screen.

It was during his attempt to remain behind the target in this demanding exercise that the pilot tragically hit the sea.

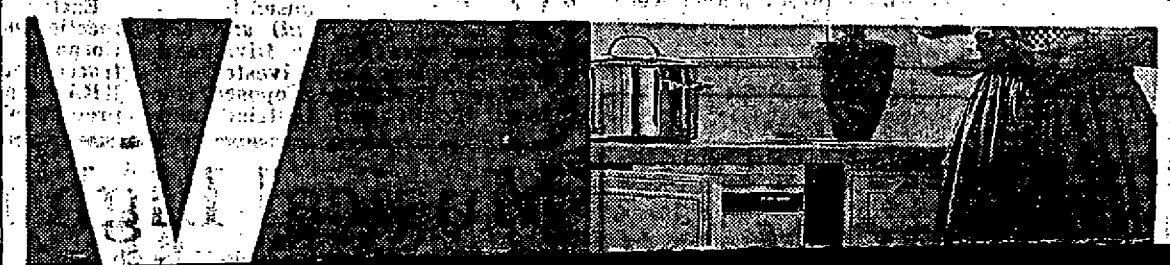
XS894 impacted right wing slightly low. The pilot survived the crash and vacated the cockpit prior to the aircraft sinking. It would have been almost impossible for him to extricate himself and his liferaft from the aircraft in this situation.

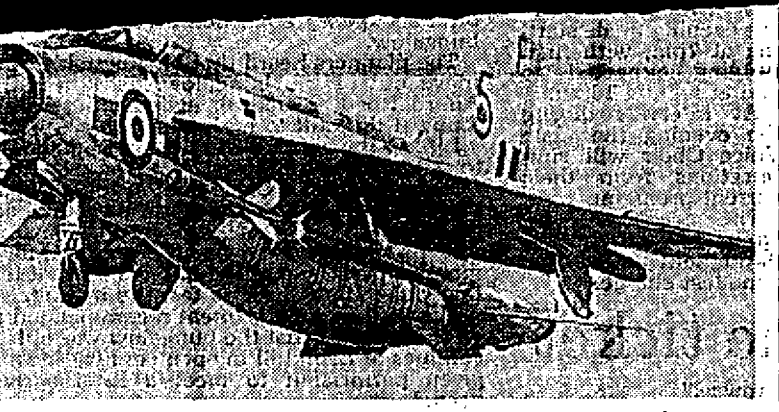
Evidence from the recovered wreckage suggested that he unstrapped and stepped over the side. A cold North Sea at night without protection from the elements afforded by the liferaft would have presented him with little hope of survival.

The recovery of the wreckage and the subsequent Board of Inquiry were subject to no more secrecy than any other accident. The usual procedure was to publish initial and subsequent findings as the Board progresses.

The wreckage of XS894 was displayed openly at Binbrook and photographed without restriction once the investigation was complete. The result of the Inquiry was published routinely in RAF Flight Safety magazine and leaflets and all the events surrounding the crash could be explained logically. This includes the cockpit being shut when the aircraft was recovered, which is easily explained by the loss of hydraulic pressure.

This accident was an unfortunate error or judgement which cost an American pilot his life — not some stranger than fiction tale.





was a witness to the ndezvous in the sky

WAS a witness to some of the vents of the night of Septem- 1970.

d just decided to take some ir before retiring for the night as I stepped into my back I saw a redish object in an orth-easterly position, about rees above the horizon. It ed to be stationary for about minutes. As I watched I heard appeared to be a jet aircraft g in the direction of the object watching.

n the object appeared to speed a north westerly direction to rth of my position, about 60- es above the horizon and ed to be climbing slightly. As ched it appeared to change from red to a pale blue.

ve seen other objects in the various times with a similar ance to this one and I now e they were UFOs. I also e the authorities which con- nvestigations into UFO activity ver up the truth. It would be d to hear from anyone in- d in this subject.

Norman Whiston, 3 Jubilee e, New Holland, South Hum- e.

OO

FOUND the story engrossing. ut there are inconsistencies, particularly concerning the order for the pilot to ditch his aircraft. I would have thought this was a risky enough proposition in broad daylight, but much worse by night.

Even if the order was given, why was he not instructed to orbit until a search-and-rescue helicopter to arrive? It does not make sense to order him to ditch and then send the helicopter.

He surely would have been better advised to have turned his aircraft out to sea and then ejected.

I can accept the UFO — but not the ditching. It comes over as very dubious to me.

— **John Walsh**, Grimsby Road, Cleethorpes.

OOOOO

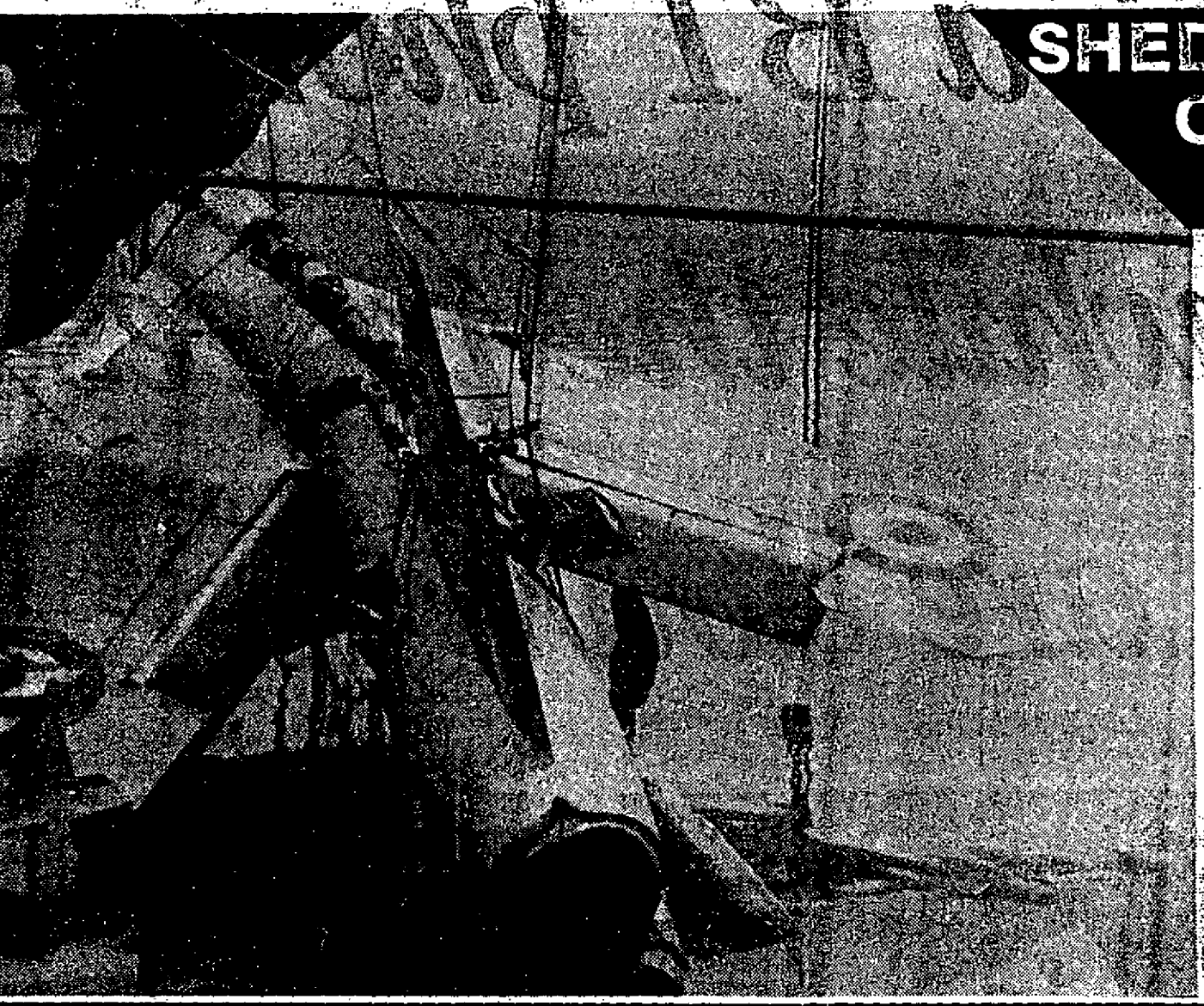
I READ with great interest your series of articles concerning the fate of Foxtrot 94. Clearly, there is a mystery surrounding the jet's disappearance.

I am part of a national group of investigators who specialise in researching such mysteries and I would be glad of any further information readers may have. Any information, no matter how seemingly irrelevant, will be dealt with in confidence and gratefully acknowledged.

— **Andy Roberts**, 84 Elland Road, Brighouse, West Yorks.

EVENING TELEGRAPH, Friday, October 30, 1992

Fishing out Foxtrot 94



SHEDDING LIGHT ON MYSTERY LIGHTNING

By PAT OTTER

THIS is Foxtrot 94, the Binbrook Lightning at the centre of a major air mystery, the day it was fished out of the North Sea.

It is pictured slung from the bows of the recovery vessel Kinless, probably in Bridlington Bay, after it had been hauled to the surface some two months after it crashed on September 8, 1970.

What is remarkable is the condition of the aircraft. It is almost completely intact although it does seem the fuselage is damaged. This could have happened when the aircraft hit the sea or during the recovery.

The cockpit, which was closed and empty, is not visible but it is noticeable that the air brakes on the fuselage are extended, indicating the pilot was flying as slowly as possible when the Lightning hit the sea.

Information passed to the Evening Telegraph by a man investigating the loss of the aircraft suggests the American pilot was ordered to ditch the Lightning after intercepting a strange object over the North Sea.

But two former Lightning pilots have said they believed Foxtrot 94 hit the sea during a low-level low-speed exercise involving a Shackleton aircraft.

What is not disputed is that no trace has ever been found of the pilot.

XS894 has not yet given up all its secrets.

46/3

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4k/2

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Wed 11th November, 9.50 pm
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	One triangular shaped object, size of jumbo, 2 bright lights on underside, many white + green lights around edge. Faint jet noise
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Stapleford, Derbys.
D.	How Observed (Naked eye, binoculars, other optical device, still or movie)	Naked eye, but photos taken
E.	Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)	Travelling from NW → SE
F.	Angle of Sight (Estimated heights are unreliable)	N/k
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)	Approx speed 250 mph
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	N/k
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

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a
L.	Name & Address of Informant	Section 40 [redacted], relaying news of someone else's sighting.
M.	Background of Informant that may be volunteered	Section 40 [redacted] is a frequent caller re UFO's
N.	Other Witnesses	N/k
O.	Date, Time of Receipt	Fri 13th Nov, 4 pm
P.	Any Unusual Meteorological Conditions	N/k
Q.	Remarks	Section 40 [redacted] asked whether this description matched any sort of aircraft I was aware of. I said it did not. He promised to send photos.

Section 40 [redacted]

Sec (AS) 2a

Copy to

1755

4k|1

UNCLASSIFIED
RESTRICTED

KIN/20/1/6/2/Air

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MODUK Air - SEC(AS)2

9 Nov 92

UFOs - LIGHTNING INCIDENT - 8 SEP 70

Reference: Letter from Section 40 [redacted] 5 Nov 92 (attached).

1. Further to our conversations about the renewed interest in the fatal accident involving a Lightning from RAF Binbrook on 8 Sep 70, I have today received the attached letter from a Section 40 [redacted] - researcher (and probably entire staff of) Strange Phenomena Investigations. Enclosed with Section 40 [redacted] letter are 5 articles, dated between 9 and 13 Oct 92, from the Evening Telegraph, which is apparently published by Grimsby and Scunthorpe Newspapers Ltd, Section 40 [redacted] Section 40 [redacted] The articles are the work of PAT OTTER.

2. I am reluctant to "add fuel to the fire" over this issue, as the newspaper articles are somewhat sensationalised, and imply that the MOD has shrouded the whole issue in a security blanket. Similarly, the articles apparently quote "official transcripts" of conversation between the Lightning pilot and the radar controller at Staxton Wold.

3. I think that the attached letter perhaps warrants a reply from you, although it is likely that any line will be interpreted by the researchers as further evidence of "sinister doings".

4. The newspaper articles are too poor to fax: they will follow in the 1st class mail.

5. Finally, I shall withhold my reply to Section 40 [redacted] until I hear from you about this matter. Sorry to pass the buck, but this one could be messy if handled incorrectly.

Section 40 [redacted]

Sqn Ldr
for OC

UNCLASSIFIED
RESTRICTED

Section 40

STRANGE PHENOMENA INVESTIGATIONS

5th November 1992.

Section 40

Dear Section 40

Please find enclosed the articles regarding the UFO sighting and subsequent loss of a XS894 Lightning aircraft (and missing pilot ?)

As I said on the phone, this case is currently being researched, not only in this country, but overseas as well, and I shall keep you up to date on any important breakthroughs. Please let me know how you got on with your own enquiries, any help from yourself would be greatly appreciated.

Yours Sincerely,

Section 40

Founder S.P.I.

ANNEX A TO
SOP 502

46
+ 3

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of sighting	071830 Nov 92 approx 2 - 3 minutes
B.	Description of Object (No of objects, size, shape colour, brightness)	Green glow, triangular in shape
C.	Location, indoor/outdoor, stationary, moving	Outside Object moving E-W
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)	Above Craigshill NT 0668 Sheet OS 65
F.	Angle of sight (Estimated heights are unreliable)	Thought A/C but no noise - Angle not given
G.	Distance (By reference to a known landmark)	Not given
H.	Movements (Changes in E,F & H may be of more use than estimates of course and speed)	East - West
J	Met Conditions during observations (Moving clouds, haze, mist etc)	Clear, cold 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)	Clear of objects
L.	To whom reported (Police, military, press etc)	Police. Police relayed info to AFOps as [redacted] not on telephone. Section 40
M.	Name and Address of Informant	Section 40 [redacted] Livingstone West Lothian

N.	Background of Informant that may be volunteered	None
O.	Other Witnesses	None
P.	Date, Time of Receipt (in AFOR)	181710Z Nov 92
Q	Any Unusual Meteorological Conditions	None
R.	Remarks:	About a week ago, a newspaper carried a report of a "green glow" in the sky. Section 40

RO2
AFDO
AF Ops

Date: 18 Nov 92

Distribution:

Sec(AS)2, Section 40 MB
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TOP

FEED DIRECTION

C1

45

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

CAV034 06/0848 311C0474

FOR CAV

ROUTINE 060800Z NOV 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SEC Z6F
SUBJECT: AERIAL PHENOMENA
A. 051925Z TWO MINUTES
B. SINGULAR PULSATING LIGHT EXTREMELY BRIGHT. SPLITTING INTO TWO LIGHTS THEN GOING BACK TO ONE LIGHT
C. INDOORS AND STATIONARY
D. NAKED EYE
E. NORTH WEST
F. NOT KNOWN
G. NOT KNOWN
H. EXTREMELY ERATIC
J. CLEAR
K. NONE
L. AIS(M) ONLY
M. Section 40 [redacted] HIGHGATE, LONDON N6

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N. NOT KNOWN
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EDITORIAL

CONTROVERSY

Welcome to another issue of *UFO MAGAZINE*. On behalf of my colleagues at Quest International, we trust you have had a trouble-free holiday period, and extend our best wishes for the New Year.

No doubt readers will have noticed numerous press and media articles appear on the latest American high-performance aircraft **AURORA**, during the final weeks of 1992. It came as a pleasant surprise to note that defence correspondents had little to add to what had already been published in our magazine. My article on Aurora led to a huge amount of correspondence which kept me busy for many days. One of the most intriguing packages I have received for many a month came from California. It contained a substantial amount of new information on the aircraft, as well as detailing the efforts made by one individual to discover the true nature and extent of America's 'black programmes' in this particular sphere of aviation research and development. Wonderful material which I hope to publicise in our next issue.

Most recent sightings of Aurora have occurred above Scotland, with many people on the ground mistaking it for some form of UFO. All well and good, but at the same time there have been some quite astonishing developments in that part of the British Isles which unquestionably has UFO connotations. Tony Dodd, Research Director for Quest International, reports on these and other fascinating cases in this journal.

The Majestic Twelve article by Armen Victorian (Vol. 11 No.4) prompted another huge mail bag of correspondence. It seems a few people took exception to my editorial comments that Mr. Victorian should be *"heralded as the man who placed the final nail in the coffin lid of MJ-12."* I still maintain that by obtaining authoritative comment from Ronald Geisler, Executive Clerk to the President of the United States, it supersedes all existing statements made by individuals of lesser-known importance and rank.

Whilst others have published similar findings, none were able to categorically authenticate them through means of such high office. The debate rages on however; witness the letters from Timothy Good and Stanton T. Friedman!

Another controversy has blown up in the United States with the publication by MUFON (Mutual UFO Network), of an article by American James Schnabel. It centred around his alleged attempt to fool Armen Victorian into thinking he and others were part of an intelligence agency plot to spread disinformation, and castigated speakers at our 1992 Leeds Conference; which, according to Schnabel, resembled amongst other thins, *"The Spanish Inquisition."*

We are extremely reluctant to use the pages of *UFO MAGAZINE* as a means for others to become embroiled in unsavoury comments of this nature. However, MUFON chose to publish the Schnabel article, and to that end, we had little option but to include an article ourselves on the matter in this issue. We have received a full apology from the MUFON Journal editor, Denis Stacy, and appropriate responses from myself and others will now feature in a future issue of their publication. I sincerely hope that will be the end of the matter.

The response to our last issue of the **UFO DIRECTORY** was unbelievable. We tried to dispatch your orders as speedily as possible to cope with the Xmas mail rush, and trust that those of you who wished to use particular items for Christmas presents were able to do so in good time. Many thanks also for the numerous cards we received - sorry we couldn't reciprocate in every instance.

Once again, we are slightly behind in dispatching the magazine, but we are slowly catching up and investing in new equipment to speed up the process. It is a constant and formidable problem, not helped by a huge increase in magazine demand through new subscriptions. *Catch 22?* Nonetheless, we are doing our utmost best to overcome matters, and readers will see a gradual improvement all round during 1993.

GRAHAM W. BIRDSALL

Fast-moving UFO spied as 5,500 mph secret takes off

Simon Tisdall in Washington

THE mysterious appearance of a fast-moving UFO off the Shetland Islands at the weekend, which prompted seasonal speculation about the Second Coming of Christ, has coincided with reports in the US that an ultra-top-secret American spy plane has gone operational with a top speed of 5,500 mph.

Shetland police, the Coastguard and the Lerwick Observatory recorded 17 sightings of a "large, white object travelling low and very fast" at about 9pm on Saturday.

"We just haven't a clue what it could be," a puzzled Lerwick police spokesman admitted. A Lerwick Observatory scientist who reported that the UFO had been moving so fast that he had missed it could only say: "I hope it comes round again."

It may just do that. According to reports in Washington, defence industry specialists and writers are going into excitement overdrive on reports that the US military has begun testing the successor to the SR-71 Blackbird spy plane.

The plane with no name is said to have a top speed of Mach 8, or eight times the speed of sound. It is so fast that it could reach anywhere on the globe within three hours.

For this very reason, tests cannot be restricted to US airspace. By the time the plane has warmed up, it could be over, for example, Scotland. It would also take several countries to come to a stop.

The Pentagon, predictably, imposed a no-comment zone over the plane yesterday.

THE FATAL FLIGHT OF FOXTROT 94

TONY DODD

THE FATAL FLIGHT OF FOXTROT 94

Saxa Vord was one of a chain of British radar stations who's task was to scan the skies and guard against intrusion from unidentified aircraft approaching from the North Sea or the sensitive 'Iceland Gap'. The year was 1970 when the cold war was at its height with Russian aircraft making regular flights into the North Atlantic to test reaction from NATO fighters.

At 8.17pm. on the night of September 8th 1970, a radar operator at Saxa Vord picked up a contact of an unidentified aircraft over the North Sea between the Shetlands and Norway.

The contact was monitored for several minutes at a steady speed of 630mph at 37,000ft on a south-westerly heading. The contact was then seen to turn 30 degrees to head due south with its speed increasing to 900mph and its altitude lifting to 44,000ft.

In accordance with normal procedure Saxa Vord flashed a message to the *quick-reaction-flight* at RAF Leuchers on the east coast of Scotland. Two *Lightning* intercepters were scrambled within minutes and headed out across the North Sea. So far it had been a routine scramble, but it was then that the radar plotters on the Shetland Isles saw something on their screens which left them amazed. The contact which had been travelling at speeds consistent with Russian warplanes had turned through 180 degrees and within seconds had disappeared from the screens. Later they calculated the speed of the object at 17,400mph.

During the next hour the mystery contact reappeared several times, and each time the *Lightnings* were sent to investigate, but the object turned and disappeared again.

By this time two *F4 Phantoms* of the US Air Force had been scrambled from Keflavik in Iceland and with their sophisticated radar were able to track the intruder themselves. As they attempted to close on the object they found that they had no more success than the *Lightnings*.

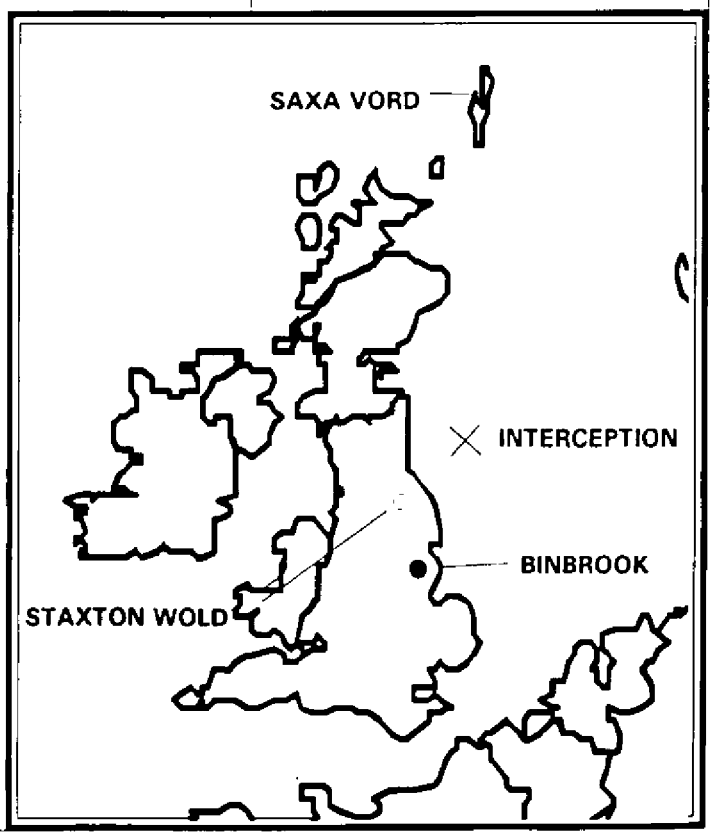
The cat and mouse game was now causing alarm to NATO commanders. The alert had reached such a level that the contact was being monitored by the Ballistic Missile Early Warning station at Fylingdales, also with a second BMEWS in Greenland. The North American Air Defence Network at Cheyenne Mountain and the US Detection and Tracking Centre at Colorado Springs also became involved in the incident.

During this time the *Lightnings* and Phantoms made repeated attempts to get close to the object, but as they approached it disappeared off the radar screens. Eventually the *Lightnings* were ordered back to base whilst the Phantoms continued to patrol.

At 9.39pm radar controllers picked up the contact again. This time its speed was decelerating to 1,300mph which was almost the limit of the *Lightnings* and *Phantoms*. It was at this time holding an altitude of 18,000ft and heading southwest, off the northern tip of Denmark.

Two more *Lightnings* were scrambled from RAF Leuchars to patrol northeast of Aberdeen and a further two from RAF Coltishall in Norfolk. The contact was now between these two lines of fighters. While this was taking place, Fylingdales were informed that **Strategic Air Command** HQ at Omaha, Nebraska, was ordering its B52 bombers into the air.

The order could have only come from the



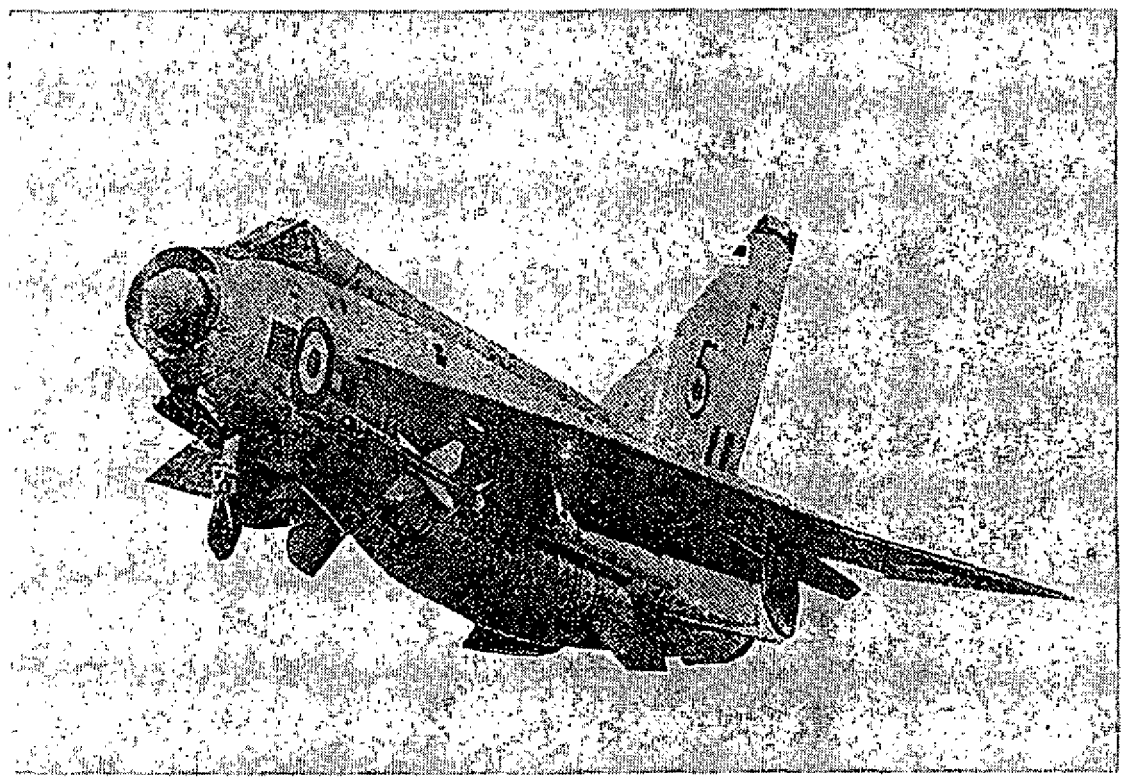
highest level. What had started as a routine sighting of a Russian aircraft had now reached the **White House** and presumably **President Richard Nixon.**

At this time **NORAD** was informed that a US pilot of great experience was presently on an exchange visit with the RAF at Binbrook, the north Lincolnshire fighter base near Grimsby. Enquires were made and it was discovered that the pilot was on station, and by coincidence, *'Flight Available'*.

out one aircraft, flown by Captain Schaffner. The Americans wanted one of their own men present when the object was eventually cornered.

Captain Schaffner was sitting in the crew room of 5 Squadron when the call came from High Wycombe. Schaffner was still in his flying suit, after returning earlier that evening from a training sortie in one of the squadron's aircraft. When the call came Schaffner ran out of the building across the runway towards two *Lightnings* which were standing virtually

One of the men on the ground crew at the time was Brian Mann of Grimsby, who was driving one of the fuel bowsers. He remembers XS894 being refuelled at a rate of 150 gallons per minute, when suddenly the aircraft engines started. He said, ***"The windows of the tanker almost went in, I took off the hoses and got out of the way."*** Mr. Mann remembered Captain Schaffner disregarding the ground marshal, who was the eyes and ears of the pilot on the ground, as he swung the *Lightning* round.



ONE OF THE LIGHTNINGS FROM THE ILL-FATED SQUADRON.
COURTESY: *GRIMSBY EVENING TELEGRAPH*

At 9.45pm a request was made from the highest level within NORAD through Strike Command's UK Headquarters at High Wycombe, for RAF Binbrook to send **Captain William Schaffner** to join the *Lightnings* search for the mystery object. By this time four *Lightnings*, two *Phantoms* and three tankers were already airborne and they were joined by a Shackleton from Kinloss which was ordered to patrol on a north-south heading at 3,000ft 10 miles from the east coast.

Binbrook's QRA *Lightnings* were being held in reserve but it was decided to send

ready for flight. One XS894, was in the process of having its fuel tanks topped up. Schaffner climbed the ladder into the aircraft and hauled himself into the cockpit. He waved aside the ground crews who were expected to carry our pre-flight checks, ordered the refuelling to stop and failed to sign the regulation form stating that he was happy with the aircraft.

The aircraft was armed with two *Red Top* air-to-air missiles, one was armed, the other a dummy. The aircraft's guns had enough 30mm canon shells for a six-second burst.

At 10.06pm the aircraft blasted off Binbrook's runway into the night sky. Those on the ground saw it disappear with a sheet of flame from its twin tail pipes as it headed out over the North Sea.

By now the mystery contact which had lead to five *Lightnings*, two *Phantoms*, three tankers and a Shackleton being scrambled was being tracked by radar controllers at **Staxton Wold,** which stands on high ground overlooking Scarborough. The contact was flying parallel to the east coast 90 miles east of Whitby, at a speed of 530mph and an altitude of 6,100ft.

What follows next is drawn from information given to the ***Grimsby Evening Telegraph*** newspaper who broke the story and was reported as being an official transcript of the conversation between Captain Schaffner and the radar station at Staxton Wold.

Schaffner: I have visual contact, repeat visual contact. Over.

Staxton: Can you identify aircraft type?

Schaffner: Negative, nothing recognisable, no clear outlines. There is bluish light. Hell that's bright... very bright.

Staxton: Are your instruments functioning 94. Check compass. Over.

Schaffner: Affirmative, GCI I'm along side of it now, maybe 600ft off my... It's a conical shape, jeeze that's bright, it hurts my eyes to look at it for more than a few seconds.

Staxton: How close are you now?

Schaffner: About 400ft he's still in my three o'clock. Hey wait... there's something else. It's like a large soccer ball... It's like it's made of glass.

Staxton: Is it part of the object or independent? Over.

Schaffner: Negative, nothing.

Staxton: Can you assess the rate...?

Schaffner: Contact in descent, gentle. Am going with it... 50 no about 70... it's levelled out again.

Staxton: Is the ball object still with it. Over.

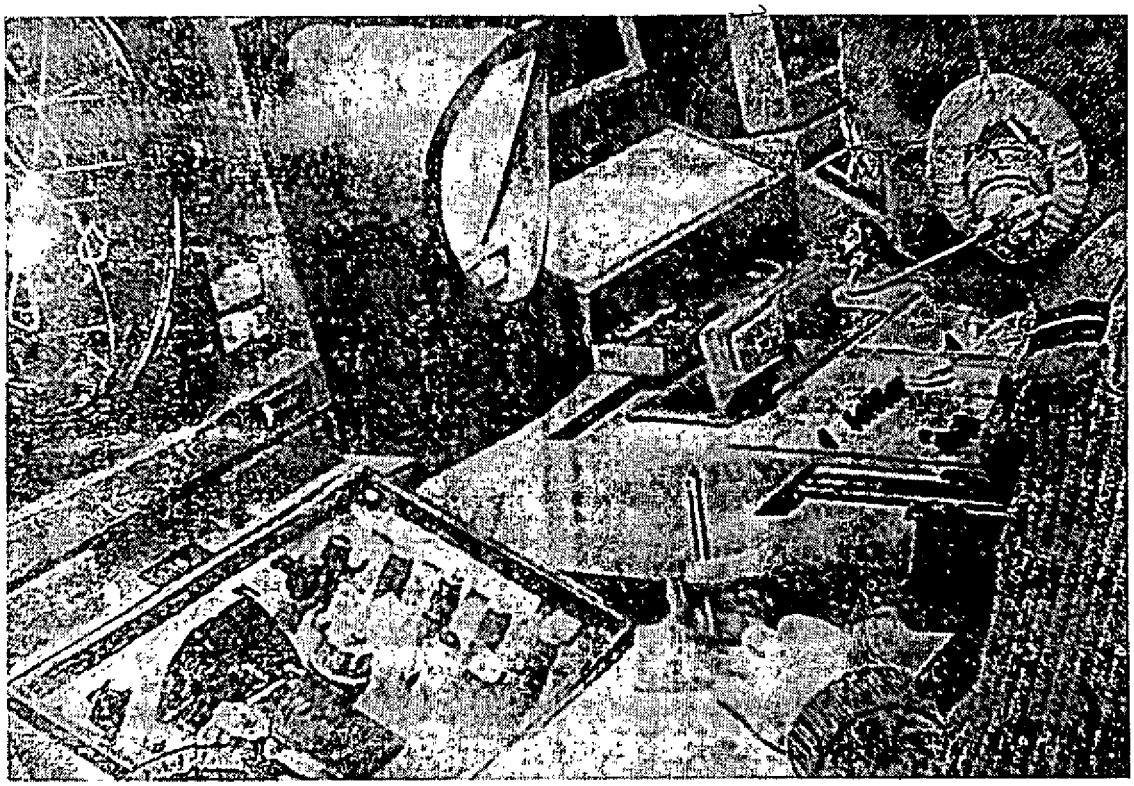
Schaffner: Affirmative. It's not actually connected... maybe a magnetic attraction to the conical shape. There's a haze of light Ye'ow... it's within that haze. Wait a second, it's turning... coming straight for me... shit... am taking evasive action... a few... I can hardly...

Staxton: Come in 94. Foxtrot 94 are you receiving? Over, come in.

As the controller lost contact with Captain Schaffner, a radar operator who had been tracking the Lightning and the mystery object watched in amazement. The two blips on the screen representing the aircraft and it's quarry, slowly merged into one. Decelerating rapidly from 500mph until they became stationary 6000ft above the North Sea.

Two and a half minutes after the blip came to a halt it started accelerating rapidly to 600mph and climbing to 9000ft, heading south towards Staxton.

Shortly afterwards, the single blip separated into two. One maintaining it's southerly heading, somewhat erratically, at about 600mph and descending slowly, the other turning through 180 degrees to head north westerly and vanishing at a speed later calculated to be around 20,400mph.



TRACKING THE UNIDENTIFIED OBJECTS
COURTESY: *GRIMSBY EVENING TELEGRAPH*

At this time a Shackleton which had been on patrol off the Firth of Forth was ordered to hold station around Flamborough Head. Then Staxton Wold re-established contact with Captain Schaffner.

Schaffner: GCI... are you receiving? Over.

Staxton: Affirmative 94, loud and clear. What is your condition?

Schaffner: Not too good. I can't think.. what has happened... I feel kind of dizzy... I can see shooting stars.

Staxton: Can you see you instruments?

Schaffner: Affirmative, but er... the compass is u/s...

Staxton: Foxtrot 94, turn 043 degrees. Over.

Schaffner: Er... all directional instruments are out. Repeat u/s. Over.

Staxton: Roger 94, execute right turn, estimate quarter turn. Over.

Schaffner: Turning now.

Staxton: Come further 94. That's good, is your altimeter functioning? Over.

Schaffner: Affirmative GCI.

Staxton: Descend to 3,500ft. Over.

Schaffner: Roger GCI.

Staxton: What's your fuel state 94? Over.

Schaffner: About 30 per cent GCI.

Staxton: That's what we calculated. Can you tell us what happened 94?

Schaffner: I don't know, it came in close... I shut my eyes... I figure I must have blacked out for a few seconds.

Staxton: OK 94. Standby.

At this time the Shackleton arrived over Flamborough and began circling before XS894 was vectored into the area by Staxton controllers.

Schaffner: Can you bring me in GCI?

Staxton: Er... Hold station, 94. Over... Foxtrot 94 can you ditch the aircraft? Over.

Schaffner: She's handling fine. I can bring her in. Over.

Staxton: Negative 94. I repeat, can you ditch the aircraft? Over.

Schaffner: Yeah... I guess.

Staxton: Standby 94. Over. Oscar 77. Over.

Shackleton 77: Receiving. Over.

Staxton: 94 is ditching. Can you maintain a wide circuit? Over.

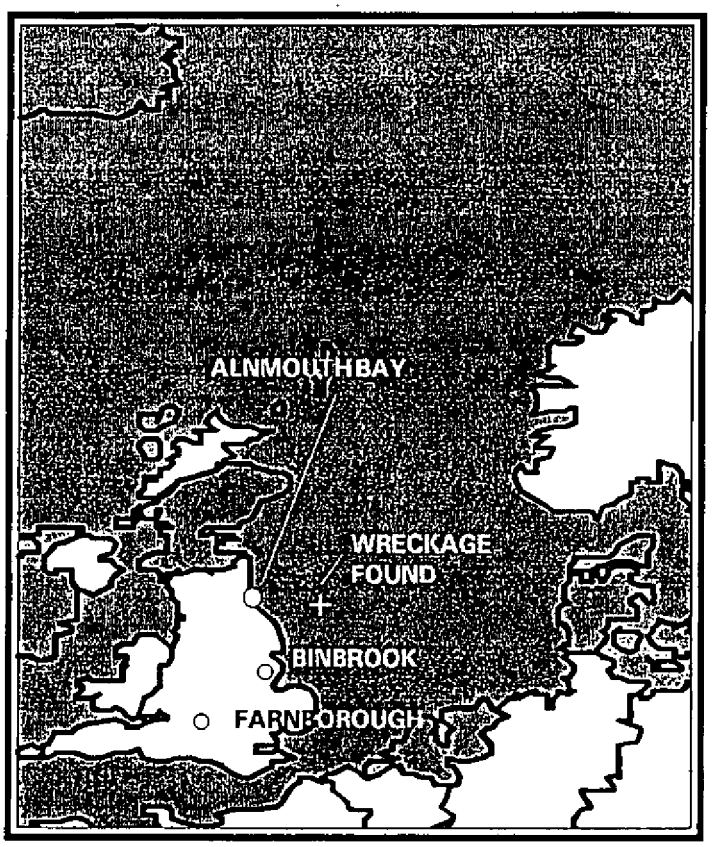
Shackleton: Affirmative GCI. Over.

Staxton: Thanks 77. Standby 94 execute ditching procedure at your discretion. Over.

Schaffner: Descending now, GCI. Over.

A period of six to seven minutes elapsed without contact, then suddenly.

Shackleton: He's down GCI. Hell of a splash... he's down in one piece though. Over.



Staxton: Can you see the pilot yet? Over.

Shackleton: Negative, were going round again, pulling a tight one. Over.

Two minutes elapsed.

Shackleton: The canopy's up... she's floating OK... can't see the pilot, we need a chopper out here GCI. No sign of the pilot, where the hell is he?

Staxton: You sure he's not in the water? Check your SABRE receptions. Over. (Note: Sabre was the search and rescue beacon carried by all RAF aircrew)

Shackleton: No SABRE yet, no flares either. Hang on we're going round again.

A further two minutes elapsed.

Shackleton: GCI. Over.

Staxton: Receiving you 77. Over.

Shackleton: This is odd GCI, she's sinking fast, but the canopy's closed again.

Staxton: Can you confirm the pilot clear of the aircraft?

Shackleton: He's not in it. We can confirm that. He must be in the water somewhere.

Staxton: Any distress signals or flares? Over.

Shackleton: Negative GCI, we're going round again. Over.

A short time later the Shackleton was back in contact with Staxton Wold.

Shackleton: She's sunk GCI, there's a slight wake where she was, still no sign of the pilot. I say again GCI, we need a chopper fast. Over.

Staxton: A whirlwind's on it's way from Leconfield, are you positive you saw no sign of the pilot. Over.

Shackleton: Nothing GCI. The first pass we assumed he was un-strapping. He must have got out as we went round for the second pass, but why shut the canopy? Over.

Staxton: That's what we were thinking. Maintain patrol 77, he must be out there somewhere.

Shackleton: Roger GCI.

A short time later the search and rescue helicopter arrived and a systematic search of the area began. Lifeboats from Bridlington, Filey and Flamborough arrived and joined in the search as the weather began to deteriorate. The search continued overnight and into the next day, without success and without receiving any transmissions from the beacons carried by the pilot and no distress flares were seen at any time.

The following day the Evening Telegraph reported that flares had been seen about 10 miles off shore and the Grimsby trawler

s Kestrel which had been in the area had gone to investigate, but found nothing.

The missing pilot was not found and at that time no wreckage from the aircraft had been located. Three weeks later the ***Evening Telegraph*** reported that the fuselage of the aircraft had been located on the sea-bed and quoted that the ejector seat was still in the aircraft giving rise to the belief that the body of the pilot was still in the aircraft.

On October 7th, divers from HMS Kiddleston inspected the wreckage and said that Captain Schaffner's body was still in the cockpit. But that was the start of the biggest mystery of all. When the aircraft was brought to the surface and returned to Binbrook, there was no trace of Captain Schaffner, the cockpit was empty.

The wreckage was eventually lifted from the sea some five miles from Flamborough Head and transported in some secrecy to RAF Binbrook.

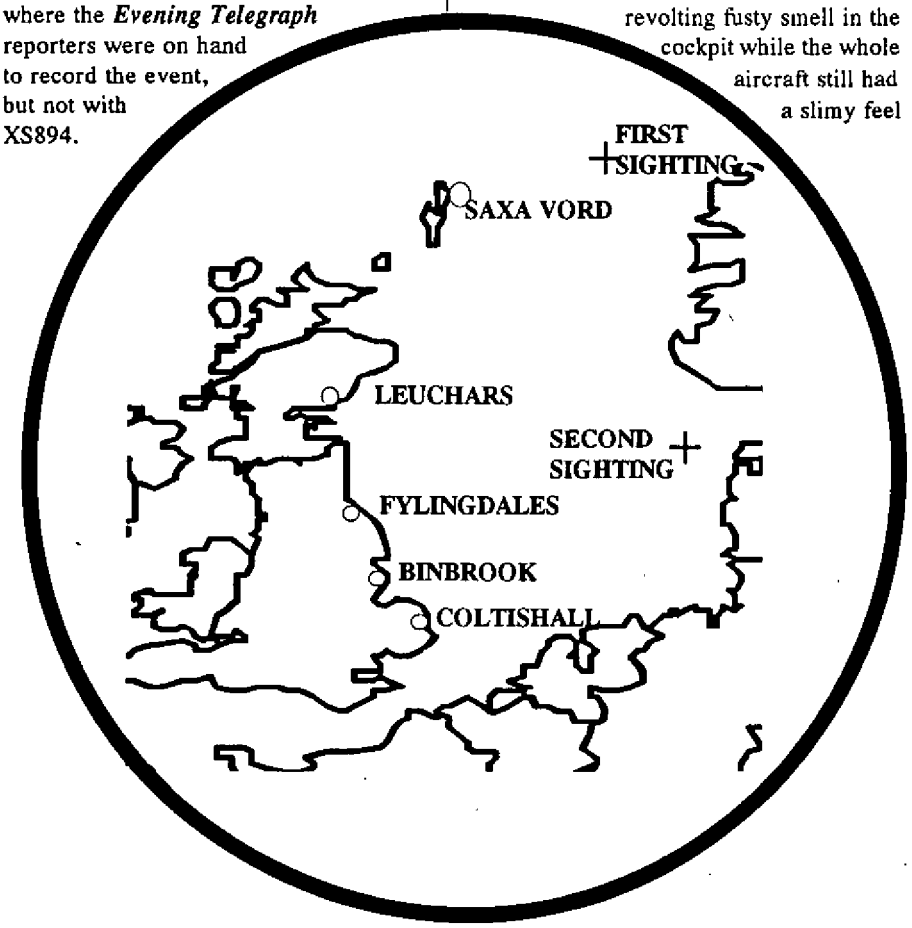
Air crashes in the North Sea in those days were relatively common and much of the wreckage found its way into Grimsby where the ***Evening Telegraph*** reporters were on hand to record the event, but not with XS894.

It was also common practice for crashed aircraft to be taken to the MoD Crash Investigation Branch at Farnborough where detailed examination took place in an attempt to find the cause of accidents, but this didn't happen with XS894. Instead, the remains of the aircraft, which were in good condition, were taken straight to Binbrook where it was placed behind shutters in a hangar at the far corner of the base.

The Accident Investigation team from Farn borough arrived at Binbrook in the belief that they were about to start a detailed investigation, one which would lead to a report to the Ministry of Defence to assist with the eventual board of enquiry, but they were in for a surprise.

They were amazed to find that many of the cockpit instruments were missing. These included the E2B compass, voltmeter, standby direction indicator, standby inverter indicator and the complete auxiliary warning panel from the starboard side of the cockpit, below the voltmeter. This was a serious breach of regulations and although the investigation team were told the instruments would be returned shortly, they never were.

The investigators found there was a revolting fusty smell in the cockpit while the whole aircraft still had a slimy feel to it following its month's immersion in the North Sea.



The ejector seat also seemed to be 'wrong', and there was a suspicion that it was not the original one fitted to the aircraft when it had taken off on its last flight from Binbrook. They were given assurances by the officer commanding 5 Squadron that the seat had not been tampered with, but some of the investigators were not convinced.

Brian McConnell, a former sergeant who was serving at Binbrook at the time of the incident, said that the cartridge on the seat had failed because of faulty installation, but this contradicted the story of the Shackleton crew who stated that they had seen the cockpit open. Had any attempt been made to fire the ejector seat, the cockpit canopy would have blown off. It also comes into conflict with the order Captain Schaffner received instructing him to ditch his aircraft, even though he stated that the *Lightning* was still handling fine with plenty of fuel left.

When the accident investigators were eventually allowed to examine the plane, they were constantly supervised by five civilians, two of whom were Americans. After a few hours, the investigators were told that as nothing useful had been found, ***"their job was over."***

The following day, they were summoned to the main office at Farnborough and told in no uncertain terms that they were not to discuss any aspect of the ditching of XS894, even with their own families. The reason given? ***"National Security."***

No further information has been forthcoming and the investigation file is still classified. When we recently contacted the Ministry of Defence, we were informed that the incident had been an unfortunate accident and that there was nothing related to UFOs being involved.

Enquiries were made through our own channels and we were informed that the aircraft had eventually been taken to Kirkland Air Force Base in America. When questioned about this, the Ministry of Defence spokesman said that this was quite possible and not unusual because the pilot of the aircraft had been American. This in no way inferred that the MoD were admitting that the aircraft had been sent to America.

When the story first appeared in the ***Grimsby Evening Telegraph***, Pat Otter

The Editor and author of the story was amazed by the response he received from the public. He was contacted by a member of the accident investigation team who had been sent to examine the aircraft, (he related the earlier account).

People came forward who reported that they had personally witnessed UFOs in the area on the date of the incident. Two pilots who had been flying *Lightnings* on the night of the incident came forward and gave their own account of the incident.

They were Mike Streten, a former 5 Squadron CO, and Furz Lloyd, a very experienced *Lightning* pilot.

Mike Streten stated:

"On the night of the loss of Foxtrot 94, September 8th 1970. I was night flying with 23 Squadron, based at Leuchars. I remember the initial report of the loss of the aircraft well; at that stage I only knew that the pilot was missing and I knew that Binbrook was undergoing its annual Tactical Evaluation. The immediate facts we were able to glean on that fateful night were that the pilot had been shadowing an airborne early warning Shackleton from 8 Squadron based at Lossiemouth. A crew member reported that he had last seen the navigation lights of the *Lightning* passing to the rear and below his aircraft. The *Lightning* pilot, Capt. William Schaffner was an experienced USAF pilot who had recently joined 5 Squadron. Immediately following the pilot's failure to acknowledge radio transmissions from both the Shackleton and ground control a search was initiated.

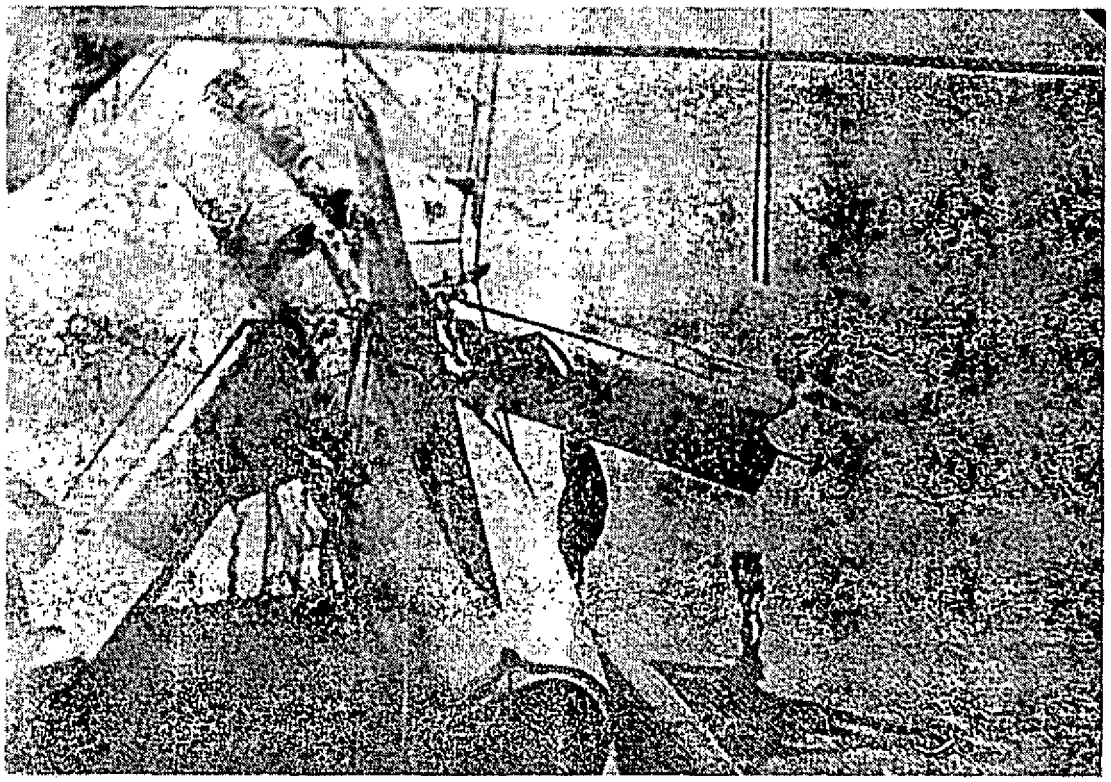
"No trace was found and the immediate search was called off for the night. The following morning, a comprehensive search was mounted, but no wreckage, oil slicks or other tell tale signs of the missing pilot were found. It was not until two months later that a Royal Navy mine sweeper found the aircraft virtually intact at the bottom of the sea.

"I remember the reports on the aircraft well, the aircraft was effectively in one piece. What was very unusual, however, was that the canopy was still attached to the aircraft and all the ejector seat straps and the seat dinghy were still in the aircraft. There was no trace of the pilot whatsoever.

"From my own flying experience night flying over the North Sea, with stars above and lights of fishing boats below, disorientation affected all pilots from time to time.

"The evidence indicated that Capt. Schaffner had most likely suffered from this since the only way the aircraft would have hit the sea without breaking up was from hitting it at a slow speed and at a very shallow glance angle, most probably planing over it as he rapidly decelerated. It is a matter of fact that the only way the canopy could be opened and remain with the aircraft was if the aircraft was doing less than 150 Knots or so. Therefore the most likely situation that the pilot found himself in was the nightmare of having hit the sea while trying to recover from slow speed situation.

"With the aircraft on the sea and sinking rapidly, the quickest way out would have been to open the canopy, unstrap and disconnect the seat dinghy lanyard thereby relying on the life jacket for floatation and subsequently for the manual activation of the SABRE emergency beacon (contained



THE WRECKAGE OF THE LIGHTNING AIRCRAFT RETRIEVED
COURTESY: *GRIMSBY EVENING TELEGRAPH*

CONTINUED ON PAGE 30

THE FATAL FLIGHT OF *FOXTROT 94*

CONTINUED

in the pocket of the jacket) to transmit the emergency signal on the emergency frequency for location and subsequent rescue. Since the body has never been found, this must remain a mystery but not on the lines of the source of your information.

Furz Lloyd, a former *Lightning* pilot and now a member of the ***Lightning Association*** stated:

"I was an operational *Lightning* pilot at the time and on the night in question Binbrook was participating in a Tactical Evaluation, a peace-time assessment of a unit's wartime effectiveness.

"As part of the exercise, 5 Squadron's USAF exchange officer was airborne on a routine shadowing sortie. At night and in poor weather conditions, this involved flying the *Lightning* as slowly as possible, while maintaining radar contact. This involved weaving behind the target in an attempt to keep the radar blip on the screen.

"It was during his attempt to remain behind the target in this demanding exercise that the pilot tragically hit the sea. XS894 impacted right wing slightly low, the pilot survived the crash and vacated the cockpit prior to the aircraft sinking. It would have been almost impossible for him to extricate himself and his life raft from the aircraft in this situation.

"Evidence from the wreckage suggested that he unstrapped and stepped over the side. A cold North Sea at night without protection from the elements afforded by the life raft would have presented him with little hope of survival.

"This accident was an unfortunate error of judgement which cost an American pilot his life - not some stranger than fiction tale."

COMMENT: It does not make sense that a pilot would abandon his main life saving equipment, knowing that immersion in the cold North Sea at night would drastically reduce his chances of survival.

The Shackleton aircraft which was observing the *Lightning* from the air saw the aircraft floating for some time before it sank, thus giving the pilot ample time to take his life raft with him.

What happened to the SABRE emergency beacon which was in the pocket of the pilot's life jacket? Did this malfunction?

An observation was made by a member of the ground crew that the firing charge of the ejector seat had been wrongly fitted, whereby the use of the ejector seat was not possible.

If there were so many malfunctions in the pilot's equipment, how the hell did they ever get these aircraft off the ground? If a car driver was found to have so many faults on his vehicle, the police would have had him banned for driving an un-roadworthy car.

A comment by Pat Otter, the press investigator on the case said:

"I first came across the story of XS894 six years ago when an outline of the story was related to me by Barry Halpenny, an aviation enthusiast and author who lived at Market Rasen, who was researching for a book on aviation mysteries at that time.

"He suggested that I dig out the cutting's on the crash and look further into it. 'There was more to the story of XS894 than met the eye,' he told me.

"I had anticipated difficulties in investigating a 16 year-old ditching incident in the North Sea, but not on the scale I was to encounter over the next few weeks.

"Normally, helpful press contacts in the Ministry of Defence responded initially by promising to help, but then became very reticent.

"Similar enquiries to the United States Embassy and the US Air Force at Alconbury also proved to be dead ends. Calls were not returned and contacts unavailable.

"At this stage I enlisted the aid of Bob Bryant, then Northcliffe Newspapers Aviation correspondent and a man with close links with the RAF and USAF. Bob spent weeks checking out a story he found to be more intriguing by the hour. He paid numerous visits to the Ministry of Defence and spent hours on the telephone to contacts in the United States. But everywhere he heard the ominous sound of doors being slammed. He finally admitted defeat, but Bob was absolutely certain that there was an official blanket of secrecy over the events surrounding the crash of that Lightning over the North Sea all those years ago.

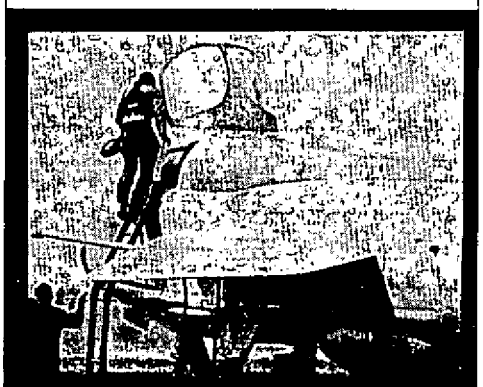
"A man who came forward to the *Evening Telegraph* told us he had been a member of the crash investigation team who had gone to Binbrook to inspect the recovered aircraft. Because of the strange way he and his team of investigators had been treated on arrival at Binbrook, he decided to start an investigation of his own. Now several years later he believes he has peeled back a bit more of the mystery surrounding XS894. *The Evening Telegraph* now has a copy of his account of what he believes really happened that night. Some has come from his dogged investigations, some from official documents he has obtained, and some most tellingly from what he maintains is a final transcript of the conversation between Captain Schaffner and the radar controller at Staxton Wold.

Around the time of the incident involving XS894 many reports of UFOs were being received by the local police and coast guards in the Bridlington area. The following are two such reports. Mrs. Jill Cooper of Bridlington informed me that she remembers her sighting as if it had been yesterday.

"She stated that 20 years ago she had been working in her kitchen when her four-year-old son who was playing in the back garden, came running into the house very excited insisting that she go out into the garden to see the strange objects in the sky. She said: *'When I got outside I could see bright things in the sky, but it wasn't until I got my binoculars that I could see six saucer-shaped objects. They were metallic silver in colour and at the centre of each of them were orange swirling flames.'* She stated that each of the objects were approximately three inches in diameter at arms length. She estimates that she was no more than half-a-mile from the hovering objects. She watched them for approximately five minutes, but returned into the house to answer the telephone.On the night of September 8th 1970, a couple and their daughter were waking their dog along a coastal path at Almouth Bay,Northumberland.

"This was almost opposite the point over the North Sea where Schaffner made his interception, when they saw and heard something strange:

'We had been walking for approximately 10 minutes when we heard a high pitched humming noise.' "They later told the MoD



PILOT BOARDING LIGHTNING

personnel... *'The dog kept cocking her head to one side and growling. It seemed impossible to tell from which direction the noise was coming, it seemed everywhere. It lasted for about 10 - 15 seconds.*

'About five minutes later the eastern sky lit up rather like sheet lightning, only it took about 10 seconds to die down again. Over the following three minutes this happened many times, but it was only visible for a second or two at a time. It appeared similar to the Northern Lights. The whole spectacle was completely silent.After two or three minutes, there was another flare up of the sheet lightning.'

"The family called in at the local Police Station to report what they had seen and heard."

Their's was one of many similar reports that night to the police and RAF at nearby Boulmer. The time and location fit in exactly with the events going on 60 miles south at Staxton Wold. They could have been watching some kind of natural phenomenon, or could there be another explanation? What do you think?

If any reader has any additional information in relation to this incident, I would be very pleased to hear from them.

My grateful thanks to **Roy Otter** of the ***Grimsby Evening Telegraph*** who has provided a great deal of material and co-operated fully in this case, which needless to say is still ongoing.

ALIENS IN ENGLAND

CONTINUED FROM PAGE 23

overhead and we all turned our heads. On turning to see more of this Avebury apparition we found it had vanished, though there was nowhere for it to have gone! [FIG. 4]

A 'SUIT OF MANY COLOURS'

One afternoon in May 1973, about 4.00pm, a girl named Fay, aged seven, together with a young boy, claimed to have seen a seven-foot tall figure wearing a green tunic and red collar. The figure also had a yellow pointed hat with knob and antennae and was holding what looked a microphone. The incident occurred close to disused Sandown Airport on the Isle of Wight. The figure then disappeared close to an old hut.

TRIANGULAR ALIENS?

Julian Garside, then sixteen years of age, was driven home from work on a friend's motor-bike on 20th September, 1973. As they passed Stainland Woods, between Huddersfield and Halifax, Julian noticed three bright triangular lights. He tapped his friend on the shoulder and they stopped to look. They both saw three triangular 'shapes', yellowish-white and around five feet tall, 'gliding' uphill through the woods.

Though scared, they followed, and as they did so, the 'entities' speeded up; This wood runs about half-a-mile uphill and when they reached the top, the figures had disappeared. However, above the hill was a round, orange light shaped like a road-crossing beacon, and as they watched, it moved away. One strange thing that both commented on was that there was a strong smell resembling engine oil, which seems completely incompatible with either aliens, ghosts or UFOs!

'ALIENS IN ENGLAND' CONCLUDES NEXT ISSUE!

with the compliments of 108/1571

Ministry of Defence

Sec (AS) Rep UFO file pse.

DI55c - Section 40

Section 40 had this passed to him from someone else, so I don't know the original source - interesting reading though!

Section 40

MOD Form 195 (Revised 6/89)

PAT OTTER

TONIGHT we start our two-part detailed look at the events leading up to the ditching in the North Sea of Lightning Foxtrot 94, a single-seat fighter from 5 Squadron at Binbrook whose final flight is at the centre of one of the most puzzling aviation stories since the war. Just what was it that its pilot, American, William Schafer, was sent to intercept out over the North Sea 22 years ago and why was he eventually ordered to ditch his aircraft off Flamborough Head rather than return to North Lincolnshire? Now new information has come to light. Pat Otter, assistant editor of the Mail's sister paper, The Grimsby Evening Telegraph, reports.

At last, the sensational true story behir

Capt Scha

The chain of events which led to the crash of Lightning XS894 from 5 Squadron at RAF Binbrook and the disappearance of its pilot began at 8.17.pm on the night of September 8, 1970, in an isolated building on the Shetland Islands.

Saxa Vord was one of the chain of radar stations whose task it was to spot unidentified aircraft approaching the North Sea or the sensitive 'Iceland gap'. Remember, this was 1970 when the Cold War was at its height and Russian long-range aircraft made regular sorties into the North Atlantic and along the British coast to test the reaction of Nato fighters.

On this particular night, a radar operator at Saxa Vord picked up the blip of an unidentified aircraft over the North Sea halfway between the Shetlands and Alesund in Norway.

The contact was monitored for several minutes at a steady speed of 630mph, at 37,000ft holding altitude and on a south-westerly heading. Then Saxa Vord noted the contact was turning through 30 degrees to head due south. It increased speed to 900mph (Mach 1.25) and climbed to 44,000ft.

Following laid-down procedures, radar controllers at Saxa Vord flashed a scramble message to the Quick Reaction Alert Flight at the nearest Nato airfield, RAF Leuchars on the east coast of Scotland-not far from Dundee.

There two Lightning interceptors, which had been ready on the flight-line for just

After checking the position of their tanker, a Victor K1A, the two fighters were guided north by Saxa Vord. So far, it was a routine scramble for what was then assumed to be a Russian Bear or Badger, the long-range reconnaisance aircraft used to test the nerves of the Royal Air Force.

But it was then that the radar plotters on the Shetland Islands saw something on their screens which they found impossible to believe.

The contact they had been tracking at speeds and altitudes consistent with modern Russian warplanes, turned through 180 degrees on a due north heading and within seconds disappeared off their screens. Later they calculated that to do this its speed must have been in the region of 17,400mph.

With the contact now gone, the Lightnings were vectored south to rendezvous with the tanker and remained airborne on Combat Air Patrol.

During the next hour, the mystery contact reappeared several times, approaching from the north. Each time the Lightnings were sent north to intercept, it turned and disappeared again.

By now two F4 Phantoms of the US Air Force had been scrambled from the American base at Keflavik in Iceland. They had much more sophisticated radar than the British Lightnings and were able to pick up the mystery contact themselves.

But when they, too, tried to get close enough to identify what was by now beginning to cause some alarm to Nato commanders, they found they were just as impotent as the Lightnings.

The alert had reached such a level that the contact was being monitored by the Ballistic Missile Early Warning System at Fylingdales Moor, near Whitby, along with a second BMEWS in Greenland.

The information they were collecting was relayed to the North American Air Defence Command at Cheyenne Mountain and the US Detection and Tracking Centre at Colorado Springs.

In the meantime, the cat-and-mouse game over the North Sea between the Lightnings and Phantoms on one hand and the mystery contact, was still going on. Then, at 21.05 after the fighters had made yet another abortive attempt to get close, the contact vanished off the radar screens.

The Lightnings were ordered to return to Leuchars while the Phantoms were instructed to carry out a Combat Air Patrol to the east of Iceland.

Then, at 21.39, radar controllers picked up the contact again. This time its speed was decelerating to 1,300mph - almost the limit of both the Lightnings and Phantoms - at a holding altitude of 18,000ft. It was on a south-westerly heading coming from the direction of the Skagerrak, off the northern tip of Denmark.

Two more Lightnings were scrambled from Leuchars, and were ordered to rendezvous with a Victor tanker and then maintain a CAP on a 50-mile east-west front, 200 miles north-east of Aberdeen.

As a precaution, two further Lightnings were ordered into the air from Coltishall in Norfolk and, with another tanker, to form a CAP 170 miles east of Gr Yarmouth. The contact was som between these two lines of super fighters.

While all this was going on, RAI Fylingdales, which was in consi contact with NORAD at Cheyen Mountain, heard ominously, that t Strategic Air Co HQ at Omaha. N was ordering its bombers into the was an order wh only have come f highest level. Wh started as a routi sighting of what believed to be a aircraft, had now the White House presumably, Pre Richard Nixon.

What had started as a routine sighting of what was believed to be a Russian aircraft, had now reached the White House and, presumably, President Richard Nixon.

NORAD was told by officials at Pentagon that a USAF pilot of g experience was presently on an visit with the RAF and was stati Binbrook, the North Lincolnshi base a few miles from Grimsby.

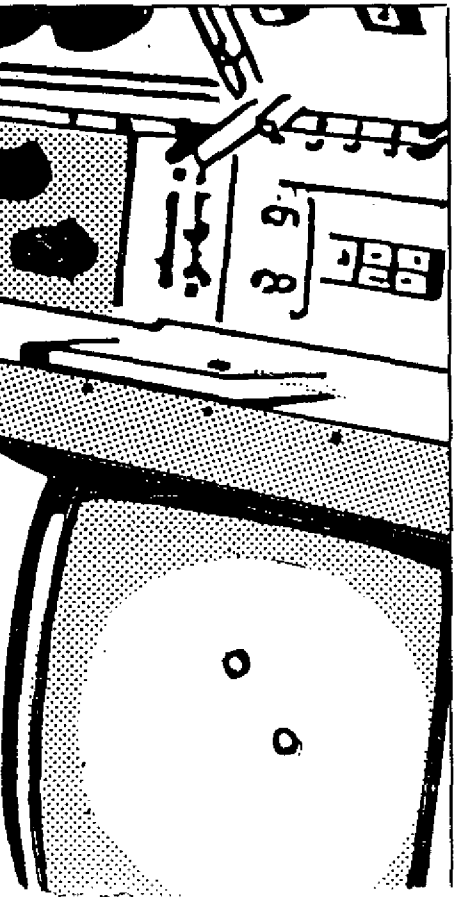
Rapid inquiries were made and discovered the pilot was on the and was, by coincidence, flight

At around 21.45 a request was m

Tomorrow: Revealed – what Capt Schafer e

ne ditching of Lightning Foxtrot 94 in September, 1970

fer's last flight



QRA – Quick Reaction Alert – duty with other East Coast airfields to provide cover should any unidentified aircraft appear on the radar screens.

But there was something different about this scramble.

For a start, it was normal for QRA aircraft to take off in pairs. Two aircraft were kept at a state of instant readiness at all times ready for just such an emergency. But on this occasion only one aircraft took off. And it wasn't one of the QRA aircraft.

Then there was the manner of the take-off. The pilot had raced out from the 5 Squadron crew room, adjacent to the apron, and had climbed aboard while a Lightning was in the process of being refuelled.

He angrily waved away ground staff who asked him to sign the appropriate form required before all military aircraft leave the ground and ordered the refuelling lines to be disengaged.

And this was no ordinary pilot strapped into the cockpit of the Mach 2 interceptor. This was Captain William Schafer of the United States Air Force, who was on his second tour as an exchange pilot with the RAF. Schafer was a vastly experienced jet fighter pilot with combat time behind him in Vietnam. He had been at Binbrook for some time and his wife was living on the base with him.

No pre-flight checks were made and, as bemused ground crew looked on, the Lightning taxied out to the end of the runway, turned and immediately took off, using reheat to gain speed and height.

Calls were not returned. Contacts were unavailable.

At this stage I enlisted the aid of Bob Bryant, then Northcliffe Newspapers' aviation correspondent and a man with close links with both the RAF and USAF. Bob was to spend weeks checking out a story he found more intriguing by the hour. He paid numerous visits to the Ministry of Defence and spent hours on the telephone to contacts in the United States. But everywhere he heard the ominous sound of doors being slammed. He finally admitted defeat. But Bob was absolutely certain there was an official blanket of secrecy over the events surrounding the crash of that Lightning's in the North Sea all those years ago.

Barry Halpenny finally published an abridged version of the story in a book which appeared in September, 1988. Subsequently we were contacted by two former airmen who had both been at Binbrook at the time and added further fuel to the mystery by recalling their own memories of that night.

It was a story which puzzled and intrigued readers. But, perhaps most interestingly of all, it was a story which grabbed the attention of a man spending 10 days in a Cleethorpes guest house. Sixteen years earlier he had been one of the crash investigators who went to Binbrook to examine the remains of XSW894. He was so puzzled by what he saw and the treatment the investigation team received that he was determined to get to the bottom of the mystery once and for all.

Now, four years on, he believes he has peeled back a little bit more of the mystery surrounding XS894 and the disappearance of Captain Shafner.

I now have a copy of his account of what he believes happened that night. Some has come from his dogged investigations. Some from official documents he has obtained. And some, most tellingly, from what he maintains is a transcript of the final conversations between Captain Schafer, a radar controller at Staxton Wold, near Scarborough, and the crew of the Shackleton which witnessed the crash.

This is the story we are going to tell tomorrow. The information in it is quite remarkable.

Our source has to remain anonymous and we cannot corroborate all the information in his report. What information we can is certainly in line with the results of my own inquiries four years ago.

All we ask you to do is to read our stories carefully – and make up your own mind.

a very high level within NORAD, through Strike Command's UK headquarters at High Wycombe, for RAF Binbrook to send Captain William Schafer "if at all possible" to join the QRA Lightnings looking for the mystery contact.

By this time four Lightnings, two Phantoms and three tankers were already airborne and they were joined by a Shackleton Mk3 from Kinloss, which was ordered to patrol on a north-south heading at 3,000ft, 10 miles out from the east coast.

Binbrook's QRA Lightnings were being held in reserve but it was decided to send out a single aircraft from the North Lincolnshire airfield — flown by Capt Schafer. The Americans wanted one of their own at the sharp end when it came to cornering the mystery contact.

At precisely six minutes past 10 on the night of September 8, 1970, a single Lightning jet fighter took off from RAF Binbrook.

Ground crew on the flight line were accustomed to Lightnings being scrambled in a hurry at any time of night or day. Binbrook, after all, was a front-line fighter station and its aircraft shared

North Sea - and disappeared into what is fast becoming one of the great aviation puzzles of recent times.

Early the following morning XS894 ditched in the sea off Flamborough Head. The ditching was witnessed by the crew of a Shackleton reconnaisance aircraft. Flares were spotted by the Grimsby trawler Ross Kestrel as reported in the Hull Daily Mail. But no trace of Captain Schafer was ever found.

More than a month later the wreckage of the aircraft was found on the sea bed by Royal Navy divers. Despite earlier reports to the contrary, the cockpit was empty and the canopy closed. Captain Schafer had vanished. Completely and utterly.

Later the aircraft was recovered and taken, unusually, to RAF Binbrook. There it was kept under wraps in the corner of a hangar.

When a team from the MoD's Crash Investigation Branch arrived from Farnborough they were permitted to spend only a very brief time examining the wreckage of XS894. What they did discover disturbed them. And what happened later disturbed them even more.

I first came across the mysterious story of XS894 six years ago. An outline of the story was related to me by Barry Halpenny, an aviation enthusiast and author who lived at the time in Market Rasen, who was researching for a book on aviation mysteries at the time.

He suggested I dig out the cuttings on the crash and look further into it. There was more to the story of XS894 than met the eye, he told me.

I anticipated difficulties in investigating a 16-year-old ditching incident in the North Sea, but not on the scale I was to encounter over the next few weeks.

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Similar inquiries to the United States embassy and to the US Air Force at Alconbury proved also to be dead-ends.

ntered off Flamborough Head

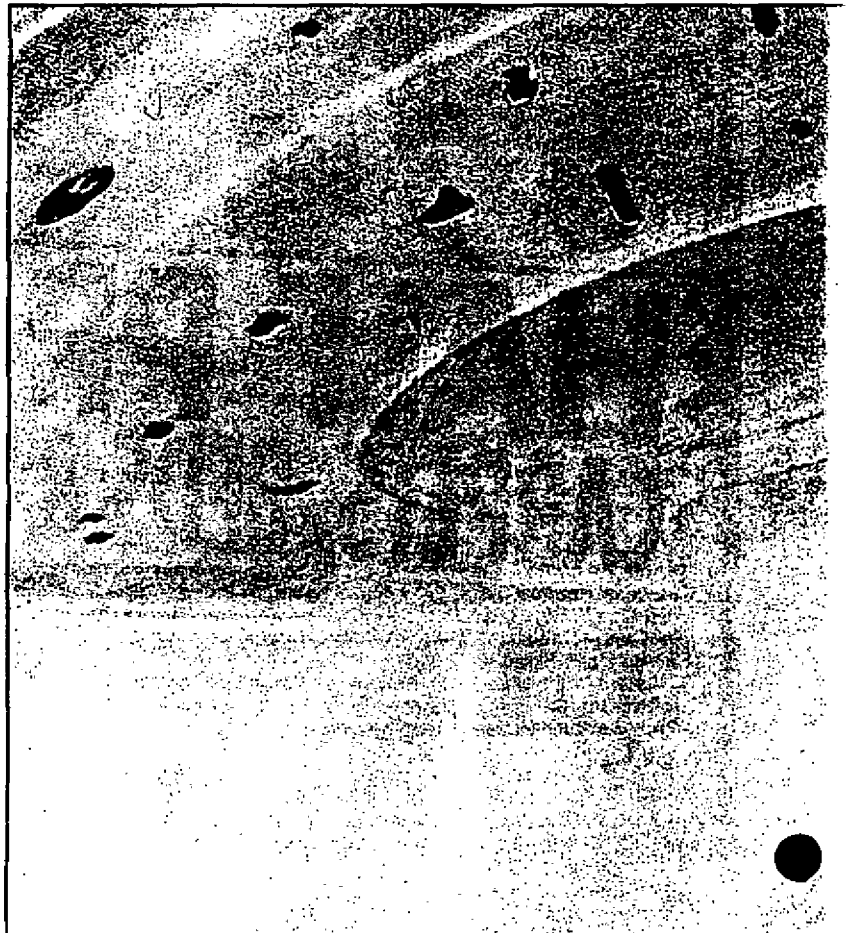
HULL DAILY MAIL, FRIDAY, OCTOBER 23, 1992

In yesterday's Mail we revealed how an unidentified flying object evaded fight

'Hell, that's brig

AT OTTER

NATO forces were being brought up to full alert by a mystery object picked up on radar over the North Sea. At first it appeared to be yet another Russian aircraft out to test the reflexes of Allied air forces. But then the object began behaving in a way which baffled radar controllers. Nuclear bombers in the United States were ordered into the air while the Pentagon decided that its man-on-the-spot, an experienced Vietnam veteran then on an exchange visit with the RAF at Binbrook, should take a look. Pat Otter concludes the story of the last flight of Foxtrot 94.



Captain William Schafer was sitting in the crew room of 5 Squadron when the call came from h Wycombe.

e room overlooked the apron ere a line of silver-finish htnings stood, illuminated by high-intensity sodium lighting. e crew room itself was sparsely nished, with ageing chairs ich had seen better days, a bar ich dispensed nothing stronger n black Nescafe, and walls rned with plaques and otographs donated by visiting F and overseas air force units. afer was still in his flying suit, r returning earlier that evening enough 30mm cannon shells for a six-second burst.

One of the men on the ground crew at the time was Brian Mann of Grimsby, who was driving one of the fuel bowsers. He remembers XS894 being refuelled at a rate of 150 gallons a minute when suddenly the engines started. "The windows on the tanker almost went in. I panicked, took the hoses off and got out of the way," he was to say later. Mr Mann remembered Schafer disregarding the ground marshal, who was the eyes and ears of the pilot on the ground, as he swung the Lightning round. "His actions were unorthodox to say the least," he said.

At 22.06 XS894 blasted off from Binbrook's main runway into the

It's like bobbing up and down and going from side to side slowly. It may be the power source. There's no sign of ballistics.

Staxton: Is there any sign of occupation? Over.

Schafer: Negative, nothing.

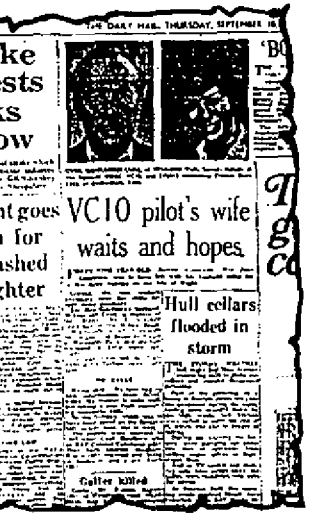
Staxton: Can you assess the rate .....?

Schafer: Contact in descent gentle. Am going with it ..... 50ft ..... no about 70ft ..... it's levelled out agin.

Staxton: Is the ball object still with it? Over.

Schafer: Affirmative. It's not actually connected ..... maybe a magnetic attraction to the conical shape.

dron's aircraft. He is
mbered by those at Binbrook
small, powerfully-built man
loved to fly the single-seat
nings, so different from the
generation of sophisticated
aft then starting to come into
ce in the USAF.
the call came, Schafer was
d into the remainder of his
gear by other 5 Squadron
ew, went out through the door,
d right and raced across the
n.
Lightnings in the line-up were
ally ready for flight. One,
, was in the process of having
el tanks topped up and was
dy connected to a power
er.
er climbed the steep ladder,
d himself into the cockpit,
ped in and started the engines.
aved aside the ground crew,
were expected to help carry
he standard pre-flight checks,
ed the refuelling to stop and
to sign the regulation form
ying he was happy with the
aft.
s armed with two Red Top air-
missiles, one of which was
nd the other a dummy, and



IBACK to the Hull Daily Mail on esday, September 9, 1970, and a of how hopes were fading of Amercian pilot Capt W Schafer ng an intensive search.

Night sky. Those on the ground saw it disappear with a sheet of flame from its twin tail pipes as Schafer used reheat. It turned over the Wolds and the last they saw was its navigation lights heading out towards the North Sea.

By now the mystery contact which had led to five Lightnings, two Phantoms, three tankers and a Shackleton being scrambled over the North Sea was being tracked by radar controllers at Staxton Wold, which stands on high ground overlooking Scarborough.

The contact was flying parallel to the east coast 90 miles east of Whitby at 530mph at 6,100ft — an ideal course for an interception by a Binbrook Lightning.

What follows next is drawn from what we have been told is the official transcript of the conversation which took place between Schafer and the radar station at Staxton Wold.

Schafer: I have visual contact, repeat visual contact. Over.

Staxton: Can you identify aircraft type?

Schafer: Negative, nothing recognisable, no clear outlines. There is .....bluish light. Hell, that's bright ..... very bright.

Staxton: Are your instruments functioning, 94? Check compass. Over.

Schafer: Affirmative, GCI. I'm alongside it now, maybe 600ft off my ..... It's a conical shape. Jeeze, that's bright, it hurts my eyes to look at it for more than a few seconds.

Staxton: How close are you now?

Schafer: About 400ft, he's still in my three o'clock. Hey wait ..... there's something else. It's like a large soccer ball ..... it's like it's made of glass.

Staxton: Is it part of the object or independent? Over.

Schafer: It ..... no, it's separate from the main body ..... the conical shape ..... it's at the back end, the sharp end of the shape.

> ‘I don't feel too good. I can't think what has happened ..... I feel kinda dizzy ..... I can see shooting stars.’

There's a hazy light. Ye'ow ..... it's within that haze. Wait a second, it's turning ..... coming straight for me ..... am taking evasive action ..... a few ..... I can hardl.....

Staxton? 94? Come in 94. Foxtrot 94, are you receiving? Over. Come in 94. Over.

Just as the controller at Staxton Wold lost contact with Captain Schafer, a radar operator, who had been tracking the Lightning and the mystery object it had intercepted, watched in disbelief.

The two blips on the screen, representing the fighter and its quarry, slowly merged into one, decelerated rapidly from over 500mph until they became stationary 6,000ft above the North Sea 140 miles out off Alnwick.

What exactly happened inside the ground control centre at Staxton is open to conjecture. But our information is that one suggestion was the two Lightnings then on Combat Air Patrol off the Scottish coast should be sent south immediately but it was overruled by the senior fighter controller, who continued to try to re-establish contact with Captain Schafer in Foxtrot 94.

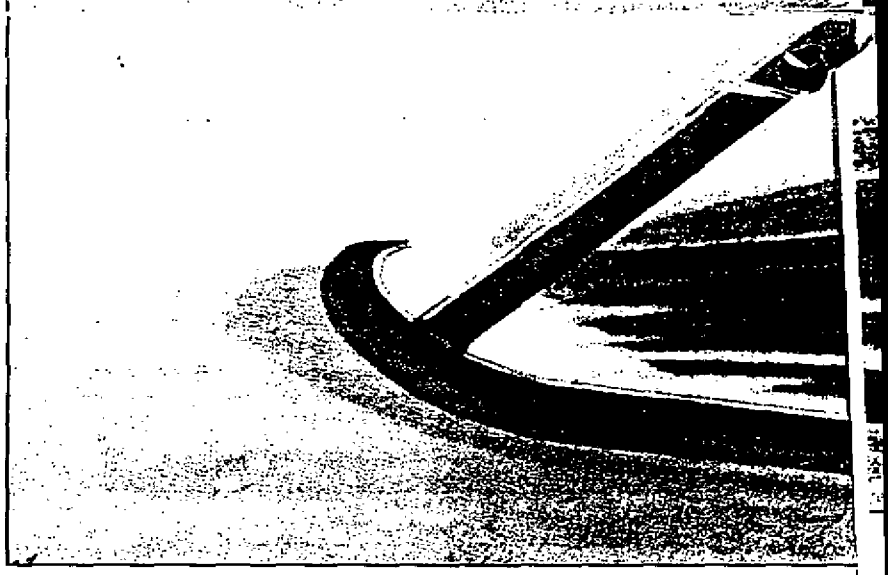
Two-and-a-half-minutes after the single blip on the radar screen came to a halt it started to move again, accelerating rapidly to 600mph and climbing to 9,000ft, heading south back towards Staxton.

Shortly afterwards, the single blip separated into two, one maintaining its southerly heading, somewhat erratically, at between 600 and 630.mph and descending slowly, the other turning through 180 degrees to head north-westerly and vanishing at a speed later calculated to be around 20,400mph.

While all this was going on, a Shackleton MR3, which had been on patrol off the Firth of Forth, was ordered south to hold station around Flamborough Head.

Then, Staxton Wold re-established contact with Captain Schafer.

Schafer: GCI ..... are you receiving? Over.



Staxton: Affirmative 94. Loud and clear. What is your condition? Over.

Schafer: Not too good. I can't think what has happened ..... I feel kinda dizzy ..... I can see shooting stars.

Staxton: Can you see your instruments? Over.

Schafer: Affirmative, but, er ..... the compass is u/s.....

Staxton: Foxtrot 94, turn 043 degrees. Over.

Schafer: Er ..... all directional instruments are out, repeat u/s. Over.

Staxton: Roger 94, execute right turn, estimate quarter turn. Over.

Schafer: Turning now.

Staxton: Come further. 94. That's good. Is your altimeter functioning? Over.

Schafer: Affirmative, GCI.

Staxton: Descend to 3,500ft. Over.

Schafer: Roger, GCI.

Staxton: What's your fuel state, 94? Over.

Schafer: About thirty per cent, GCI.

Staxton: That's what we calculated. Can you tell us what happened, 94? Over.

Schafer: I don't know. It came in close ..... I shut my eyes ..... I figure I must've blacked out for a few seconds.

Staxton: OK 94. Standby.

At this stage the Shackleton arrived over Flamborough Head and began circling before XS894 was vectored into the area by the Staxton controllers.

Schafer: Can you bring me in, GCI? Over.

Staxton: Er ..... Hold station, 94. Over.

Several minutes then elapsed as Schafer was left to circle the Flamborough area along with the Shackleton.

In the meantime, Strike Command HQ at High Wycombe had instructed Staxton Wold to request Schafer ditch his Lightning off Flamborough.

Although he had plenty of fuel to reach either nearby Leconfield or his home base of Binbrook, it appears the reason for High Wycombe's decision was a fear that the Lightning had somehow become contaminated during its mystery interception over the North Sea.

It may well be that the fear was that the aircraft had suffered radiation contamination although some weeks later, when the wreckage was examined at Binbrook, there

craft. Today, we reveal what happened when contact was finally made

nt, very bright'

next day but there were no transmissions from the beacons carried by the pilot and on board the aircraft and the official reports say no distress flares were seen. However, the following day it was reported flares had been seen about 10 miles offshore and the Grimsby trawler Ross Kestrel, which was passing through the Flamborough area, had gone to investigate but, even though more flares were seen, she found nothing.

It was also reported that Captain Schafer's wife was at Binbrook waiting for news of her husband. But the Ministry of Defence were doubtful whether there would be any good news for her. "I don't think he got out of the plane," a spokesman told a reporter. "No wreckage has been found."

Three weeks later it was reported that the fuselage of the aircraft had been located on the seabed and noted that the ejector seat was still intact "giving rise to the belief that the body of the pilot is still in the wreckage."

On October 7, it was reported that divers from HMS Keddleston had inspected the wreckage and said Captain Schafer's body was still in the cockpit.

serving at Binbrook at the time, told us in 1988 that he recalled seeing an official report on the crash which suggested that the seat was faulty and this was why Captain Schafer failed to eject.

Brian McConnell, a former sergeant at Binbrook, said the cartridge on the seat had failed to fire because of faulty installation. However, this is very much at odds with the eye-witness account of the Shackleton crew who saw the canopy raised. Had any attempt been made to fire it, it would have been blown off. It also seems to conflict with the account we have been given of the order from Staxton Wold to Captain Schafer to ditch his aircraft rather than attempt to return to Binbrook or land at Leconfield, only a few minutes' flying time from Flamborough. And, remember, Schafer has told his ground controllers that XS894 was still handling "fine" and he had plenty of fuel left. During the few hours the investigators were allowed to examine the aircraft, they themselves were constantly supervised by five civilians, two of them Americans.

At the end of the day the investigation team was told curtly that as nothing useful had been discovered, their job was over. The following day they were all called into the main office at Farnborough and told in no

4+13

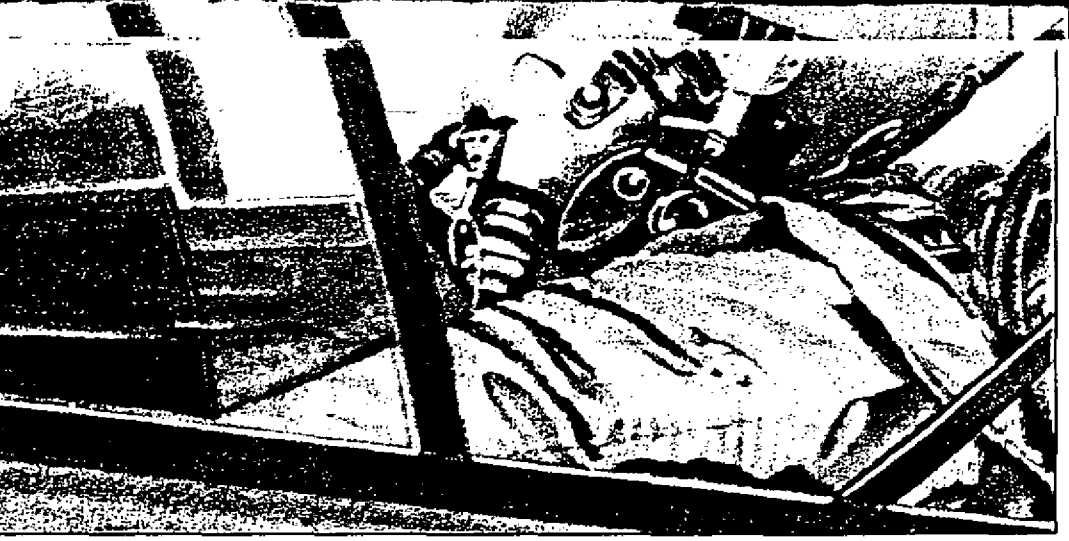


ILLUSTRATION: Geoff Woolston

contamination by
than salt water.
ot 94. Can you ditch

s handling fine. I
r in. Over.
tive, 94. I repeat, can
raft? Over.
h ..... I guess.
dby 94. Over. Oscar

77.

you
?

GCI.

ks 77.
ecute
dure at
n. Over.

ow, GCI. Over.
d seven minutes

le's down, GCI.
sh ..... he's down in
ugh. Over.
ou see the pilot yet?

Shackleton: Negative. We're going round again, pulling a tight one.

Two minutes later:

Shackleton: The canopy's up ..... she's floating OK ..... can't see the pilot. We need a chopper out here, GCI. No, no sign of the pilot. Where the hell is he?

Staxton: You sure he's not in the water, 77? Check your SABRE receptions. Over. (Note: SABRE was the search and rescue beacon carried by all RAF aircrew).

> ‘The canopy's up ..... she's floating OK ..... can't see the pilot. We need a chopper out here, GCI. No, no sign of the pilot. Where the hell is he?’

Shackleton: No SABRE yet. No flares, either. Hang on. We're going round again.

Another two minutes elapsed.

Shackleton: GCI. Over.

Staxton: GCI. Over.

Shackleton: This is odd, GCI. She's sinking fast but ..... the canopy's closed up again. Over.

Staxton: Can you confirm pilot clear of aircraft? Over.

Shackleton: He's not in it, we can confirm that. He must be in the water somewhere.

Staxton: Any distress signals or flares yet? Over.

Shackleton: Negative, GCI. Going round again. Over.

Ninety seconds later the crew of the Shackleton were back in contact.

Shackleton: She's sunk, GCI. There's a slight wake where she was. Still no sign of the pilot. I say again, GCI, we need a chopper here fast. Over.

Staxton: A Whirlwind's on the way from Leconfield. Are you positive you saw no sign of the pilot? Over.

Shackleton: Nothing GCI. The first pass we assumed he was unstrapping. He must have got out as we went round for a second pass ..... but why shut the canopy? Over.

Staxton: That's what we were thinking. Maintain patrol 77, he must be there somewhere. Over.

Shackleton: Roger, GCI. Over.

Shortly afterwards the search and rescue Whirlwind from nearby Leconfield arrived on the scene and began a systematic search of the ditching area. The aircraft were shortly joined by lifeboats from Bridlington, Flamborough and Filey as the weather began to deteriorate.

The search continued well into the

finally lifted from the sea bed some

Air crashes in the North Sea in those days were relatively common and much of the wreckage found its way into Grimsby where often photographers were on hand to record the event. But not with XS894.

It was also common practice for wrecked aircraft to be taken to the MoD's Crash Investigation Branch at Farnborough where detailed examinations were carried out in an attempt to find the cause of accidents. But this didn't happen with XS984.

Instead, the remains of the aircraft, which was in remarkably good condition, were taken to Binbrook where it was placed behind shutters in the far corner of a hangar.

A team from Farnborough arrived one wet winter's day at Binbrook in the belief that they were about to start a detailed investigation which, in turn, would lead to the preparation of a report on the incident to the Ministry of Defence, the report being used as the basis for an eventual inquiry into the loss of Lightning XS894. But they were in for a surprise.

They were astonished to find many of the cockpit instruments missing. These included the E2B compass, voltmeter, stand-by direction indicator, stand-by inverter indicator and the complete auxiliary warning panel from the starboard side of the cockpit.

This was a serious breach of regulations and, although the investigation team was promised the instruments would be returned shortly, they never were.

The ejector seat also seemed to be 'wrong' and there was a suspicion later among the investigators that it was not the one fitted to the aircraft when XS894 took off from Binbrook on its final flight. They were even given an assurance by the OC of 5 Squadron that the seat had not been tampered with. But some of the investigators were not convinced.

Interestingly, the reader, who was

discuss any aspect of the ditching of

> ‘About five minutes later the eastern sky lit up rather like sheet lightning, only it took about 10 seconds to die down again.’

mystery of XS894 goes cold. Well, *almost*.

There is just one further item of information available. On the night of September 8, 1970, a couple and their daughter were walking their dog along the coastal path at Alnmouth Bay, Northumberland – almost opposite the point over the North Sea where Schafer made his interception – when they saw and heard something strange.

"We had been walking for maybe 10 minutes when we heard a very high-pitched humming noise," they later said in a statement to MoD personnel. "It seemed impossible to tell from which direction the noise was coming, it seemed everywhere. It lasted for maybe 10 to 15 seconds.

"About five minutes later the eastern sky lit up rather like sheet lightning, only it took about 10 seconds to die down again.

Over the following three minutes this happened many times, but the 'lightning' was only visible for a second or two at a time. It appeared very similar to the Northern Lights. The whole spectacle was completely silent.

"After two or three minutes there was another flare-up of 'sheet lightning'.

This was followed by that awful shrill sensation, only this time it was worse. You could actually feel your ears ringing."

The family called in at the local police station to report what they had seen and heard. Their's was one of many similar reports that night to both the police and the RAF at nearby Boulmer.

The time and the location fit in exactly with events going on 60 miles south at Staxton Wold and they could have been watching some kind of natural phenomena.

Or there could be another explanation. What do you think?

44/2

Director of 

Investigations

Section 40 [redacted]

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

5. 11. 92.

Dear Section 40

Pleased find enclosed the newspaper articles on the strange circumstances surrounding Capt. Schafer and his lightening aircraft, call sign Foxtrot 94.

I would be grateful if you could answer the following questions from the files in your possession. Obviously within the areas of your permitted release instructions, although after 22 years I find it hard to imagine what is still secret about the operation. Unless the aircraft did have an encounter with a UFO.

1/ Why was an American pilot scrambled to intercept the object, when English pilots were on duty at scramble readiness ready to fly identical aircraft from the same base.

2/ Why was the lightening aircraft left in the water for such a long period after crashing. Was there any fear of contamination from whatever it had encountered.

3/ Why was the pilot ordered to ditch the aircraft when he told the control that the aircraft was airworthy and had plenty of fuel.

4/ What where the findings of the enquiry into the the missing pilot, particularly when the aircraft canopy was closed when the aircraft was recovered and the ejector seat was still in position.

5/ What were the findings of the enquiry regarding the amazing speeds of the UFO tracked on radar in excess of 20,000 mph.

6/ Where their any electro/magnetic abnormalities found when the aircraft was examined.

I would be grateful for any answers you could let me have which would throw some light on this incident.

Yours Sincerely.

Section 40

Section 40 [redacted]

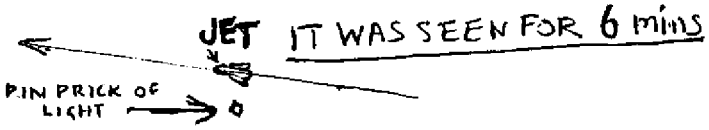
cc DI55c

For:
The Rt Hon Malcom Rifkind MP
The Secretary of State for Defence
The House of Commons
SW1

8th June 1993

Dear Mr Rifkind

I am reporting an unidentified flying object seen Sunday 7th June 1993 at 4.52 pm to about 4.59 pm. I saw it in Oldham while watching a jet flying South to North and to the right of Oldham on a map. The jet was about as high as you see any aircraft, when a light just appeared below it. The light was like a pin-prick and seemed to flash, although that could have been due to movement and sunlight, rather than anything else.



The light was stationary for a few minutes then moved up and towards the North-East in a diagonal path from the path of the jet.

It could have been a balloon, such as those bought by children, but why was a balloon so high up? Why did it suddenly appear underneath the jet? And why was it seen on a Sunday, when balloons tend to be sold on shopping days. Anyway, it's doubtful that a balloon would be seen so high up. The above drawing shows its relationship to the size of the jet.

If the pilot saw an unidentified flying object this is support for him.

I hope you will forward this letter to the appropriate British or American Air Force base.

Many thanks for your kind attention to the matter. I don't want any callers in the month of June.

Yours sincerely

Section 40 [redacted]

with the compliments of

Ministry of Defence

Sec(AS)2a

DI55c - [redacted] Section 40

As discussed, yesterdays UFO reports, including the one from the ex-RAF CAA witness. Hope the mine went OK!

[redacted] Section 40

MOD Form 195 (Revised 6/89)

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

E85

See also E 70, 71 + 80

44/1

MINISTRY OF DEFENCE
Main Building Whitehall London SW1A 2HB

Telephone (Direct Dialling) Section 40 [redacted]
(Switchboard)
(Fax)

Section 40 [redacted]

Your reference

Our reference
D/Sec(AS)12/3

Date
5 November 1992

Dear Section 40 [redacted]

I thought it would be useful if I wrote to confirm the points I made yesterday when we spoke about the crash of a Lightning F6 aircraft, on 8 September 1970.

Following a number of approaches from researchers, who had heard stories that this aircraft had crashed during an encounter with a UFO, I tracked down the Aircraft Accident Report (AAR) for this particular crash. This document is classified Restricted, as is the case for all AARs, and cannot therefore be released. From my reading of this document I can tell you that the Lightning was taking part in a Tactical Evaluation Exercise designed to practise the night shadowing and shepherding of low speed targets. For the purpose of the exercise, the targets involved were Shackleton aircraft. The Lightning crashed into the sea while attempting to intercept one of the Shackletons. There is no indication of any unidentified target having been encountered, and no reason to suggest that there is any sort of UFO incident in any way connected with this tragic crash.

As I mentioned, I am trying to track down further papers relating to this accident, in the hope that there will be an Unclassified Military Aircraft Accident Summary (MAAS), that I can release. Given the time that has elapsed since the accident, there are no guarantees that I will be successful. I will let you know what, if anything, I track down.

I hope this is helpful, and I wish you luck with your own research.

Yours Sincerely

Section 40 [redacted]

REPORT OF AN UNIDENTIFIED FLYING OBJECT

44

A.	Date, Time & Duration of Sighting	Thursday 5th November, approx 5.10 pm. visible for 5 mins
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	One object, rectangular in shape, with 3 panels, flashing "under its own power".
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	On Waterloo bridge, heading south
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 the Royal Festival Hall, travelling in a SW – NE direction
F.	Angle of Sight (Estimated heights are unreliable	Approx 1000 ft agl
G	Distance (By reference to a known landmark)	over Royal Festival Hall
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Moved slowly at constant speed, then disappeared
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Sunset. Clear sky, a few clouds.
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)	Waterloo bridge, Royal Festival Hall, South Bank complex.

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	ex RAF, now an Air Traffic Controller working at CAA House
N.	Other Witnesses	His wife, also an Air Traffic Controller, and many other people on Waterloo bridge
O.	Date, Time of Receipt	Friday 6th Nov, 9.45 am
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	Section 40 is very familiar with aircraft and the other possible explanations. was convinced that this was no terrestrial object that he's familiar with. undertook to write to him if we explain it. Also referred him to the UFO groups.

Section 40

Sec (AS) 2a

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Thursday 5th November, approx 2.30 pm. visible for 5 Mins or so.
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	bright light, behind clouds, silvery blue in colour
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	In building on St Martins Lane
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)	In direction of EMI building, but a long way away. Perhaps over Hampstead
F.	Angle of Sight (Estimated heights are unreliable	N/k. Object behind clouds
G	Distance (By reference to a known landmark)	A long way away
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Appeared to hov
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Some clouds
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)	St Martins Lane building, London Skyline

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a
L.	Name & Address of Informant	Not given
M.	Background of Informant that may be volunteered	Not given. Sounded American.
N.	Other Witnesses	Other people in office
O.	Date, Time of Receipt	5th Nov, approx 4.30 pm
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	Was insistent that light was not a/c light, searchlight, laser etc. Suggested he call UFO groups.

Section 40

Sec (AS) 2a

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	Thursday 5th November, approx 3.30 pm visible for 5/10 mins
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	Shape, with lights reflecting off it. Distinct object, as opposed to light
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	On 25th floor of Euston Tower
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 Regents Park
F.	Angle of Sight (Estimated heights are unreliable	N/k
G	Distance (By reference to a known landmark)	Hundreds of feet, but descending
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Going down steadily
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear
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)	Regents Park

K.	To whom reported (Police, military, press etc)	Sec (AS) 2a
L.	Name & Address of Informant	Not given
M.	Background of Informant that may be volunteered	Not given
N.	Other Witnesses	Other people in witness' office
O.	Date, Time of Receipt	3·30 pm, 5th Nov, as incident occurred
P.	Any Unusual Meteorological Conditions	None
Q.	Remarks	As call progressed, it became clear that object was a kite. It descended into ground, and people didn't seem to excited! Will keep this report in case others received.

Section 40

Sec (AS) 2a

43/1

Making sense of lights in the sky

By Hull Daily Mail
NEWS REPORTER

UFOS over Humberside are not just the experience of fighter pilots — one Bridlington mother is still trying to make sense of what she saw 20 years ago.

After reading the Hull Daily Mail's account of one of the most puzzling aviation stories of the century, Mrs June Cooper recalled what she saw in 1976 — and is seeking others who might also have seen something, but who have kept quiet until now.

In a two-part feature the Mail looked at events leading up to the final flight of a fighter plane before it ditched in the sea off Flamborough Head.

Mrs Cooper was in her Queensgate home one September afternoon about 20 years ago while her four year old son Grahame was playing in the garden.

He came rushing in and with great excitement insisted that his mum hurry out to the garden to see the strange objects in the sky.

Mrs Cooper said: "When I got outside I could see bright things in the sky. But it wasn't until I got out my binoculars and had a good look that they became clear.

"Through the binoculars I could see six saucer-like objects. They were silver metallic with centres like the jet exhaust of a plane.

"I was even more amazed to see yellow and orange swirling flames inside the centres."

Just then Mrs Cooper's telephone rang and she went indoors to answer it. When she got back to the garden the objects had disappeared.

Mrs Cooper said: "I told my husband and family what I had seen, but none of my neighbours were home when it happened and I didn't mention it to them.

"It is not the sort of thing that happens in Bridlington so I didn't want anyone to think I had imagined it.

"But I know what I saw, and Grahame still remembers it. I couldn't wait to read the papers next day and listen to the news, but there was no mention of anything out of the ordinary having happened in this area."

Mrs Cooper's family forgot the incident until she read the Mail's story.

She added: "It brought it all back to me and I could not help wondering if the incidents were connected.

"They both happened about the same time. I would be interested to know if anyone else witnessed what I saw that afternoon."

Cash for community schemes

GUARDIANS of two similarly-titled funds to help rural areas are hoping confusion surrounding them will be dispelled after a shake up.

Humberside Community Chest and Humberside Economic Chest were administered by the Community Council of Humberside and Humberside County Council respectively.

After a meeting last week, the county council agreed to relinquish control of the Economic Chest, in favour of the Community Council, a registered charity based in Howden which tries to help rural communities.

Mr Roger Newton, project officer with the Community Council of Humberside said very often in the past, the funds in the two chests had remained unclaimed because people did not know anything about them, or even that they existed.

"From now on, the Community Council will administer both funds. Both are aimed at encouraging community initiatives but the Economic Chest is more from community enterprise, whereas the Community Chest is more for social projects.

"From now on, both will be under one heading and we will sort out from which pot a particular project may be funded."

All district councils in Humberside contribute to the Community Chest. Holderness Borough Council has given £750 for the past three years.

TONIGHTS HULL DAILY MAIL : TUES 3RD NOVEMBER 1992

TOP

FEED DIRECTION

43
+1

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

CAV038 03/1408 308C1760

FOR CAV

ROUTINE 031210Z NOV 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 NOV 92
B. SMALL OBJECT TRAVELLING SLOWLY ACROSS SKY WITH GREEN/BLUE LIGHTS NOT LIKE HOT AIR BALLOON
C. IN GARDEN
D. NAKED EYE
F. HEIGHT OF A PLANE
H. SLOW
J. BRIGHT DAY
L. SUSSEX POLICE. AREA CONTROL ROOM
Section 40 [redacted] BURGESS HILL
P. 3 NOV 92. 1145
BT

DISTRIBUTION Z6F
+
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

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

E80

See also E76 + E70, E85

4211

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
2 November 1992

Dear Section 40

Your letter dated 20 October to RAF West Drayton, in which you asked about the crash of an RAF Lightning on 8 September 1970, has been passed to this office.

I have done some research into the loss of the aircraft, and have discovered that it was taking part in a Tactical Evaluation Exercise designed to practise the night shadowing and shepherding of low speed targets. For the purpose of the exercise, the targets involved were Shackleton aircraft. The Lightning crashed into the sea while attempting to intercept one of the Shackletons. There is no indication of any "unidentified aircraft" having been encountered, and no reason to suggest that there is any sort of UFO incident in any way connected with this tragic crash.

I hope this is helpful, and I wish you luck with your research.

Yours sincerely

Section 40

Section 40

INDEPENDENT UFO NETWORK

Date: 20.10.92.

Dear Sir,

I wonder could you help me with some information. I am attempting to research an incident that took place on September 8, 1970.

The incident in question involved an RAF Lightning jet from RAF Binbrook piloted by Captain William Schafner. The aircraft, XS894, a Lightning F6, was Foxtrot 94 on the evening in question.

On the evening in question (October 8, 1970) unfortunately the aircraft piloted by Captain Schafer crashed after being 'ordered' to intercept an "unidentified aircraft" picked up on radar by Saxa Vord amongst others. A number of other aircraft were also involved as well as other defence establishments.

I would therefore like to request any and all data that you have on this particular incident.

Yours Sincerely,

Section 40

TOP

FEED DIRECTION

42
+1

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

CAS014 02/0939 307C0459

FOR CAV

ROUTINE 020800Z NOV 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. 31 OCT 92. 0103 LOCAL
B. OBSERVER WITNESSED A PATTERN OF RED LIGHTS WHICH HE DESCRIBED SIMILAR TO THE NORTHERN LIGHTS CLOSE TO AN AERIAL. WITNESS FELT INNER VIBRATIONS
C. STOKENCHURCH PART OF CHILTON HILLS. OUT DOORS. STATIONARY
D. NAKED EYE
E. NORTH
F. HEIGHT OF AERIAL TOWER
G. HALF A MILE
H. STEADY
J. MISTY. RAINING
L. POLICE. BRACKNELL MET OFFICE
Section 40 [redacted]

PAGE 2 RBDAID 0002 UNCLAS
READING. Section 40 [redacted]
O. WIFE. BROTHER IN LAW AND TWO CHILDREN AGED 8 AND 9 YEARS
P. 1 NOV 92. 1050 LOCAL
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

41

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

CAV009 02/1007 307C0549

FOR CAV

ROUTINE 020805Z NOV 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. 26 OCT 92. 2130 AND 2200. 3 MINS
B. ONE BALL OF LIGHT. SIZE OF A FORD FIESTA. SAUCER SHAPE. YELLOW WITH GREEN AND WHITE LIGHTS UNDERNEATH. DULL LIGHT GLOWING. NO SOUND. NO SMELL
C. OTLEY CHEVIN. MENSTON. OUTDOORS. MOVING IN A CAR THEN STOPPED
D. NAKED EYE
E. CAME FROM WEST
F. HOUSE HEIGHT (APPROX)
G. 100 TO 150 YARDS
H. STEADY MOVEMENT
J. CLEAR SKY
K. IN MIDDLE OF FIELD
L. OTLEY POLICE

PAGE 2 RBDAID 0003 UNCLAS
M. ANONYMOUS
N. MOTHER
P. 1 NOV 92. 1810
BT

DISTRIBUTION Z6F
=
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

UFO file
PSC
40

A.	Date, Time & Duration of sighting	011840 Nov 92 approx one minute
B.	Description of Object (No of objects, size, shape colour, brightness)	one triangular-shaped black object shrouded in a cloud
C.	Location, indoor/outdoor, stationary, moving	Stationary/Outdoors (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)	South
F.	Angle of sight (Estimated heights are unreliable)	N/K
G.	Distance (By reference to a known landmark)	N/K
H.	Movements (Changes in E,F & H may be of more use than estimates of course and speed)	Moved south to North at a constant slow speed.
J	Met Conditions during observations (Moving clouds, haze, mist etc)	Slightly 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)	Nil
L.	To whom reported (Police, military, press etc)	Police then AFOR
M.	Name and Address of Informant	Section 40 [redacted] Wickford Essex Tel Section 40 [redacted]

N.	Background of Informant that may be volunteered	Nil volunteered
O.	Other Witnesses	Wife of Section 40
P.	Date, Time of Receipt (in AFOR)	011920 Nov 92
Q	Any Unusual Meteorological Conditions	None
R.	Remarks:	Section 40 expressed a desire to be informed if the MOD could offer any possible explanation of this sighting

Section 40

RO2
AFDO
AF Ops

Date: 1 Nov 92

Distribution:

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

G.: G LIGHTNING+(CAT4,CAT5)?
SUBG.: REPG XS894?
SORTED BY:

DATES. 70

IDENTIFICATION

ACCIDENT CAT5
08SEP70 TIME: 2142A
LIGHTNING F6
5 SQN
CL:AIRCREW FACTOR

ACC. NO.: 70-0054
USN: DIN\5\\70
TAIL NO.: XS894
BINBROOK
SAFETY EMERGENCY EQUIP

SUMMARY
3412N 0002W Crew Fatalities During exercise. TACEVAL.
During an interception. Low flying.
At night. 17000' SMK.
Ejection seat. Parts detached. Distraction. Aircraft flew into ground. Ejection abandonment.

THE SQUADRON COMMANDER CLEARED THE PILOT TO PARTICIPATE IN THE TACEVAL, THEREFORE, IN THE BELIEF THAT HE WOULD NOT BE INVOLVED IN A SHADOWING OR SHEPHERDING MISSION, UNKNOWN TO THE STATION AND SQUADRON, THE TACEVAL TEAM HAD JUST CHANGED THE EXERCISE SCENARIO FROM NORMAL INTERCEPTIONS TO INTERCEPTION, OR SHADOWING OR SHEPHERDING ON SLOW SPEED LOW FLYING TARGETS. THE TARGETS WERE SHACKLETON A\C FLYING AT 160 KNOTS, AND AT THE MINIMUM AUTHORISED HEIGHT OF 1500 FEET AS SPECIFIED IN GROUP ORDERS. THE PILOT TOOK OFF AND WAS STILL UNAWARE OF THE TYPE OR HEIGHT OF HIS TARGET. HE WAS TOLD TO ACCELERATE TOWARDS THE TARGET WHICH WAS 28 NMS AWAY. AT 2039Z, THE PILOT ACKNOWLEDGED INSTRUCTIONS. HE WAS GIVEN VARIOUS ALTERATIONS TO HEADING UNTIL HE ANNOUNCED THAT HE WAS IN CONTACT WITH LIGHTS BUT WOULD HAVE TO MANOEUVRE TO SLOW DOWN. HIS VOICE SOUNDED STRAINED AS THOUGH HE WAS AFFECTED BY 'G'. AT 2041Z THE A\C WAS SEEN BY THE OTHER LIGHTNING PILOT, WHO HAD JUST BREAKEN AWAY FROM THE TARGET, TO BE ABOUT 2,000 YARDS ASTERN AND 500 TO 1,000 FEET ABOVE THE SHACKLETON, IN A PORT TURN. THE SHACKLETON CREW THEN SAW THE A\C, APPARENTLY VERY LOW. WHEN AT 2042Z THE LIGHTNING PILOT FAILED TO ACKNOWLEDGE INSTRUCTIONS, HE INSTITUTED EMERGENCY PROCEDURES. HOWEVER, HE EXPERIENCED DIFFICULTY IN MAKING CONTACT WITH THE SHACKLETON BECAUSE HE DID NOT HAVE IMMEDIATE ACCESS TO 243.0 MHZ. AN IMMEDIATE AIR SEARCH BY THE TARGET SHACKLETON, AND SUBSEQUENT AIR\SEA SEARCH THE FOLLOWING DAY FAILED TO DETECT ANY TRACE OF THE A\C OR PILOT. FROM CALCULATIONS PROVIDED BY THE BOI AND EXPERT SOURCES, A SEARCH BY A RN MINESWEEPER "LOCATED" THE WRECKAGE NEARLY 2 MONTHS LATER. THE A\C WAS IN A COMPLETE STATE EXCEPT THAT THE PORT WING HAD BROKEN OFF AND BUCKLED UNDER THE FUSELAGE AND SOME FUSELAGE PANELS WERE MISSING. THE COCKPIT CANOPY WAS ATTACHED BUT NOT CLOSED AND THERE WAS NO SIGN OF THE PILOT. EXAMINATION OF THE WRECKAGE SHOWED THAT THE A\C HAD STRUCK THE SEA AT A LOW SPEED, IN A TAIL-DOWN ATTITUDE WITH A MINIMAL RATE OF DESCENT. IT APPEARED TO HAVE PLANED ON THE SURFACE AND COME TO REST COMPARATIVELY SLOWLY. BOTH THROTTLES WERE IN THE REHEAT GATES. THERE WAS A NOSE-UP TRIM OF 6 DEG. U/C WAS UP, FLAPS DOWN AND AIRBRAKES OUT. THERE WAS NO SIGN OF FIRE OR EXPLOSION AND EXPERT EXAMINATION REVEALED NO INDICATION THAT THE A\C WAS OTHER THAN SERVICEABLE AT IMPACT. THE BOARD CONCLUDED THAT A COMBINATION OF A DIFFICULT TASK IN RUSHED CIRCUMSTANCES AND LACK OF TRAINING IN THE LOW SPEED VISIDENT AND SHEPHERDING TECHNIQUES, LED TO A SITUATION WHERE THE PILOT FAILED TO MONITOR THE HEIGHT OF HIS A\C WHILST SLOWING DOWN AND ACQUIRING HIS TARGET, AND THAT HE HAD INADVERTENTLY FLOWN HIS A\C INTO THE SEA. THE PILOT HAD ATTEMPTED TO RECOVER THE SITUATION BY SELECTING REHEAT, WHICH FAILED TO TAKE EFFECT, WITH THE A\C TAIL SKIMMING ON THE WATER.

[illegible]

[illegible]

[illegible]

UNCLASSIFIED

Lightning F6 XS894
5 Squadron
8 September 1970

ROYAL AIR FORCE
AIRCRAFT ACCIDENT REPORT

Date:	8 September 1970
Aircraft:	Lightning Mk F6 XS 894
Crew:	One
Sortie:	Tactical Evaluation Exercise - Night Shadowing and Shepherding of Low Speed Targets
Casualties:	One killed
Aircraft Damage:	Category 5
Unit:	No 5 Squadron, RAF Binbrook

Circumstances

1. No 5 Squadron was participating in a Strike Command Tactical Evaluation (Taceval) exercise at RAF Binbrook. The pilot of the accident aircraft was a USAF exchange officer whose experience included two tours of duty on USAF F102 all weather fighter aircraft. He had accumulated 121 hours on Lightning aircraft, of which 18 were at night, and had obtained a Green Instrument Rating. He had been categorised as "limited combat ready" after 8 weeks on the Squadron. This was an unusually short period but the category was justified by his USAF experience as squadron pilot and OCU instructor, and by his results in simulator training and dual flying tactical and weapons checks on the Lightning. The limitation on his operational status was due to his need for further training in maximum effective use of the Lightning weapons system and because he had not yet met the requirement for full visident missions, he had completed only two of the specified three phases of preparation. In consequence at his stage of training at the time of the accident he would only have been cleared for shadowing and shepherding tasks with the target in full visual contact. The Squadron Commander cleared the pilot to participate in the Taceval, therefore, in the belief that he would not be involved in a shadowing or shepherding mission.

2. On the day of the accident the pilot was ordered to his aircraft at 1834Z hours, and, after waiting on readiness, was scrambled at 1947Z hours. He started taxying, however his scramble was cancelled and he was ordered back to dispersal. On return he ordered fuel only and no turnround servicing. According

to standing instructions the engineer officer on duty ordered a full turnround. The turnround was delayed, and during this delay the pilot was warned that he would be scrambled as soon as he was ready. He asked the groundcrew to expedite the turnround, however, before it was completed he called for engine starting, failed to sign the servicing certificate and taxied out at 2025Z hours. As he entered the runway the metal turnround board and attached servicing certificate fell off the aircraft.

3. Unknown to the station and squadron, the Taceval team had just changed the exercise scenario from normal interceptions to interception, or shadowing or shepherding on slow speed low flying targets. The targets were Shackleton aircraft flying at 160 knots, and at the minimum authorised height of 1500 feet as specified in Group Orders. The minimum speed for Lightning aircraft for visident practices is 200 knots, which was not specified as an order, but was referred to in the Lightning squadron training syllabus. The syllabus made no reference to shadowing or shepherding techniques. Shadowing and shepherding are however included in the war task of Lightning squadrons and, thus, were theoretically subject to Taceval.

4. The pilot took off at 2030Z and was ordered to climb to FL 100; he was still unaware of the type or height of his target. He was handed over to the MRS and was given in a short space of time, the QNH, and height of target (1,500 ft), and a shadowing task with target speed of 160 knots. He was told to accelerate towards the target which was 28 nms away. At 2039Z, the pilot acknowledged instructions to accelerate to 0.95M to effect a rapid take over from another Lightning, this in a tone of surprise. He was given various alterations to heading until he announced that he was in contact with lights but would have to manoeuvre to slow down; his voice sounded strained as though he was affected by 'G'. At 2040Z the MRS broadcast that the Controller was being changed; at this time the Lightning was turning port at about 220 knots. At 2041Z the aircraft was seen by the other Lightning pilot, who had just broken away from the target, to be at about 2,000 yards astern and 500 to 1,000 feet above the Shackleton, in a port turn. The Shackleton crew then saw the aircraft, apparently very low. The MRS Chief Controller had appreciated that this was a difficult interception, and had monitored the latter stages very closely. When at 2042Z the Lightning pilot failed to acknowledge instructions, he instituted

emergency procedures, however, he experienced difficulty in making contact with the Shackleton because he did not have immediate access to 243.0 Mhz. An immediate air search by the target Shackleton, and subsequent air/sea search the following day, failed to detect any trace of the aircraft or pilot.

Determination of Causes

5. From calculations provided by the Board of Inquiry and expert sources, a search by a RN minesweeper "located" the wreckage nearly 2 months later. The aircraft was in a complete state except that the port wing had broken off and buckled under the fuselage, and some fuselage panels were missing. The cockpit canopy was attached but not closed and there was no sign of the pilot. Examination of the wreckage showed that the aircraft had struck the sea at a low speed, in a tail-down attitude with a minimal rate of descent. It appeared to have planed on the surface and come to rest comparatively slowly. Both throttles were in the reheat gates, there was a nose-up trim of 6°, undercarriage was up, flaps down and airbrakes out. There was no sign of fire or explosion and expert examination revealed no indication that the aircraft was other than serviceable at impact.

6. The ejection seat lower handle had been pulled to the full extent allowed by the interrupter link on the main gun sear. The canopy gun sear had been withdrawn, but the canopy gun cartridge had received only a light percussion strike and had not fired. The canopy had been released by the normal operating lever, the harness QRB was undone, the PEC disconnected and the PSP lanyard had been released from the life preserver and was lying tangled in the cockpit.

7. The Board concluded that a combination of a difficult task in rushed circumstances and lack of training in the low speed visident and shepherding techniques, led to a situation where the pilot failed to monitor the height of his aircraft whilst slowing down and acquiring his target, and that he had inadvertently flown his aircraft into the sea. The pilot had attempted to recover the situation by selecting reheat, which failed to take effect, with the aircraft tail skimming on the water. He had then initiated an ejection which was unsuccessful because of the interruption of the sequence by the failure of the canopy to jettison. He then manually abandoned the aircraft but because he has not been found, he was presumed to have drowned during or after his escape.

8. The light percussion strike on the canopy gun cartridge occurred because of negligent servicing, in that the firing unit was incorrectly seated because of damaged screw threads.

9. The Board made a number of recommendations relating to inconsistencies and omissions in orders, instructions and the training syllabus, concerning low speed visidents and the shadowing and shepherding techniques. They also made recommendations concerning the access of MRSs to emergency frequencies, and for remedial action concerning Lightning canopy ejection guns.

Remarks of the Air Officer Commanding-in-Chief

10. The AOC-in-C stated that in common with so many accidents, this accident had no single root cause, and he agreed with the Board's conclusions. He said that the pilot made an error of judgment in allowing his aircraft to get into a position from which he was unable to recover. Because of mitigating circumstances, his error was excuseable.

11. The AOC-in-C's comments on the Board's recommendations are covered below.

Subsequent Action

12. The Board's recommendation concerning access to the emergency radio frequency by the MRS was not accepted by the AOC-in-C, who stated that MRSs already have the facility to select 243.0 Mhz although they do not normally monitor it. He considered that the allocation of a safety frequency for use during all peacetime exercises had more merit.

13. The hitherto undetected weakness in training for the identification, shadowing and shepherding of low altitude, low speed targets, have been rectified as follows:

a. No 11 (Fighter) Group Air Staff Orders now specify a minimum speed for visident targets, and minimum target speeds and heights for shadowing and shepherding operations by day and night.

b. New tactics have been devised and published in the Lightning Tactics Manual.

c. Shadowing and shepherding tasks have been included in the Annual Training Syllabus for Lightning Squadrons.

d. Pilots of aircraft under GCI control must now read back altimeter settings before descending to low level.

e. A radio safety frequency is allocated for all exercises.

f. During all pertinent exercises, a target radio frequency plan will be available so that two way communication between the MRS and target aircraft can be established rapidly in any emergency situation.

14. Servicing procedures for the inspection, re-arming and servicing of canopy firing units have been amended.

15. All ejection seat firing units of a type similar to that which prevented ejection in this accident have been inspected for signs of damage.

16. The design of the canopy firing unit has been examined. No change will be made, however, the Design Authority has been made aware of the failure for consideration in future designs.

17. The deficiencies revealed by the change of controller at the MRS and the over-rapid attempt to effect the changeover of the intercepting aircraft, have been drawn to the attention of the MRS.

18. The effect of the false scramble and the interrupted turnround in producing conditions of stress, has been drawn to the attention of all 11 Group Stations.

19. The deficiencies in planning, and liaison with the station operations staff concerning the change of exercise scenario, have been investigated with the MRS and Taceval Team.

20. Negligence in the fitting of the canopy jettison firing unit could not be attributed to any specific person. The Corporal who was responsible for servicing the unit was found excusably negligent. No disciplinary action was taken against him because of the involvement of other personnel, the lack of clear servicing instructions and guidance on the acceptable degree of burring of the screw threads, the lack of evidence that he had caused the damage to the threads, and because he did not finally fit the unit to the jettison gun.

DFS(RAF) Cause Coding

21. Main Cause Group: Aircrew Error.

22. Codes:

690.6	Inadequate orders.
330.5	Servicing error.
470.3	Inexperience on aircraft type.
716.4	Rushed operation.
410.9	Distraction.
540	Error of skill (failed to monitor altitude during low level exercise at night) - MAIN
232.12	Ejection seat, miscellaneous (canopy firing unit)

Section 40

Ministry of Defence
30th June 1972
See Distribution List

Air Commodore
Director of
Flight Safety (RAF)

See also E70 + E80 + E85.

Section 40

Dear Section 40

206

07 10.92.

On several occasions, AHB 3 and AHB 5 have been very helpfull to me. You will probably recall from my file, that I am a former PR I/C MoD (RAF.) I still take a profound interest in the RAF and it's reserves in which I served for many years.

Currently, I am seeking information which has confused me for many years. Now that East-West political relations have "eased" according to general information, perhaps you could give me lots of informati on the Lightning Interceptor Fighter No. XS894, which took off from RAF Binbrook during 1970? It was piloted by an American Captain by the name of Schaftner or Shefner. He was on exchange from the USAF; or perhaps secondment. I would like as much as is known/permissible, as I would like to write a bit about it sometime. Actually, I vaguely recall the occurance but had nothing to say about it. The month was September. Perhaps you could also give me a USAF address in that I may obtain another view of it?

The same accident that was the subject of Section 40 [illegible] E70. AHB will reply to the letter, [illegible] Section 40 [illegible] ref;

Section 40

I am also seeking information on which RAF station trained air gunners during the second year of the Korean War (Emergency) Maybe it was the one near Blackpool which was also a Driver's School; Weeton?

Finally. Could you please tell me which RAF squadron went to Korea and Japan; also what type of Bombers/Fighters it had. That was its home base, also the Japanese and Korean bases? I am also looking for some aircrew names, mainly pilots; gunners and Wireless Operators.

We last corresponded during Feb, 1990., Ref: D/AHB(RAF)8/1. I am now 63 years of age, but I wish I was young enough to enlist with AHB. Such History would put me in my natural element. One day, I may want to know about the early WW1 signals system, and the radio sets which were used, but that may come later as "enough is enough" for both of us. I am willing to pay for the research of information. Thank you for your past help.

I am. Yours sincerely.

Section 40 [redacted]

Section 40 [redacted]

AHB3. RAF.

Section 40 [redacted]

TOP

FEED DIRECTION

39
+2

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

CAV046 261315 300C1176

FOR CAV

ROUTINE 261105Z OCT 99

FROM RAF WEST DAYTON
TO MOBUK AIR

U N C L A S S I F I E D
SEC Z6F
SUBJECT: AERIAL PHENOMENA
A. 260430-0630Z OCT 99
B. 2 STAR SHAPED OBJECTS WITH THREE [illegible] BRIGHT [illegible] LIGHTS
NO SOUND OR SMELL
C. INDOORS
D. NAKED EYE
E. WEST
F. NOT KNOWN
G. NOT KNOWN
H. CHANGING
I. CLEAR NIGHT
J. NIL
K. NIL
L. NT AIRMAN COMPLETED AIRD 5 [illegible]

Section 40

PAGE 2 RBDAID 0006 UNCLAS
N. DISTINGUISHED BETWEEN A/C AND OBJECTS
O. MISSANO AND [illegible]
P. 261100Z OCT 99
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFUD
CYD 1 DI GE/AEW
CAV 1 DI [illegible]

[illegible] U N C L A S S I F I E D

TOP

FEED DIRECTION

38

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

CAV024 26/1041 300C0586

FOR CAV

ROUTINE 260830Z OCT 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. SAT 242015L OCT 92, 30 SECONDS
B. ONE. YELLOW/ORANGE. BRIGHT BLOB
C. A352 DUAL CARRIAGEWAY NEAR GALTON GARDEN CENTRE NEAR OWERMOIGNE. DORSET. TRAVELLING ON A MOTORBIKE
D. NAKED EYE
E. N/A
F. N/A
G. N/A
H. OBJECT CAME DOWN FROM ABOVE AND TRAVELLED ALONGSIDE THE MOTORBIKE
K. FOR 100YDS THEN SHOT OFF OF INTO THE SKY
J. CLEAR SKY
L. DORSET POLICE (372 24)
Section 40 [redacted]

PAGE 2 RBDAID 0002 UNCLAS
M. POLICE SAID Section 40 SEEMED GENUINLY SHAKEN AND SHOCKED
O. NONE
P. 242050 REPORTED TO DORSET POLICE
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

37

UNCLASSIFIED
R E S T R I C T E D

CWY036 25/1940 299C0756 CORRECTED VERSION

FOR CAB

ROUTINE/ROUTINE 251400Z OCT 92

FROM RAF WYTON
TO MODUK AIR
INFO HQSTC
AOMC WEST DRAYTON

UNCLASSIFIED
R E S T R I C T E D
SIC I3S/I9T
ATTN AFOR(RAF) SUBJECT REPORT OF AN UNIDENTIFIED FLYING OBJECT
1. 25 0130-0200 AM OCT 92 (LOCAL)
2. Section 40 [redacted] WERE AWOKEN BY A VERY STRANGE SOUND. IT WAS VERY LOUD, METALLIC, PULSATING SOUND THAT FADED THEN GREW LOUDER. THE NOISE WENT ON FOR AT LEAST 45 MINS. FROM THE UPSTAIRS WINDOW THEY COULD SEE LIGHTS IN THE DISTANCE (TOWARDS RAMSEY) BUT COULD NOT MAKE THEM OUT TO BE ANYTHING UNUSUAL
3. WHITLESEY AREA
4.5.6.7.8. N/A
9. CLEAR, CALM EVENING
10. N/A
11. WYTON OPS ONLY

PAGE 2 RBDOXW 0001 R E S T R I C T E D
12. Section 40 [redacted] WHITLESEY, PETERBOROUGH Section 40 [redacted]
13. Section 40 [redacted] A NUMBER OF YEARS AGO WAS ONE OF MANY WHO CLAIMS TO HAVE SEEN A UFO IN THE PAST. THE SOUND HE HEARD WAS EXACTLY THE SAME NOISE HE HEARD AT THE TIME OF HIS PREVIOUS SIGHTING. NEITHER OF THE COUPLE HAVE EVER HEARD ANYTHING SIMILAR TO IT IN THEIR LIVES
14 Section 40 [redacted] (HUSBAND)
15. 251155L OCT 92
16. A REPLY WOULD BE APPRECIATED
BT

DISTRIBUTION I3S
F
NO SDL

DISTRIBUTION I9T
F
CXF 1 AFOR ACTION (CXJ 1 AFDO)
CAB 1 CAS

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

E70

See also E76, E80, E85

MINISTRY OF DEFENCE
Main Building Whitehall London SW1A 2HB

Telephone (Direct Dialling) 071-21-8 2140
(Switchboard) 071-21-89000
(Fax) 071-21-8

Section 40

Your reference

Our reference
D/Sec(AS)12/3

Date
21 October 1992

Dear Section 40

Thank you for your letter dated 15 October in which you asked if we had any material relating to an alleged UFO incident that occurred during 1970.

Regrettably, if we had received a UFO report, the appropriate file would by now have been archived, and sent to the Public Record Office, where it would be covered by the 30 year rule, and not be available for viewing until 30 years after the last action was taken. Although it does not help in this instance, you will wish to be aware that all UFO reports (even if they were made by pilots) should be submitted to this office. I have certainly not heard this story before, and have come across no references to any such incident.

While we do not have a UFO report, I have been able to trace information relating to the loss of the Lightning aircraft. The aircraft concerned was taking part in a Tactical Evaluation Exercise designed to practise the night shadowing and shepherding of low speed targets. For the purpose of the exercise, the targets involved were Shackleton aircraft. There is no indication of any UFO sighting having occurred, and no indication of any unusual or high speed contact.

I hope this is helpful, and I wish you luck with your research.

Section 40

Section 40

6 OCT 1992

15/10/92

Dear Section 40

Having been directed to you as one who deals with UFO reports I wonder if you can help with my enquiry.

My enquiry concerns a UFO sighted and tracked by the RAF during 1970. The details are as follows:

At 20.17 on the night of September 8th 1970 radar operators at Saxa Vord picked up an unidentifed target travelling south west. Thinking this was an ordinary intrusion by Russian 'planes they scrambled two Lightnings from RAF Leuchars. As the 'planes were vectored onto the target in accelerated to approx 17,400 mph and vanished from the screen. Hardly the speed of anything flying at the time, I'm sure you will agree. Two F4 Phantoms were then scrambled from the USAF base at Keflavik in Iceland. These also failed to locate the target, despite having radar contact.

Eventually a Lightning was scrambled from RAF Binbrook in Lincolnshire and vectored onto the target by radar controllers at RAF Staxton Wold. The Lightning, number XS894, left Binbrook at 22.06 and managed a visual contact with the object, now off the Yorkshire coast. The Lightning pilot described the object as a UFO, being too bright to look at easily and of a conical shape. As he closed on the object it turned toward him and all radio contact was lost. The Lightning was later found on the sea bed of Flamborough Head.

As the details of time, place etc are so specific perhaps you could let me know anything else which exists on file about this case. If perhaps the information would be elsewhere as the UFO sighting was made by a pilot then perhaps you could forward me the name and address of the correct person to approach. I look forward to receiving your reply and hopefully further details about this fascinating, and obviously well-documented case.

Yours Sincerely

Section 40

TOP

FEED DIRECTION

36
.11

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

LAV040 171032 [illegible]

FUK LAV

ROUTINE 190725Z OCT 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. 152040Z OCT 92, 2 MINUTES
B. ONE BRIGHT LIGHT CHANGING COLOUR FROM WHITE, ORANGE/AMBER, GREEN AND THEN RED
C. STATIONARY INDOORS
D. NAKED EYE
E. EAST TO WEST
F. 40 DEGREES-50 DEGREES
G. N/K
H. MOVING ABOUT 200 MPH
J. CLEAR SKY
K. NIL
L. EAST MIDLANDS AIR TRAFFIC
M. Section 40 [redacted] ALVASTON, DERBY

PAGE 2 RBDAID 0001 UNCLAS
N. NIL
O. Section 40 [redacted]
P. 152100Z OCT 92
BT

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

END

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

TOP

FEED DIRECTION

35

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

CAV041 19/1034 293C0814

FOR CAV

ROUTINE 190730Z OCT 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. 181830Z OCT 92, 5 SECONDS
B. ONE SMALL, ROUND, CREAMY WHITE, VERY BRIGHT, NO SOUND OR SMELL
C. DEADRIDGE, LIVINGSTONE, GLASGOW, OUTDOORS STATIONARY
D. NAKED EYE
E. MOVING WEST TO EAST
F. HIGH
G. NOT KNOWN
H. STEADY
J. CLEAR
K. NOT KNOWN
L. LIVINGSTON POLICE
Section 40 [redacted]
N. TWO YOUNG BROTHERS

PAGE 2 RBDAID 0002 UNCLAS
O. NIL
P. 181830Z OCT 92
BT

DISTRIBUTION Z6F
F
LAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 D1 55

END

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

TOP

FEED DIRECTION

UFO file

pse -

34

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

CAV042 19/1035 ~~2930081a~~

FOR CAV

ROUTINE 190730Z OCT 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC 26F
SUBJECT: AERIAL PHENOMENA
A. 160630Z OCT 92, 15 SECONDS
B. 2 CIRCULAR ORANGE LIGHTS PARRELLEL TO EACH OTHER HIGH AND DULL
C. OUTDOORS, STATIONARY
D. NAKED EYE
E. NOT KNOWN
F. NOT KNOWN
G. NOT KNOWN
H. ERRATIC
J. PATCHY CLOUDS
K. NOT KNOWN
L. NIL
M. Section 40 [redacted] LEEBANK Section 40
N. NIL

PAGE 2 RBDAID 0003 UNCLAS
O. NIL
P. 160800Z OCT 92
BT

DISTRIBUTION 26F
+
CAB 1 SEC(AS) ACTION (LXJ 1 AFDO)
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.

33

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	14th October, "late at night"
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	One "star", but moving about
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	Indoors, lying on bed, stargazing
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)	North west
F.	Angle of Sight (Estimated heights are unreliable	N/k
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)	Darting about from side to side, but didn't appear to be going anywhere
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	N/k
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

K.	To whom reported (Police, military, press etc)	Local RAF Careers office in Peterborough, then to Sec(AS)1a
L.	Name & Address of Informant	Section 40 [redacted], Thurlby, Nr Bourne, Lincs. Section 40 [redacted]
M.	Background of Informant that may be volunteered	None
N.	Other Witnesses	None
O.	Date, Time of Receipt	15th October, 10·15 am
P.	Any Unusual Meteorological Conditions	N/k
Q.	Remarks	Witness observed object for some time, then fell asleep.

Section 40 [redacted]

Sec (AS) 2a

Copy to: DI55c

TOP

FEED DIRECTION 32

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

CAV018 13/0930 287C0664

FOR CAV

ROUTINE 130700Z OCT 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. 10 OCT 92. 2200 TILL 2300L
B. BLUE CIRCLE OF PULSATING LIGHTS-LIKE A GAS RING
C. TRAVELLING IN A CAR
D. NAKED EYE AND ALSO THROUGH A CAMERA. ALSO TOOK A VIDEO
E. WARRINGTON TO PENKETH
F. NOT ABLE TO DETERMINE BUT BELOW CLOUD
G. 2 MILES
H. QUICK, TOO FAST FOR A HELICOPTER
J. BROKEN CLOUD
K. WALTON RESERVOIR
L. POLICE, MANCHESTER AIRPORT PBX
M. Section 40 [redacted]
Section 40 [redacted] CHESHIRE

Section 40

PAGE 2 RBDAID 0001 UNCLAS
N. ONLY HAD HALF LAGER
O. PEOPLE ALSO IN THE CAR AND BABYSITTER. OTHER REPORTS IN THE RUNCORN AND WARRRINGTON AREA
P. 11 OCT 92 FROM MANCHESTER AIRPORT
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

31

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

CAS005 13/0930 287C0665

FOR CAV

ROUTINE 130755Z OCT 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. 092200Z OCT 92
B. PALE GREY FOGGY DISC. NO SOUND OR SMELL OVAL SHAPE
C. IN THE FIELDS IN ANDERTON, BETWEEN COGSHALL LANE AND HOUGH LANE
D. NAKED EYE
E. SOUTH OF M56 IN DIRECTION OF ANTROBUS
F. 30 DEGREES
G. HALF TO 1 MILE
H. NOT MOVING
J. FULL MOON CLEAR NIGHT
K. TREES 300YDS AWAY
L. ATC MAN
M. Section 40 [redacted] NORTHWICH CHESHIRE Section 40
Section 40 [redacted]

PAGE 2 RBDAID 0002 UNCLAS
N. NIL
O. Section 40 [redacted]
P. 1715(A) 12 OCT 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

REPORT OF AN UNIDENTIFIED FLYING OBJECT (RECEIVED AT RAF COTTESMORE)

30

A. DATE, TIME, DURATION OF SIGHTING:
(Local time to be used)
13 OCT 92, 1700(L), 15 secs.

B. DESCRIPTION OF OBJECT:

Number: 3
Size: —
Shape: semi circular shaped
Colours: white light.
Brightness: Bright.
Sound: —
Smell: —

C. EXACT POSITION OF OBSERVER:

Geographical Location:

~~Indoors~~/Outdoors
~~Stationary~~/Moving (FAST)

D. HOW OBSERVED:

Naked Eye: ✓

E. DIRECTION IN WHICH OBJECT WAS FIRST SEEN:

NORTH.

F. ANGLE OF SIGHT:

UNKNOWN.

G. DISTANCE:

1-2 miles.

H. MOVEMENT: FAST IN AN EASTERLY DIRECTION.

J. METEOROLOGICAL CONDITIONS:

CAVOK

K. NEARBY OBJECTS/BUILDINGS:

N/A

L. TO WHOM REPORTED:

LEICESTERSHIRE CONSTABULARY.

M. NAME AND ADDRESS OF INFORMANT:

Section 40 [redacted]

LOUGHBOROUGH

Section 40 [redacted]

N. ANY BACKGROUND ON THE INFORMANT THAT MAY BE VOLUNTEERED:

N/A

O. OTHER WITNESSES.

NOT KNOWN

P. DATE AND TIME OF RECEIPT OF REPORT:

13 OCT92-1840 (7) Section 40 COTTESMORE OPS.

Section 40

To be sent to:

Sec (AS) 2
Room Section 40
Ministry of Defence
Main Building
Whitehall
London

Copy to:

COT/116/Ops

CC - DISS C

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	5.45 am, 13th Oct
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	1 large round bright yellow light
C.	Exact Position of Observer 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)	North of Deeping St James, Lincs
F.	Angle of Sight (Estimated heights are unreliable	very high
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)	very slow, in straight line
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	very clear, starlight
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)	None

UFO file pse.

K.	To whom reported (Police, military, press etc)	RAF Wittering
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	N/k
N.	Other Witnesses	None
O.	Date, Time of Receipt	1545 local, 13th Oct
P.	Any Unusual Meteorological Conditions	N/k
Q.	Remarks	None

Section 40

Sec(AS)2a

Cat-and-mouse with a 17,400mph radar blip

TONIGHT we start our detailed look at the events leading up to the ditching in the North Sea of Lightning Foxtrot 94, a single-seat fighter from 5 Squadron at Binbrook whose final flight is at the centre of one of the most puzzling aviation stories since the war. Just what was it that its pilot, American William Schafner, was sent to intercept out over the North Sea 22 years ago and why was he eventually ordered to ditch his aircraft off Flamborough Head rather than return to North Lincolnshire? Now new information has been passed to the Evening Telegraph. PAT OTTER reports on a story you may not believe . . .

THE chain of events which led to the crash of Lightning XS894 from 5 Squadron at RAF Binbrook and the disappearance of its pilot began at 8.17 on the night of September 8, 1970, in an isolated building on the Shetland Islands.

Saxa Vord was one of the chain of radar stations whose task it was to spot unidentified aircraft approaching the North Sea or the sensitive "Iceland gap".

Remember, this was 1970 when the Cold War was at its height and Russian long-range aircraft made regular sorties into the North Atlantic and along the British coast to test the reaction of Nato fighters.

On this particular night, a radar operator at Saxa Vord picked up the blip of an unidentified aircraft over the North Sea halfway between the Shetlands and Alesund, in Norway.

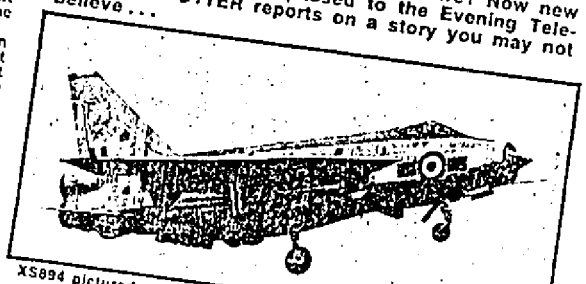
The contact was monitored for several minutes at a steady speed of 630mph, at 37,000ft, holding altitude and on a south-westerly heading. Then Saxa Vord noted the contact was turning through 30 degrees to head due south. It increased speed to 900mph (mach 1.25) and climbed to 41,000ft.

Following laid-down procedures, radar controllers at Saxa Vord flashed a scramble message to the Quick Reaction Alert Flight at the nearest Nato airfield, RAF Leuchars on the east coast of Scotland, not far from Dundee.

There two Lightning interceptors, which had been ready on the flight line for just such an alert, were scrambled and within minutes were airborne and heading out over the North Sea.

After checking the position of their tanker, a Victor K1A, the two fighters were guided north by Saxa Vord. So far it was a routine scramble for what was then assumed to be a Russian Bear or Badger, the long range reconnaisance aircraft used to test the nerves of the Royal Air Force.

But it was then that the radar plotters on the Shetland Islands saw something on their screens which they found impossible to believe.



XS894 pictured at Binbrook in 1967. It was the first F6 Lightning delivered to 5 Squadron.

The contact they had been tracking at speeds and altitudes consistent with modern Russian warplanes turned through 180 degrees on a due north heading and within seconds disappeared off their screens. Later they calculated that to do this its speed must have been in the region of 17,400mph.

With the contact now gone, the Lightnings were vectored south to rendezvous with the tanker and remained airborne on Combat Air Patrol.

During the next hour the mystery contact reappeared several times, approaching from the north. Each time the Lightnings were sent north to intercept, it turned and disappeared again.

By now two F4 Phantoms of the US Air Force had been scrambled from the American base at Keflavik in Iceland. They had much more sophisticated radar than the British Lightnings and were able to pick up the mystery contact themselves.

But when they, too, tried to get close enough to identify what was by now beginning to cause some alarm to Nato commanders, they found they were just as impotent as the Lightnings.

The alert had reached such a level that the contact was being monitored by the Ballistic Missile Early Warning System at Fylingdales Moor, near Whitby, along with a second BMEWS in Greenland.

The information they were collecting was relayed to the North American Air Defence Command at Cheyenne Mountain and the US Detection and Tracking Centre at Colorado Springs.

In the meantime, the cat-and-mouse game over the North Sea between the Lightnings and Phantoms and the mystery contact was still going on. Then, at 21.05 after the fighters had made yet another abortive attempt to get close, the contact vanished off the radar screens.

The Lightnings were ordered to return to Leuchars while the Phantoms were instructed to carry out a Combat Air Patrol to the east of Iceland.

Then, at 21.39, radar controllers picked up the contact again. This time its speed was decelerating to 1,300mph — almost the limit of both the Lightnings and Phantoms — at a holding altitude of 18,000ft. It was on a south-westerly heading coming from the direction of the Skagerrak, off the northern tip of Denmark.

Two more Lightnings were scrambled from Leuchars, and were ordered to rendezvous with a Victor tanker and then maintain a CAP on a 50-mile east-west front, 200 miles north-east of Aberdeen. As a precaution, two further Lightnings were ordered into the air from Coltishall in Norfolk and, with another tanker, to form a CAP 170 miles east of Great Yarmouth. The contact was somewhere between these two lines of supersonic fighters.

While all this was going on, RAF staff at Fylingdales, which was in constant contact with NORAD at Cheyenne Mountain, heard ominously, that the Strategic Air Command HQ at Omaha, Nebraska, was ordering its B52 bombers into the air.

It was an order which could only have come from the highest level. What had started as a routine sighting of what was believed to be a Russian aircraft had now reached the White House and, presumably, President Richard Nixon.

NORAD was told by officials at the Pentagon that a USAF pilot of great experience was presently on an exchange visit with the RAF and was stationed at Binbrook, the North Lincolnshire fighter base a few miles from Grimsby.

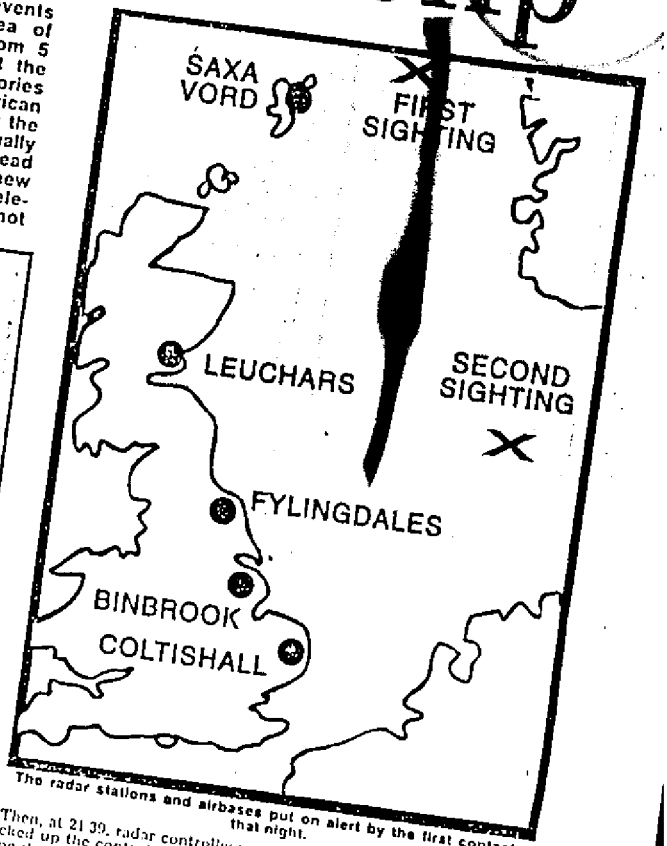
Rapid inquiries were made and it was discovered the pilot was on the station and was, by coincidence, "flight available".

At around 21.45 a request was made from a very high level within NORAD through Strike Command's UK headquarters at High Wycombe, for RAF Binbrook to send Capt William Schafer "if at all possible" to join the QRA Lightnings looking for the mystery contact.

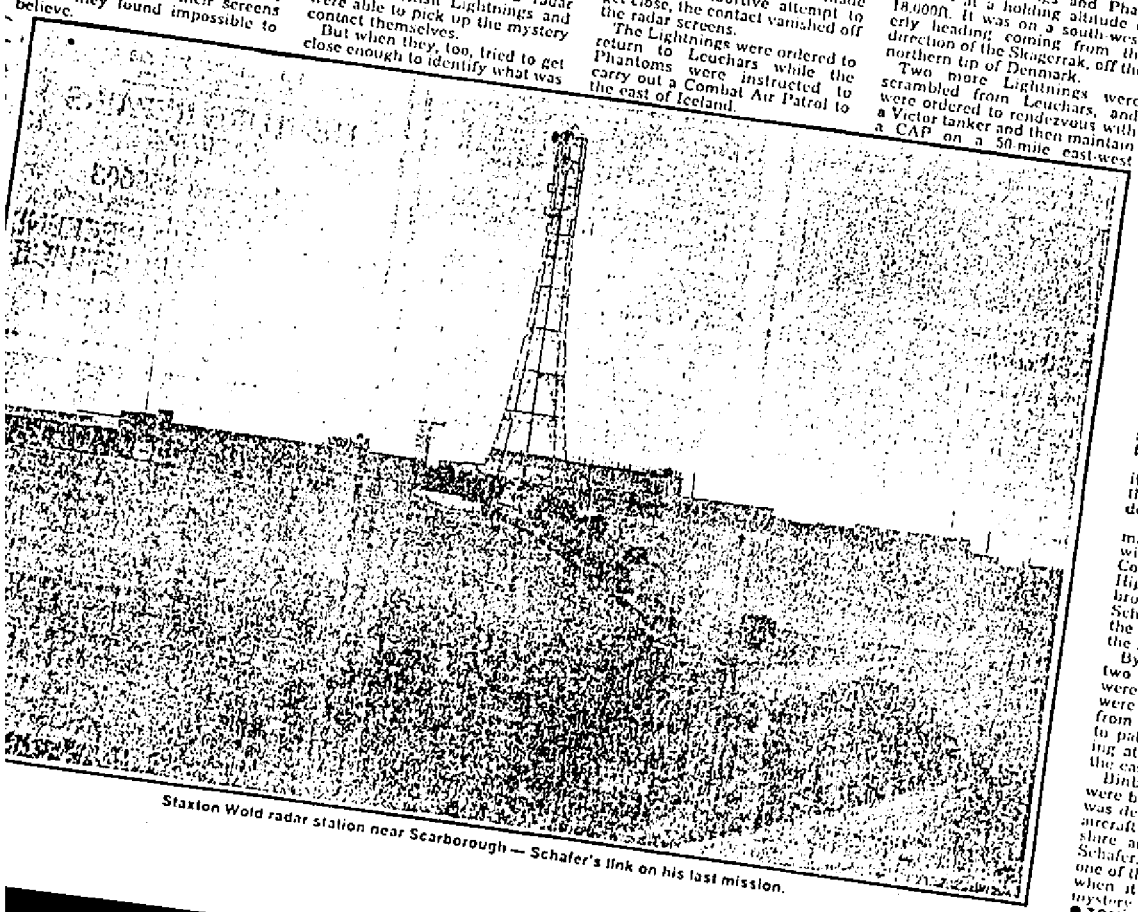
By this time four Lightnings, two Phantoms and three tankers were already airborne and they were joined by a Shackleton Mk3 from Kinloss, which was ordered to patrol on a north-south heading at 3,000ft, 10 miles out from the east coast.

Binbrook's QRA Lightnings were being held in reserve, but it was decided to send out a single aircraft from the North Lincolnshire airfield — flown by Capt Schafer. The Americans wanted one of their own at the sharp end when it came to cornering the mystery contact.

● TOMORROW: Contact over the North Sea.

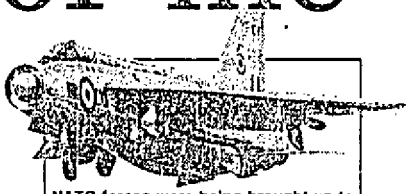


The radar stations and airbases put on alert by the first contacts that night.



Staxton Wold radar station near Scarborough — Schafer's link on his last mission.

'It's turning... straight for me'



NATO forces were being brought up to full alert by a mystery object picked up on radar over the North Sea. At first it appeared to be yet another Russian aircraft out to test the reflexes of Allied air forces. But then the object began behaving in a way which baffled radar controllers. Nuclear bombers in the United States were ordered into the air while the Pentagon decided that its man-on-the-spot, an experienced Vietnam veteran then on an exchange visit with the RAF at Binbrook, should take a look. PAT OTTER continues the story of the last flight of Foxtrot 94.

CAPTAIN William Schafer was sitting in the crew room of 5 Squadron when the call came from High Wycombe.

The room overlooked the apron where a line of silver-finish Lightnings stood, illuminated by the high-intensity sodium lighting. The crew room itself was sparsely furnished, with ageing chairs which had seen better days, a bar which dispensed nothing stronger than black Nescafe and walls adorned with plaques and photographs donated by visiting RAF and overseas air force units.

Brian Mann — I panicked

Schafer was still in his flying suit, after returning earlier than evening from a training sortie in one of the squadron's aircraft. He is remembered by those at Binbrook as a small, powerfully-built man who loved to fly the single-seat Lightnings, so different from the new generation of sophisticated aircraft then starting to come into service in the USAF.

When the call came, Schafer was helped into the remainder of his flying gear by other 5 Squadron aircrew, went out through the door, turned right and raced across the apron.

Two Lightnings in the line-up were virtually ready for flight. One, XS894, was in the process of having its fuel tanks topped up and was already connected to a power starter.

Schafer climbed the steep ladder, hauled himself into the cockpit, strapped in and started the engines. He waved aside the groundcrew, who were expected to help carry out the standard pre-flight checks, ordered the refuelling to stop and failed to sign the regulation form signifying he was happy with the aircraft.

It was armed with two Red Top air-to-air missiles, one of which was live and the other a dummy, and enough 30mm cannon shells for a six-second burst.

One of the men on the ground crew at the time was Brian Mann of Grimsby, who was driving one of the fuel bowsers. He remembers XS894 being refuelled at a rate of 150 gallons a minute when suddenly the engines started. "The windows on the tanker almost went in. I panicked, took the hoses off and got out of the way," he was to say later.

Mr Mann remembered Schafer disregarding the grounder marshaller, who was the eyes and ears of the pilot on the ground, as he swung the Lightning round. "His actions were unorthodox to say the least," he said.

At 22.06 XS894 blasted off from Binbrook's main runway into the night sky. Those on the ground saw it disappear with a sheet of flame from its twin tail pipes as Schafer used reheat. It turned over the Wolds and the last they saw was its navigation lights heading out towards the North Sea.

By now the mystery contact which had led to five Lightnings, two Phantoms, three tankers and a Shackleton being scrambled over the North Sea was being tracked by radar controllers at Staxton Wold, which stands on high ground overlooking Scarborough.

The contact was flying parallel to the east coast 90 miles east of Whitby at 530mph at 6,100ft — an ideal course for an interception by a Binbrook Lightning.

What follows next is drawn from what we have been told is the official transcript of the conversation which took place between Schafer and the radar station at Staxton Wold.

Schafer: I have visual contact, repeat visual contact. Over.

Staxton: Can you identify aircraft type?

Schafer: Negative, nothing recognisable, no clear outlines. There is ... bluish light. Hell, that's bright ... very bright.

Staxton: Are your instruments functioning, 94? Check compass. Over.

Schafer: Affirmative, GCI. I'm alongside it now, maybe 600ft off my ... It's a conical shape. Jeeze, that's bright, it hurts my eyes to look at it for more than a few seconds.

Staxton: How close are you now?

Schafer: About 400ft, he's still in my three o'clock. Hey wait ... there's something else. It's like a large soccer ball ... it's like it's made of glass.

Staxton: Is it part of the object or independent? Over.

Schafer: It ... no, it's separate from the main body ... the conical shape ... it's at the back end, the sharp end of the shape. It's like bobbing up and down and going from side to side slowly. It may be the power source. There's no sign of ballistics.

Staxton: Is there any sign of occupation? Over.

Schafer: Negative, nothing.

Staxton: Can you assess the rate ..?

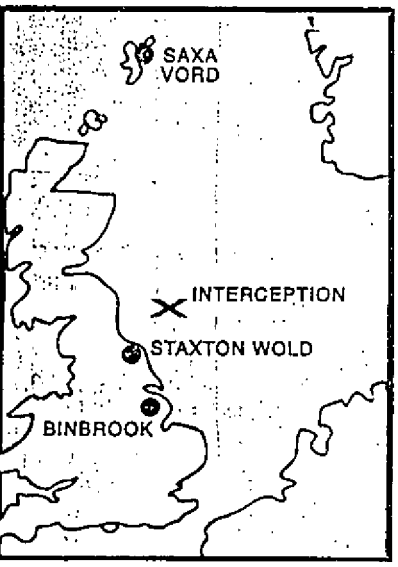
Schafer: Contact in descent gentle. Am going with it ... 50 ... no about 70ft ... it's levelled out again.

Staxton: Is the ball object still with it? Over.

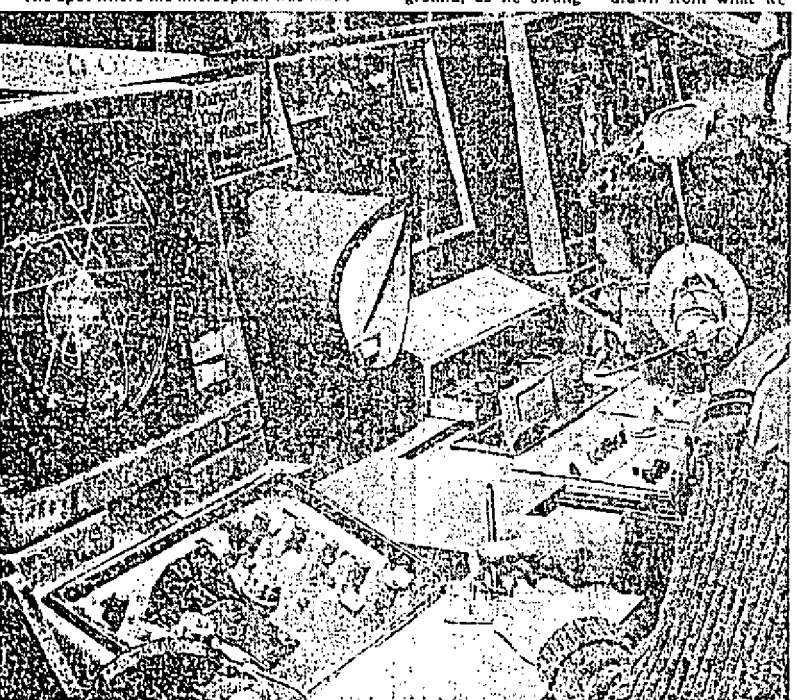
Schafer: Affirmative. It's not actually connected ... maybe a magnetic attraction to the conical shape. There's a haze of light. Ye'ow ... it's within that haze. Wait a second, it's turning ... coming straight for me ... shit ... am taking evasive action ... a few ... I can hardl ...

Staxton: 94? Come in 94. Foxtrot 94, are you receiving? Over. Come in 94. Over.

● NEXT INSTALMENT:



The spot where the interception was made



'Alarming' greenhouse gas levels

NITROGEN dioxide levels are to be monitored in Grimsby. Four sites will be surveyed as part of a 10-year national survey of air levels of the gas.

Grimsby's Public Health and Licensing Committee approved the recommendation by Ian Bolton, Director of Environmental Services.

Nitrogen dioxide, along with carbon dioxide and carbon monoxide, is one of the main greenhouse gases.

The results will offer a judgement on several government anti-pollution policies.

These have included the introduction of catalysts on motor vehicles, and low emmission burners on industrial plants which are the main sources of nitrogen dioxide emissions.

The cost of monitoring will be between £500 and £600. A simple device to monitor emissions will be installed at each site. The tube will be replaced each month and taken for testing.

The need for long-term testing became apparent after a 1991 survey showed that nitrogen dioxide concentrations were about 35 per cent greater than in 1986.

"The levels are very alarming," said Mr Bolton. "The results from Grimsby in 1986 were more typical of a rural rather than an urban environment."

"Any increase since then is undesirable. However, a national policy is required to solve the problem," he added.

New safety rules lead to cutbacks in Christmas lighting

NEW safety regulations are set to make sweeping changes to Grimsby's traditional Christmas lights and decorations.

The Council's Events and Allotments Committee, which runs the town's Christmas lighting, has already been forced to spend an extra £2,500 this year to meet the standards.

And they could be asked for the same amount for the next two years until all the work has been completed.

Under the new rules the council needs new transformers if it is to put up lights in St James Square.

Victoria Street will be decorated as usual, as the pedestrianisation scheme was carried out with the regulations in mind.

But there will be no lights this year on Cleethorpe Road, where they would hang down too low to comply with the regulations.

One-off

Pierre Bibby, Grimsby's Sport's and Leisure Officer said: "If we don't pay the one-off amount this year, there wouldn't be the same amount of lighting as in previous years."

The council's extra spending means that the Chamber of Trade must provide all the funding for the charity Christmas Fair.

The committee also heard that the tree presented to Grimsby by the people of Trondheim will be moved from St James' Square to Riverhead Square and that there would be no tree this year on Hainton Avenue.

'Sorry' driver double drink driving limit

SELF-EMPLOYED Ulceby glazier John McCann's erratic driving early one morning attracted the attention of a police patrol, a court heard.

And when they stopped him outside his Southfield Close home McCann (31), was unable to provide a breath sample, said Charles Appleby, prosecuting.

However a further sample taken at Grimsby Police Station revealed McCann, at 83 mcgms of alcohol in 100mls of breath, was more than double the legal limit.

He was banned from driving for 18 months and ordered to pay a £300 fine as well as £30 prosecution costs.

In court McCann said he had had a few drinks at the home of a friend.

He said he would now have to employ someone to drive for him.

"I am very sorry for what has happened," he said. "I can't afford for it to happen again."

Club seeks flying start

ORGANISERS of a new birdwatching club hope young ornithologists will flock to their new venue.

The Grimsby and District branch of the RSPB wants to encourage more young people to take an interest in ing monthly meetings of their junior section at the Cleethorpes Winter Gardens.

The first meeting of the Young Ornithologists Club takes place on Thursday from 6pm to 7.15pm.

New revelations on fate of Foxtrot 94

AT precisely six minutes past 10 on the night of September 8, 1970 a single Lightning jet fighter took off from RAF Binbrook.

By PAT OTTER

Ground crew on the flight line were accustomed to Lightnings being scrambled in a hurry at any time of *night or day*. Binbrook, after all, was a front-line fighter station and its aircraft shared QRA — Quick Reaction Alert — duty with other East Coast airfields to provide cover should any *unidentified* aircraft appear on the radar screens.

But there was something different about this scramble.

For a start, it was normal for QRA aircraft to take off in pairs. Two aircraft were kept at a state of instant readiness at all times ready for just such an *emergency*. But on this occasion only one aircraft took off. And it wasn't one of the QRA aircraft.

Then there was the manner of the take-off. The pilot had raced out from the 5 *Squadron* crew room, adjacent to the apron, and had climbed aboard while a Lightning was in the process of being re-fuelled.

He angrily waved away ground staff who asked him to sign to appropriate form required *before all military* aircraft leave the ground and ordered the refuelling lines to be disengaged.

And this was no ordinary pilot strapped into the cockpit of the Mach 2 interceptor. His was Captain William *Schafner of the United* States Air Force, who was on his second tour as an exchange pilot with the RAF. Schafner was a vastly experienced jet fighter pilot with combat time *behind him in Vietnam*. He had been at Binbrook for some *time and his wife* was living on the base with him.

No pre-flight checks were made and, as *bemused ground crew* looked on, the Lightning taxiied out to the end of *the runway*, turned and immediately took off, using reheat to gain speed and height as *quickly as possible*.

The aircraft, XS894, a Lightning F6 of 5 *Squadron, whose call*-sign that night was Foxtrot 94, turned out over the North Sea — and disappeared into *what is fast becoming* one of the great aviation puzzles of recent times.

Early the following morning XS894 ditched in the sea off Flamborough Head. *The ditching* was witnessed by the crew of a Shackleton reconnaissance *aircraft. Flares* were spotted by the Grimsby trawler Ross Captain Schafner was ever found.

More than a month later the wreckage of *the aircraft was found* on the sea bed by Royal Navy divers. Despite earlier reports to the contrary, the *cockpit was empty* and the canopy closed. Captain Schafner had vanished. *Completely* and utterly.

Later the aircraft was recovered and taken, unusually, to RAF Binbrook. There it was kept under wraps in the corner of a hangar.

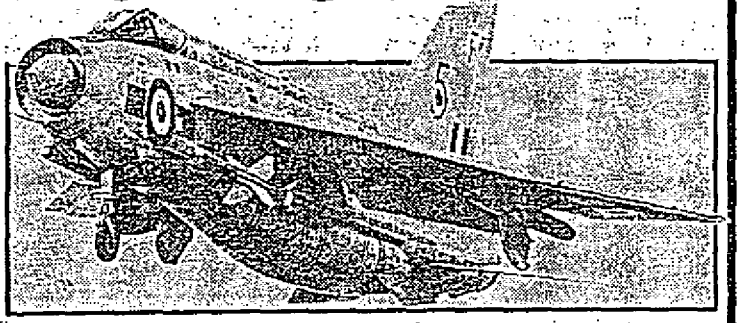
When a team from the MoD's Crash Investigation Branch arrived from Farnborough they were permitted to spend only a very brief time examining the wreckage of XS894. What they did discover disturbed them. And *what* happened later disturbed them even more.

I first came across the mysterious story of XS894 six years ago. An outline of the story was related to me by Barry *Halpenny*, an aviation enthusiast and author who lived at the time in Market Rasen, who was researching for a book on aviation mysteries at the time.

He suggested I dig out the *cuttings on the* crash and look further into it. There was more to the story of XS894 than met the eye, he told me.

I anticipated difficulties in investigating a 16-year-old *ditching* incident in the North Sea, but not on the scale I was to encounter over the next few weeks.

Normally helpful press contacts at the



responded initially by promising to help, but then became very reticent.

Similar inquiries to the United States embassy and to the US Air Force at Alconbury proved also to be dead-ends. Calls were not returned. Contacts were unavailable.

At this stage I enlisted the aid of Bob Bryant, then Northcliffe Newspapers' aviation correspondent and a man with close links with both the RAF and the USAF.

Bob was to spend weeks checking out a story he found more intriguing by the hour. *He paid numerous* visits to the Ministry of Defence and spent hours on the telephone to contacts in the United States. But everywhere he heard the ominous sound of *doors being slammed*.

He finally admitted defeat. But Bob was absolutely certain there was an official blanket of secrecy over the events surrounding the crash of that Light*nings in the North Sea* all those years ago.

Barry Halpenny finally published an abridged version of the story in a book which appeared in September 1988. At the same

graph carried my own story of the mystery of XS894.

Subsequently we were contacted by two former airmen who had both been at Binbrook at the time and added further fuel to the mystery be recalling their own memories of *that night*.

It was a story which puzzled and intrigued *thousands of* Evening Telegraph readers. But, perhaps most interestingly of all, it was a story which grabbed *the attention* of a man spending 10 days in a Cleethorpes guest *house*.

Coincidence

Sixteen years earlier he had been one of the *crash* investigators who went to Binbrook to examine the remains of XS894. *He was so puzzled* by what he saw and the treatment the investigation team received that he was *determined* to get to the bottom of the mystery once and for all.

He had started his inquiries two years earlier and, by a strange coincidence, *was in Cleethorpes* following up lines of inquiry in and around *Binbrook when the* story appeared in the

Now, four years on, he *believes he has* peeled back a little bit more of the mystery surrounding XS894 and the disappearance of Captain Shafner.

The Evening Telegraph now has a copy of his account of *what* he believes happened that night. Some has come from his dogged investigations. Some from official documents he has obtained. And some, most tellingly, from what he maintains in a transcript of the final conversations between Captain Schafner, a radar controller at Staxton Wold, near Scarborough, and the crew of the *Shackleton* which witnessed the crash.

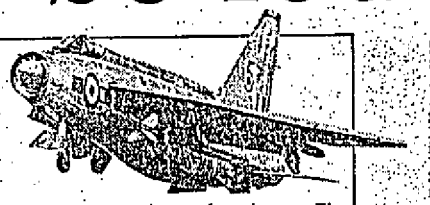
This is the story we are going to tell over the next few nights. The information in it is quite remarkable. Our source has to remain anonymous and we cannot corroborate all the information in his report. What information we can is certainly in line with the results of my own inquiries four years ago.

All we ask you to do is to read our stories carefully — and make up your own mind.

● **TOMORROW: The**

Mystery as pilot cannot be found

RADAR controllers at Staxton Wold, just south of Scarborough, had guided the Lightning jet fighter from Binbrook to the mystery contact which had been eluding its Nato trackers for almost four hours. The pilot, Captain William Schafer, a USAF pilot on an exchange tour with the RAF, reported seeing something not contained in any of the official aircraft recognition manuals. It was conical in shape and incredibly bright with what Schafer described as something like a "soccer ball" in its wake. Then Schafer's radio went silent. PAT OTTER continues the story of the riddle of Foxtrot 94.



JUST as the controller at Staxton Wold lost contact with Captain Schafer, a radar operator, who had been tracking the Lightning and the mystery object it had intercepted, watched in disbelief.

The two blips on the screen, representing the fighter and its quarry, slowly merged into one, decelerated rapidly from over 500mph until they became stationary 6,000ft above the North Sea 140 miles out off Alnwick.

What exactly happened inside the ground control centre at Staxton is open to conjecture. But our information is that one suggestion was that the two Lightnings then on Combat Air Patrol off the Scottish coast should be sent south immediately but it was over-ruled by the senior fighter controller, who continued to try to re-establish contact with Captain Schafer in Foxtrot 94.

Two and a half minutes after the single blip on the radar screen came to a halt it started to move again, accelerating rapidly to 600mph and climbing to 9,000ft, heading south back towards Staxton.

Shortly afterwards, the single blip separated into two, one maintaining its southerly heading, somewhat erratically, at between 600 and 630mph and descending slowly, the other turning through 180 degrees to head north-westerly and vanishing at a speed later calculated to be around 20,400mph.

While all this was going on, a Shackleton MR3, which had been on patrol off the Firth of Forth, was ordered south to hold station around Flamborough Head.

Then, Staxton Wold re-established contact with Captain Schafer.

Schafer: GCI ... are you receiving? Over.

Staxton: Affirmative 94. Loud and clear. What is your condition? Over.

Schafer: Not too good. I can't think what has happened ... I feel kinda dizzy ... I can see shooting stars.

Staxton: Can you see your instruments? Over.

Schafer: Affirmative, but, er ... the compass is u/s ...

Staxton: Foxtrot 94, turn 043 degrees. Over.

Schafer: Er ... all directional instruments are out, repeat u/s. Over.

Staxton: Roger 94, execute right turn, estimate quarter turn. Over.

Schafer: Turning now.

Staxton: Come further, 94. That's good. Is your altimeter functioning? Over.

Schafer: Affirmative, GCI.

Staxton: Descend to 3,500ft. Over.

Schafer: Roger, GCI.

Staxton: What's your fuel state, 94? Over.

Schafer: About thirty per cent, GCI.

Staxton: That's what we calculated. Can you tell us what happened, 94? Over.

Schafer: I don't know. It came in close ... I shut my eyes ... I figure I must've blacked out for a few seconds.

Staxton: OK 94. Standby.

At this stage the Shackleton arrived over Flamborough Head and began circling before XS894 was vectored into the area by the Staxton controllers.

Schafer: Can you bring me in, GCI? Over.

Staxton: Er ... Hold station, 94. Over.

Several minutes then elapsed as Schafer was left to circle the Flamborough area along with the Shackleton.

In the meantime, Strike Command HQ at High Wycombe had instructed Staxton Wold to request Schafer ditch his Lightning off Flamborough.

Although he had plenty of fuel to reach either nearby Leconfield or his home base of Binbrook, it appears the reason for High Wycombe's decision was a fear that the Lightning had somehow become contaminated during its mystery intercepion over the North Sea.

It may well be that the fear was that the aircraft has suffered radiation contamination although some weeks later, when the wreckage was examined, at Binbrook, no trace of contamination by anything other than salt water was found.

Staxton: Foxtrot 94. Can you ditch aircraft? Over.

Schafer: She's handling fine. I can bring her in. Over.

Staxton: Negative, 94. I repeat, can you ditch aircraft? Over.

Schafer: Yeah ... I guess.

Staxton: Standby 94. Over. Oscar 77. Over.

Shackleton: 77. Over.

Staxton: 94 is ditching. Can you maintain wide circuit? Over.

Shackleton: Affirmative GCI. Over.

Staxton: Thanks 77. Standby. 94, execute ditching procedure at your discretion. Over.

Schafer: Descending now, GCI. Over.

Between six and seven minutes then elapsed.

Shackleton: He's down, GCI. Hell of a splash ... he's down in one piece though. Over.

Staxton: Can you see the pilot yet? Over.

Shackleton: Negative. We're going round again, pulling a tight one.

Two minutes later:

Shackleton: The canopy's up ... she's floating OK ... can't see the pilot. We need a chopper out here, GCI. No, no sign of the pilot. Where the hell is he? ( )

Staxton: You sure he's not in the water, 77? Check your SABRE receptions. Over. (Note: SABRE was the search and rescue beacon carried by all RAF aircrew).

Shackleton: No SABRE yet. No flares, either. Hang on. We're going round again.

Another two minutes elapsed.

Shackleton: GCI. Over.

Staxton: Receiving you, 77. Over.

Shackleton: This is odd, GCI. She's sinking fast but ... the canopy's closed up again. Over.

Staxton: Can you confirm pilot clear of aircraft? Over.

Shackleton: He's not in it, we can confirm that. He must be in the water somewhere.

Staxton: Any distress signals or flares yet? Over.

Shackleton: Negative, GCI. Going round again! Over.

Ninety seconds later the crew of the Shackleton were back in contact with Staxton Wold.

Shackleton: She's sunk, GCI. There's a slight wake where she was. Still no sign of the pilot. I say again, GCI, we need a chopper here fast. Over.

Staxton: A Whirlwind is on the way from Leconfield. Are you positive you saw no sign of the pilot? Over.

Shackleton: Nothing, GCI. The first pass we assumed he was unstrapping. He must have got out as we went round for a second pass ... but why shut the canopy? Over.

Staxton: That's what we were thinking. Maintain patrol 77, he must be there somewhere. Over.

Shackleton: Roger, GCI. Over.

Shortly afterwards the search and rescue Whirlwind from nearby Leconfield arrived on the scene and began a systematic search of the ditching area. The aircraft were shortly joined by lifeboats from Bridlington, Flamborough and Filey as the weather begin to deteriorate.

The search continued well into the next day but there were no transmissions from the beacons carried by the pilot and on board the aircraft and the official reports say no distress flares were seen.

However, the following day the Evening Telegraph reported flares had been seen about 10 miles offshore and the Grimsby trawler Ross Kestrel, which was passing through the Flamborough area had gone to investigate but, even though more flares were seen, she found nothing.

The Telegraph also reported that Captain Schafer's wife was at Binbrook waiting for news of her husband.

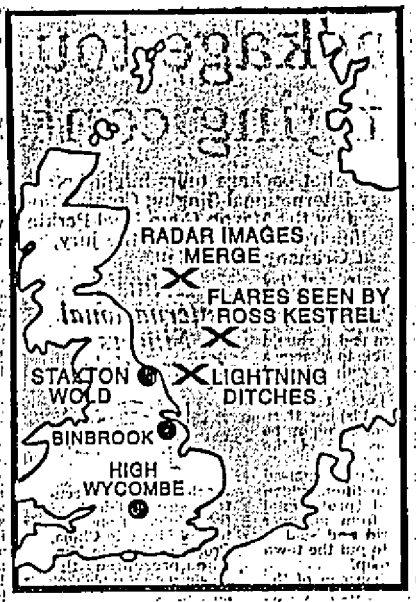
But the Ministry of Defence were doubtful whether there would be any good news for her. "I don't think he got out of the plane," a spokesman told a reporter. "No wreckage has been found."

Three weeks later the Evening Telegraph reported that the fuselage of the aircraft had been floated on the seabed and noted that the ejector seat was still intact giving rise to the belief that the body of the pilot is still in the wreckage.

On October 7 the Telegraph reported that divers from HMS Keddleston had inspected the wreckage and said Captain Schafer's body was still in the cockpit.

But that was the start of the biggest mystery of all. When the aircraft was brought to the surface and returned to Binbrook, there was no trace of Captain Schafer. Just an empty cockpit.

● TOMORROW: A cloak of secrecy.



How the loss was reported in the Evening Telegraph and Scarborough Evening News.

SEABED HUNT FOR FIGHTER

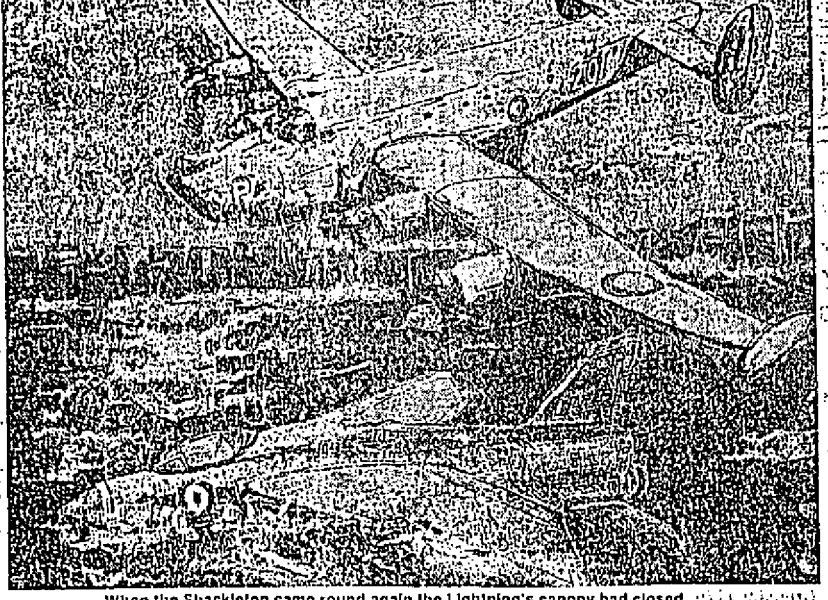
ROYAL NAVY divers went out from

Yorks Coast search for jet pilot

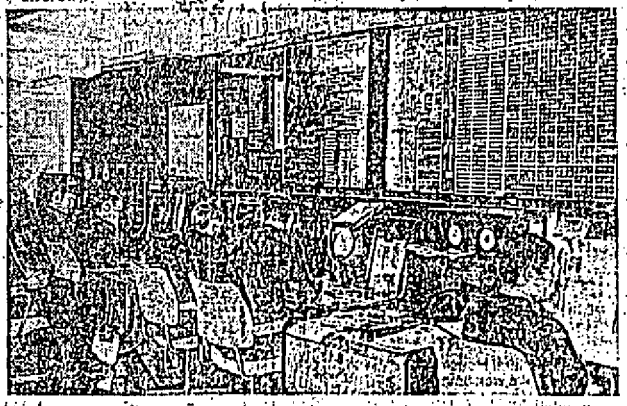
Hopes fade for Lincs. jet pilot

Hopes of picking up the pilot of a missing Lightning jet from RAF Binbrook, which

Binbrook jet found by divers



When the Shackleton came round again the Lightning's canopy had closed.
Illustration by TREVOR HARRIES



The radar plotters watched as the Lightning slowly went down.

THE loss of the Binbrook Lightning *and its American pilot had simply* been reported as just another air crash by newspapers along the north-east coast of England. Reporters were used to handling stories *like this, which occurred with some* regularity. The ditching of XS894 provided front-page stories for the Grimsby Evening Telegraph and the Scarborough Evening News on September 9, 1970. But they only told part of the story. PAT OTTER concludes our investigation into the Riddle of Foxtrot 94.

SHROUD OF SECRECY ON XS894

WHEN the wreckage of XS894 was finally lifted from the sea bed some five miles off Flamborough Head, it was taken in some secrecy straight to RAF Binbrook.

Air crashes in the North Sea in those days were relatively common and much of the wreckage found its way into Grimsby where often Evening Telegraph photographers were on hand to record the event. *But not with XS894.*

It was also common practice for wrecked aircraft to be taken to the MoD's Crash Investigation Branch at Farnborough where detailed examinations were carried out in an attempt to find the cause of accidents. But this didn't happen with XS894.

Instead the remains of the aircraft, which was in remarkably good condition, were taken straight to Binbrook where it was placed behind what appears to have been a series of shutters in the far corner of a hangar.

A team from Farnborough arrived one wet winter's day at Binbrook in the belief that they were about to start a detailed investigation which, in turn, would lead to the preparation of a report on the incident to the Ministry of Defence, the report being used as the *basis for an eventual inquiry into the loss* of Lightning XS894. But they were in for a surprise.

They were astonished to find many of the cockpit instruments missing. These included the E2B compass, voltmeter, standby direction indicator, standby *inverter indicator and the complete aux*iliary warning panel from the starboard side of the cockpit below the voltmeter.

This was a serious breach of regulations and, although the investigation team was promised the instruments would be returned shortly, they never were.

The investigators found there was a revolting fusty smell in the cockpit while the whole aircraft still had a slimy feel to it following its month-long immersion in *the North Sea.*

The ejector seat also seemed to be 'wrong' and there was a suspicion later among the investigators that it was not the one fitted to the aircraft when XS894 took off from Binbrook on its final flight. They were even given an assurance by *the OC of 5 Squadron that the seat had* not been tampered with. But some of the investigators were not convinced.

Interestingly, an Evening Telegraph reader, who was serving at Binbrook at the time, told us in 1980 that he recalled seeing an official report on the crash which suggested that the seat was faulty and this was why Captain Schafer failed to eject.

Brian McConnell, a former sergeant at Binbrook, said the cartridge on the seat had failed to fire because of faulty installation. However, this is very much at odds with the eye-witness account of the Shackleton crew who saw the canopy raised. Had any attempt been made to *fire it, it would have been blown off.* It also seems to conflict with the account we have been given of the order from Staxton Wold to Captain Schafer to ditch *his aircraft rather than attempt to return* to Binbrook or land at Leconfield, only a few minutes' flying time from Flamborough. And, remember, Schafer has told his ground controllers that XS894 was still handling "fine" and he had plenty of fuel left.

During the few hours the investigators were allowed to examine the aircraft, they themselves were constantly supervised by five civilians, two of them Americans.

At the end of the day the investigation team was told curtly that as nothing useful had been discovered, their job was over.

The following day they were all called into the main office at Farnborough and told in no uncertain terms they were not to discuss any aspect of the ditching of XS894, even with their own families. The reason given was simple — national security.

And that's where the trail of the mystery of XS894 goes cold. Well, almost.

There is just one further item of information available.

On the night of September 8, 1970, a couple and their daughter were walking their dog along the coastal path at Alnmouth Bay, Northumberland — almost opposite the point over the North *Sea where Schafer made his interception* — when they saw and heard something strange.

"We had been walking for maybe 10 minutes when we heard a very high-pitched humming noise," they later said in a statement to MoD personnel. "The *dog kept cocking her head to one side* and growling. It seemed impossible to tell from which direction the noise was coming, it seemed everywhere. It lasted for maybe 10 to 15 seconds.

"About five minutes later the eastern sky lit up rather like sheet lighting, only *it look about 10 seconds to die down* again. Over the following three minutes this happened many times, but the 'lightning' was only visible for a second or two at a time. It appeared very similar to the Northern Lights. The whole spectacle was completely silent.

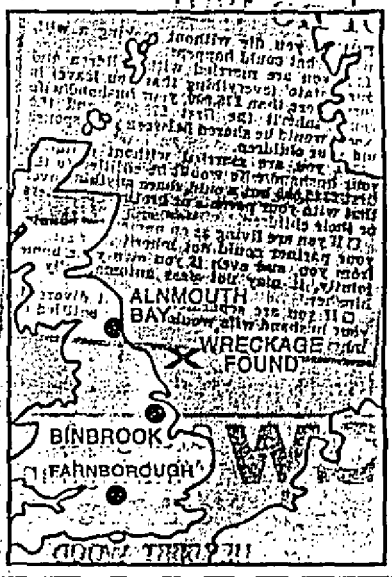
"After two or three minutes there was another flare-up of 'sheet lightning' which lasted about the same time as the first. This was followed by that awful shrill sensation, only this time it was worse. You could actually feel your ears ringing."

The family called in at the local *police station to report what they* had seen and heard. Their was one of many similar reports that night to both the police and the RAF at nearby Boulmer.

The time and the location fit in exactly with events going on 60 miles south at *Staxton Wold and they could have been* watching some kind of natural phenomena.

Or there could be another explanation. What do you think?

INVESTIGATORS' JOB CURTAILED



TOP

FEED DIRECTION

28
+1

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

CAV011 05/0757 279C0287

FOR CAV

ROUTINE 031322Z OCT 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. 030500Z OCT 92
B. 3, LARGE, ROUND, RED AND VERY BRIGHT
C. INDOORS
D. NAKED EYE
E. NIL
F. ABOVE HOUSE
G. NIL
H. STEADY, THEN MOVED OFF AT HIGH SPEED
J. NIL
K. NIL
L. SWANSEA AIRPORT
M. Section 40 [redacted] BRYNNAU CIMLE, W GLAB
N. NIL

PAGE 2 RBDAID 0001 UNCLAS
O. NIL
P. 031315Z OCT 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

27

O F F I C I A L U S E O N L Y

CAV021 02/0141 Z16C0673

FOR CAV

ROUTINE 020630Z OCT 92

FROM RAF WEST DRAYTON
TO MODUK AIM

U N C L A S S I F I E D
SIC Z6F
SUBJECT: AERIAL PHENOMENA.
A. 28 SEP 92. 1030L. 3 SECONDS
B. REDISH COLOURED OBJECT WITH A WHITE AND PINK TAIL TRAVELLING AT A GREAT SPEED. NO SOUND FROM OBJECT
C. TIRYDALE RAILWAY STATION. OUTDOORS. STATIONARY
D. NAKED EYE
E. NORTH EAST FROM LLANDEILO
F. ABOVE MOUNTAIN TOPS
G. 5-6 MILES AWAY
H. ERRATIC MOVEMENT
J. CLEAR SKY
K. NIL
L. POLICE AND GUARDIAN NEWSPAPER
M. Section 40 [redacted]

PAGE 2 RTDMAIL 0001 UNCLAS
Section 40 [redacted]
N. NIL
O. A FRIEND WHO WAS WITH HIM AT THE TIME
P. WILOW02 OCT 92
BT

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F
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END O F F I C I A L U S E O N L Y

26

Anti-UFO talk that's strictly for the Birds

Erlend Clouston

CALLING Penguin, Falcon and the Owl: stand by to be assigned to other duties. Despite your efforts to have flying saucers written off as rogue weather balloons and crop circles attributed to rural pranksters, public interest in paranormal exotica remains resistant to dirty tricks.

Even worse, you are to be unmasked in front of 400 ufologists. The highlight of a UFO-meet at Leed Civic Theatre today promises to be exposure of the double agents who have "helped brand us a load of idiots," according to Tony Dodd, director of investigations for the conference organisers, Quest International.

The audience will hear taped conversations of the gang of international debunkers — group code name: the Birds — revealing the role they have played in giving ufology, etc, a bad name.

The Birds are said to be linked to the military intelligence agencies of several nations. One of them, according to Graham Birdsall, editor of UFO magazine since 1981, is "a very well known Briton".

The tapes were gathered by Armen Victorian, a Nottingham-based former diplomat, whom the Birds allegedly tried in vain to recruit.

According to Mr Dodd, a retired police sergeant, who says he was buzzed in 1978 by a 100ft wide disc with a glowing globe on top, the Birds "publish false documents and penetrate major groups, giving out stories that are totally different from anything else we get. We are fed up of being ridiculed and want to get even."

So far this year the Ministry of Defence has logged 117 claims of UFO sightings. Mr Birdsall and his readers believe the Birds' activities represent a desperate rearguard action.

"We've had quiet talks with some of them and they are always saying 'The world is not ready for this yet'," complained Mr Dodd.

The Guardian, 26/9/92

QUEST INTERNATIONAL UFO AND CROP CIRCLE CONFERENCE 1992

PROGRAMME OF EVENTS & AUTOBIOGRAPHY OF SPEAKERS

Welcome to what promises to be an extraordinary day!

Quest International's 11th Annual Conference is regarded as Europe's premier UFO and Crop Circle event, bringing together a plethora of international speakers. An added bonus for delegates is the appearance of leading USA researcher and former USAF intelligence officer, Bob Dean.

Recent statements to the effect that no tangible evidence exists to support the hypothesis that UFOs are extraterrestrial, and that crop circles are nothing more than the product of imaginative hoaxers will be severely challenged today.

We have also arranged a special video projector, to augment the lectures. Several major and highly important pieces of film footage will be presented, including some remarkable clips of UFOs.

Alongside the main auditorium, delegates will find a large UFO and crop circle display. Our staff working for the *UFO DIRECTORY* will be present with hundreds of packages, video's, audio tapes and much much more. Also available is a voluminous selection of documents set for release in future issues of *UFO Magazine.* A major selection of UFO books will afford further entertainment, and a number of related items from groups and research organisations will undoubtedly fascinate!

Due to the welcome appearance of Bob Dean, our time schedule has been slightly rearranged.

On behalf of the directors of Quest International and UFO Magazine, may I take this opportunity in thanking all those persons attending Conference 92, in particular our many subscribers who have travelled hundreds of miles to participate in today's event. Enjoy the day, and have a safe journey home.

Graham William Birdsall

Editor (UFO Magazine)

REVISED CONFERENCE AGENDA

11.15am: OPENING ADDRESS

11.25am: A JOURNEY THROUGH UFO HISTORY

11.55am: ANTHONY DODD

01.00pm: LUNCHEON INTERVAL

14.00pm: GRAHAM W. BIRDSALL

15.00pm: COLIN ANDREWS

16.00pm: TEA INTERVAL

16.30pm: ARMEN VICTORIAN

17.30pm: BOB DEAN

18.30pm: QUESTION TIME

19.30pm: CONFERENCE CLOSE

IMPORTANT NOTICE

QUEST INTERNATIONAL ASK THAT DELEGATES REFRAIN FROM TAKING PHOTOGRAPHS OR PERSONAL AUDIO RECORDINGS AT CONFERENCE. UFO MAGAZINE WILL BE PRODUCING PROFESSIONAL VIDEO AND AUDIO CASSETTES OF EACH LECTURE.

FOR ADVANCE NOTIFICATION OF THE ABOVE ITEMS, PLEASE SEE FORM AT REAR OF PROGRAMME!

TODAY'S SPEAKERS

COLIN ANDREWS IS ARGUABLY THE WORLD'S LEADING AUTHORITY ON CROP CIRCLES. OVER A DECADE RESEARCHING THIS STRANGE PHENOMENA, ANDREWS HAS CONSISTENTLY TRIED TO ADOPT A PROFESSIONAL AND SENSIBLE APPROACH IN RELATION TO INVESTIGATION.

COLIN HAS PARTICIPATED IN AND PRODUCED SEVERAL FINE CROP CIRCLE DOCUMENTARY FILMS, MANY RECORDING A POSSIBLE RELATIONSHIP WITH NATURE AND A YET-TO-BE DISCOVERED INTELLIGENCE. HIS OPINION IS ALWAYS RESPECTED BY COLLEAGUES AND MEDIA ALIKE.

IN 1983 HE FOUNDED *CIRCLES PHENOMENON RESEARCH (CPR)*, THE FIRST ORGANISATION SPECIFICALLY FORMED TO ANALYSE AND INVESTIGATE THESE MYSTERIOUS MARKINGS. ANDREWS HAS RECENTLY MOVED TO EXPAND THE CPR WITH VARIOUS OVERSEAS GROUPS. IN JUNE 1992, THE CPR PUBLISHED ITS FIRST INTERNATIONAL NEWSLETTER. CONFERENCE DELEGATES WILL SEE AND BE PERPLEXED BY THE AWESOME PHENOMENON KNOWN AS CROP CIRCLES.

GRAHAM BIRDSALL IS EDITOR OF QUEST INTERNATIONAL'S *UFO MAGAZINE*, AND HAS INVESTIGATED THE PHENOMENON OF UFOs FOR OVER TWENTY YEARS. A PROLIFIC WRITER, BIRDSALL CONTINUES TO PUBLICISE A VARIETY OF MILITARY ASPECTS, ALL RELEVANT TO THE SUBJECT.

IN 1981, GRAHAM ESTABLISHED *THE YORKSHIRE UFO SOCIETY* AND WORKED EXTREMELY HARD TO PROFESSIONALISE UFO INVESTIGATION. THE PUBLICATION 'QUEST' WAS BORN IN 1982. SUBSEQUENTLY, THE SOCIETY AND ITS JOURNAL, WAS ABSORBED BY QUEST INTERNATIONAL, AND A NEW NAME ***'UFO MAGAZINE'*** WAS ADOPTED FOR ITS PUBLICATION.

UFO MAGAZINE IS NOW REGARDED AS A TOP FLIGHT INTERNATIONAL PUBLICATION READ IN OVER 28 COUNTRIES. BIRDSALL HAS DONE MUCH TO PROMOTE BRITISH UFOLOGY OVERSEAS AND IS COMMITTED TO ESTABLISHING U.K. UFOLOGY AS A WORLD LEADER. HIS COMMENTS WILL UNDOUBTEDLY SHOCK MANY.

BOB DEAN HAS RESEARCHED UFOs SINCE 1950. DURING HIS EIGHTEEN YEARS IN THE MILITARY HE SPENT TIME IN THE UNITED STATES INTELLIGENCE DEPARTMENT. HE HAS SEEN MANY MILITARY DOCUMENTS ABOUT UFO ACTIVITY - INCLUDING AN INCIDENT WHERE SOME FIFTY UFOs FLEW OVER EUROPE.

DEAN IS EMERGENCY PLANS AND OPERATIONS OFFICER FOR PIMA COUNTY, AZ SHERIFF'S DEPARTMENT, YET CONTINUES TO DIG MUCH SENSITIVE INFORMATION PERTAINING TO UFOs FROM CONTACTS. HE SAYS THE AMERICAN UFO POLICY WAS FORMULATED BY HARRY TRUMAN, WHILE GENERAL HOYT VANDENBURG KEPT INFORMATION FROM THE PRESIDENT... ***AS IT WAS TOO SHOCKING FOR THE PUBLIC.***

BOB DEAN'S LECTURE IS CERTAIN TO BE CONTROVERSIAL!

TONY DODD IS QUEST INTERNATIONAL'S DIRECTOR OF INVESTIGATIONS AND HAS LECTURED THROUGHOUT THE WORLD ON UFO ISSUES. A FORMER POLICE SERGEANT WITH TWENTY FIVE YEARS IN THE FORCE, DODD IS PARTICULARLY SUITED TO THE CHALLENGE OF UFO INVESTIGATION - AND THE ENORMOUS COMPLEXITIES THIS INVOLVES.

TONY'S SPECIALIST SUBJECT IS ALLEGED *ALIEN ABDUCTIONS* AND *ENCOUNTER CASES*, ALTHOUGH AS HEAD OF QUEST INTERNATIONAL RESEARCH, HE HANDLES REPORTS FROM ALL OVER THE WORLD.

IN AUSTRIA, HE RECENTLY COMPLETED SEVERAL MAJOR UFO FILMS AND WROTE MUCH OF THE SCRIPT. DODD HEADS ONE HUNDRED INVESTIGATORS IN QUEST INTERNATIONAL'S RESEARCH NETWORK. DODD WILL PRESENT CASES THAT WILL OBVIOUSLY CONCERN MANY... THE PHOTO EVIDENCE IS ASTOUNDING.

ARMEN VICTORIAN IS PROBABLY ONE OF THE WORLD'S MOST PROLIFIC INTELLIGENCE AUTHORS. VICTORIAN HAS CAREFULLY ESTABLISHED AN INTRICATE NETWORK OF CONTACTS AND SOURCES AND HAS PROVIDED FOR SOME BREATHTAKING RESULTS.

AN INVESTIGATION OF NOTE CONCERNS A SEMI-OFFICIAL AND COVERT ORGANISATION KNOWN AS THE ***AVIARY***, FOUNDED BY LEADING AMERICAN RESEARCHER BILL MOORE. THE AVIARY EXISTS TO CONFUSE AND PUBLISH DISINFORMATION ON A SCALE PREVIOUSLY UNHEARD OF.

ANOTHER INVESTIGATION CURRENTLY IN ACTION CONCERNS CROP CIRCLES, AND AN ACTIVE INTELLIGENCE ATTEMPT TO DISCREDIT THE PHENOMENA BY MEANS ONLY AVAILABLE TO THE SECURITY SERVICES. AT CONFERENCE, DELEGATES WILL BE SHOCKED BY WHAT THEY HEAR AND READ.

ADVANCE VIDEO AND AUDIO TAPE NOTIFICATION

TODAY'S CONFERENCE IS BEING FILMED AND VHS VIDEO'S OF EACH LECTURE AND AUDIO CASSETTES WILL BE AVAILABLE IN THE NEAR FUTURE. IF YOU REQUIRE ADVANCE NOTICE OF PRICES ECT, PLEASE COMPLETE THE FORM BELOW, AND HAND TO VIVIENNE OLBISON AT THE UFO DIRECTORY DESK IN THE DISPLAY HALL.

NAME: _____

ADDRESS: _____

_____

POST CODE: _____

RAF LIAISON OFFICE
Royal Air Force Bentwaters Woodbridge Suffolk IP12 2RQ

Telephone Bentwaters (0394) 432557

Section 40

BENT/1/2/AIR

29 September 1992

Ministry of Defence
Main Building
Whitehall
LONDON SW1A 2HB

Dear Section 40

REPORT OF UFO SIGHTING - THURSDAY 24 SEPTEMBER 1992

1. As you expressed an interest in the reported sighting of a UFO near RAF Woodbridge on 27 December 1980, you may be interested in a telephone call from a husband and wife from Felixstowe that I received yesterday.

2. Last Thursday 24 September, both Section 40 were returning to their home at 2045 hours when they both noticed what they thought were 3 shooting stars. What really caught their attention was that they dropped vertically and then started dog fighting or dancing between each other. They seemed to be about 1 1/2 miles away and at about 20k feet dropping over Felixstowe dock. There was no noise, no distinctive shape to them although they appeared to be oyster like, were amber in colour and left no trail.

3. It was a clear night except for a little cloud which, after a few minutes, the 3 lights disappeared into. Both Section 40 drew a neighbours' attention to this phenomenon which she also witnessed. Section 40 reported his experience to the local police station in Felixstowe but no other reports had been filed. Still curious, they telephoned my office and I said I would pass the detail on. Both were happy to release their telephone number and address and were keen to say that they were not cranks and that this report was not a hoax. If you wish to follow this up, I suggest that you write or telephone:

Section 40

Yours sincerely

Section 40

Squadron Leader
RAF Commander

copy to:
DI55c

REPORT OF AN UNIDENTIFIED FLYING OBJECT

25

A.	Date, Time & Duration of Sighting	Precise date N/k. Week ending 25 sept
B.	Desciption of Object (No of objects, size, shape, colour, brightness)	4 objects chasing around the sky
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	In car, travelling down M3
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	Directly overhead - appeared to be following them.
G	Distance (By reference to a known landmark)	less than 50 feet overhead
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Speeded up when they did. Stopped when they stopped. They got out of car at one point - object stationary overhead.
I.	Met Conditions during Observations (Moving clouds, haze, mist etc)	N/k
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)	M3 motorway, bridges etc.

K.	To whom reported (Police, military, press etc)	See (AS)2a
L.	Name & Address of Informant	Section 40
M.	Background of Informant that may be volunteered	None
N.	Other Witnesses	N/k, but did mention that they'd spoken to someone else who'd seen similar phenomenon
O.	Date, Time of Receipt	1/10/92 ; 1540
P.	Any Unusual Meteorological Conditions	N/k
Q.	Remarks	They believed the objects to be under "intelligent control", notwithstanding any suggestion of searchlights. Referred them to the UFO groups.

Section 40

copy to :

DI55c

TOP

FEED DIRECTION

24

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

CAV073 24/1711 268C2702

FOR CAV

ROUTINE 240842Z SEP 92

FROM RAF LEUCHARS
TO MODUK AIR
HQSTC

U N C L A S S I F I E D
SIC Z6F
MODUK AIR FOR AFOR(RAF), HQSTC FOR UKRAOC
A. 2025 LOCAL, 5-10 SECS, 23 SEP 92
B. ONE OBJECT, SIZE 3FT, COLOUR BLUE, SHAPED LIKE A CHRISTMAS BELL, WITH MOVING ANTENNA OUT OF THE TOP, CHANGING COLOURED LIGHTS (HORIZONTAL THROUGH THE MIDDLE)
C. HOVERING APPROX 15FT ABOVE GROUND LEVEL, SEEN 3FT FROM A WINDOW
D. NAKED EYE
E. FIRST SEEN OUTSIDE WINDOW, WITNESS TURNED AND RAN SHORTLY AFTERWARDS
F. EYE LEVEL, 3 FT AWAY
G. 3FT
J. CALM, CLEAR, NO LOW CLOUDS
K. FLOOD LIGHTS TO REAR, 200 YDS

PAGE 2 RBDOXJ 0001 UNCLAS
L. Section 40 [redacted] LEUCHARS OPS
M. Section 40 [redacted] PRIORY PARK, KIRKALDY, Section 40 [redacted]
TEL Section 40 [redacted]
N. INFORMATION GIVEN BY Section 40 [redacted] HOWEVER WITNESSED BY [redacted] Section 40
Section 40 [redacted] AGE 11 YEARS (NOT A STORY TELLER)
P. 232349Z SEP 92
Q. YES
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

ufo file page.

23

REPORT OF UNIDENTIFIED FLYING OBJECT

A. Date, Time and Duration of Sighting Local times to be quoted	23RD SEPT P100L 2-3 mns
B. Discription of Object Number of objects, size, shape, colours, brightness, sound, smell, etc.	STAR SHAPED ONE SILVER, BRIGHT SPARKLING. FLASHING LGT EITHER SIDE.
C. Exact position of observer Geographical location, indoors our out, stationery or moving.	HARTCLIFFE Section 40 [redacted] INDOORS FACING E TOWARD WHITCHURCH
D. How Observed Naked eye, binoculars, other optical device, still or movie camera.	BINOCULARS.
E Direction in which Object was First Seen A landmark more useful than badly estimated bearing.	OVER HARTCLIFFE SCHOOL LOOKING EAST
F. Angular Elevation of Object Estimated heights are unreliable.	LEVEL WITH TOP OF FLATS.
G. Distance of Object from Observer Ref. to known landmark when possible.	1000 - 2000'
H. Movements of Object Changes in E, F & G more use than est. course and speed.	STATIONARY FOR 1 min ROCKING SLIGHTLY ZOOMED AWAY UPWARDS
J. Met. Condition During Observation Moving clouds, haze, mist, etc.	MODERATE CLOUD GOOD VIS.
K. Nearby Objects Telephone or high-voltage lines; dam, lake or reservoir; swamp or marsh; river; high building, tall chimney, steeples, spires or masts; airfields, generating plants; pits, factories or other lighted sites, or lighting.	BLOCK OF FLATS
L. To Whom Reported Police, Military org. the press, etc.	JUST ATC
M. Name and Address of Informant	Section 40 [redacted] BRISTOL [redacted]
N. Any Background Information on Informant that may be Volunteered	NOTHING.
O. Other Witness	ONE OTHER (MOTHER)
P. Date and Time of Receipt of Report	24th Sept 1992 @ 1415L

Signature ..... Section 40 [redacted] .....

cc DISSC

Section 40 [redacted]

REPORT OF AN UNIDENTIFIED FLYING OBJECT

1.	Date, time & duration of sighting	Thursday 9th Dec ; c 4·30 pm ; a few minutes.
2.	Description of object (No of objects, size, shape, colour, brightness, noise)	Three lights forming shape of triangle. Witnesses thought they were at points of triangular shape craft △. No noise.
3.	Exact position of observer (Indoors/outdoors, stationary/moving)	People driving along Coastal Rd nr Louth, Lincs. Many witnesses stopped their cars and got out for better look.
4.	How observed (Naked eye, binoculars, other optical device, camera or camcorder)	Naked eye
5.	Direction in which object first seen (A landmark may be more useful than a roughly estimated bearing)	Towards / over Coast in NW direction.
6.	Angle of sight (Estimated heights are unreliable)	N/k - difficult to judge.
7.	Distance (By reference to a known landmark)	N/k - difficult to judge in dark
8.	Movements (Changes in 5, 6 & 7 may be of more use than estimates of course and speed)	Hovered. Turned on axis. Shot off at c 500 mph, towards NW "and up".
9.	Met conditions during observations (Moving clouds, haze, mist etc)	Dark
10.	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

11. To whom reported (Police, military, press etc)	Story ran in Lincs local paper. Dozens of witnesses phoned the paper.
12. Name & address of informant	Section 40
13. Background of informant that may be volunteered	Reporter
14. Other witnesses	OC RAF Prime Nork *
15. Date and time of receipt	Fri 17th Dec
16. Any unusual meteorological conditions	N/k
17. Remarks	Many local people experienced automatic changes in channels on their TVs that evening.

Section 40

Sec(AS)2a

* OC RAF Prime Nork : Section 40
Section 40, CRO at RAF Coningsby, Section 40

with the compliments of

Ministry of Defence

Sec (AS) 2a

Section 40

D155c -

A few bits and pieces for you ... I went along to Questis conference. Usual fare, but plenty of talk on F-117a, B-2, Aurora, and "Senior Citizen" - the mention of which, apparently, would cause heart attacks in the Intelligence Community! Happy to give a fuller account if required.

Section 40

MOD Form 195 (Revised 6/89)

TOP

FEED DIRECTION

22
+1

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

CAV037 14/1204 258C1338

FOR CAV

ROUTINE 141100Z SEP 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. 102115L AND AT 102200L SEP 92
B. VERY LARGE, LONG CYLINDER, BRIGHT ORANGE LIGHT IN TRIANGULAR FORMATION
C. OUTDOORS AND MOVING IN CAR
D. NAKED EYE
E. SOUTH
F. VERY, VERY LOW
G.
H. CHANGING
J. STORMY
K.
L. MANCHESTER AIRPORT
M. [redacted] GREEN NORTH ASHTON, WIGAN.

Section 40

PAGE 2 RBDAID 0002 UNCLAS
MERSEYSIDE
N.
O. TWO OR THREE PEOPLE
P. 141100Z SEP
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

WEEKLY WORLD NEWS
September 8, 1992 85c/95c CANADA

Never before seen: Secret KGB photo taken in 1987!

RUSSIANS SHOOT DOWN UFO

Angry aliens turn soldiers into stone!

Section 40

Section 40

UFO file

TOP

FEED DIRECTION

21
+1

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

CAV035 08/0923 252C0958

FOR CAV

ROUTINE 080700Z SEP 96

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 SEP. MIDNIGHT 5-6 SECONDS
B. 10 SHAPES IN THE SKY. LOOKED LIKE STARS BUT WERE TWICE THE SIZE AND MOVED. THERE WAS NO SOUND OR SMELL
C. FISHING AT CONNYBROOK WEST
D. NAKED EYE
E. SOUTHSIDE OF HEATHROW AIRPORT RADAR
F. LOWER THAN STARS
H. SHAKING FOR 5-6 SECONDS THEN VANISHED
J. CLEAR SKY
K. HEATHROW RADAR
L. HEATHROW AIRPORT
M. Section 40 [redacted] ROWHAMPTON, LONDON,
Section 40

PAGE 2 RBDAID 0002 UNCLAS
O. ONE OTHER MAN WHO WAS FISHING
P. 7 SEP 1400Z
BT

DISTRIBUTION Z6I
F
CAB 1 SEC(AS) ACTION (CAJ 1 AFDO)
CYD 1 DD GE/AEW
CAV 1 D1 55

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

TOP

FEED DIRECTION

20

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

CAS027 07/1622 251C0837

FOR CAV

ROUTINE 070800Z SEP 92

-8 SEP 1992

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. 04/09/92, 1500Z, 10 MINUTES
B. ONE VERY LARGE CYLINDRICAL OBJECT, METALLIC SILVER
C. CUCKFIELD, EAST SUSSEX, OUTDOORS, STATIONARY
D. NAKED EYE
E. OVERHEAD
F. BELOW CLOUD COVER
G. NIL
H. STEADY
J. 3 OKTAS OF CUMULAS CLOUD AND CLEAR BLUE SKY
K. NIL
L. NIL
Section 40 [redacted]
N. NIL

PAGE 2 RBDAID 0002 UNCLAS
O. NONE
P. 04/09/92 2020Z
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

with the compliments of

Ministry of Defence

Sec(AS)2a

19

DI55c - Section 40 [redacted]

Another article for your (growing) collection. Attention is really focusing on this now, notwithstanding a recent USAF "denial briefing". This is bound to prompt further questions / Parliamentary interest.

Section 40 [redacted]

MOD Form 195 (Revised 6/89)

Woman claims she took photographs of secret spy plane

By IAN BRUCE

A DUMFRIES businesswoman claimed yesterday that she saw and photographed what could have been the prototype of the top secret US Aurora spy plane more than three years ago.

Mrs Patricia Anderson, 47, of Lavender Bank, Tinwald, an aircraft enthusiast and amateur photographer, also says she was told her film had come out "completely blank" when she went to collect the prints the day after she reported the sighting to the Civil Aviation Authority.

Mrs Anderson, a computer expert with her own knitwear design company, had been walking her labrador dog Ben on the secondary runway at the abandoned Heathhall wartime airfield north-east of Dumfries on March 16, 1989.

It was a clear, bright afternoon, and as she looked up at the sky she saw two airliners heading in opposite directions at what she estimated to be about 30,000ft.

Suddenly, she saw a third shape below the airliners. She said yesterday: "At first I thought something had fallen away from one of the passenger aircraft. But then it swooped down, obviously under control, and swept over Heathhall heading south-west at high speed.

"I always carry a camera when out walking. The area in which we live is one of the UK's major low-flying sectors for military training, and my husband and I have taken hundreds of shots of fast jets over the last few years.

"I shot off most of a roll of Ektar 1000 film as the aircraft passed. It was oval-shaped and grey-coloured, and much bigger than an RAF Tornado. It looked like nothing I had seen before. It was very big, with what I presume were engine intakes looking like a pair of giant eyes as it approached.

"It was also very, very quiet. There was practically no noise at all, unlike the racket made by the military aircraft we're used to seeing and hearing. It actually crossed my mind for a moment that it might be a UFO."

Concerned that an unidentified craft seemed to be flying near air traffic lanes, she contacted the CAA to report the sighting.

Mrs Anderson added: "Within a couple of hours, the police arrived at our house, and we were questioned in detail. We were also asked to sketch the object. The police took the drawing with them.

"They were also told that my husband had taken the roll of film to Magic Moments, a 24-hour photo-development shop in Buccleuch Street in Dumfries which has since closed down.

"But when we went to collect the prints the next day, we were shown a blank strip of celluloid and informed that nothing had come out. I just don't believe that. We are experienced photographers. All we have now is a second sketch made after the police left the house."

Mrs Anderson says she received a telephone call a week later asking about the photographs, and whether there was another film. She refused yesterday to disclose the identity of the caller, but claims she was told she had seen a top secret aircraft, and that it would be better if she forgot that it had happened.

Her interest was revived earlier this year by stories of the secret Aurora programme, and reports of mysterious sightings near the US-controlled airbase at Machrihanish, culminating last week in a Herald story in which a Dutch scientist claimed that a shock wave which jolted the Friesian coast of the Netherlands three weeks ago had been caused by an aircraft moving at more than three times the speed of sound.

His conclusions, drawn from seismic equipment readings in the affected area, are supported by fleeting radar contacts picked up by various civilian agencies, including Oceanic air traffic control at Prestwick.

Kemper Securities, a Chicago-based firm of financial analysts, revealed several weeks ago that up to $8000m has been siphoned out of the Pentagon's "black budget" and paid to the Lockheed Corporation for development of the Aurora, a new generation spy plane said to be capable of flying at 4000mph.

Other US high-altitude reconnaissance aircraft such as the SR71 Blackbird are known to have used Machrihanish as a refuelling stop en route for missions over former Warsaw Pact territory during the Cold War.

The remote base on the Kintyre peninsula, although nominally under RAF control, is home to a substantial USAF presence. It also plays host to units of US Navy Seals (Sea, Air, and Land commandos), the American equivalent of the Royal Marines' Special Boat Squadron.

The Herald, Friday 8th September

Cpy 6

1155c

TOP

FEED DIRECTION

18

UNCLASSIFIED

RESTRICTED

CAB022 010741 24SC0399

FOR CAB

ROUTINE/ROUTINE 010640Z SEP 92

FROM RAF WYTON
TO MOD(UK) AIF
INFO MOD(L)

UNCLASSIFIED

RESTRICTED

SIC 155/152
MIN AFDR (RAF)
SUBJECT REPORT OF AN UNIDENTIFIED FLYING OBJECT

1 20 AUG 92 [illegible]
2 WHALE [illegible], VERY [illegible] [illegible] [illegible]
COLOUR. NUMEROUS GREEN, BLUE AND RED LIGHTS FLASHING IN [illegible]
TIMES AROUND BODY OF OBJECT. [illegible] [illegible]
OFTEN. TWO OBJECTS [illegible]
3 NORTHERN [illegible] EAST DOWNHAM MARKET
4 NAKED EYE
5 JUST EAST DOWNHAM MARKET
6
7 300 YARDS
8 APPEARED STATIONARY FOR AT LEAST 4 MINS THEN WAS SEEN TO QUOTE SINK

UNQUOTE BEHIND A BUNGALOW
9 CLEAR, PLEASANT EVENING
10 VERY VERY LOW, JUST ABOVE ROOF TOPS
11 RAF WYTON OPS ONLY
Section 40 [redacted] CHRISTCHURCH,
13
14 Section 40 [redacted] QUESTION MARK
15 29 1430 AUG 92 TO WYTON BY TELEPHONE
16 Section 40 [redacted] WOULD LIKE A REPLY IS POSSIBLE
BT

DISTRIBUTION 155

P
NJ SDL

DISTRIBUTION 154

P
CYD 1 JD AIRDEFENCE/ [illegible] & CAJ 1 AFDO/
CYD 1 DD A/AAR
CAB 1 SECRETARY

C1 - Section 40 [redacted]

Section 40 [redacted]

31-8-92

Our ref:PHILCASE.075

17

Section 40 [redacted]
Secretariat (Air Staff) 2a,
M.O.D.,
Room Section 40
Main Building,
Whitehall,
London,
SW1A-2HB.

Dear Sir,

Re: enclosed UFO report [for your file], referenced above and submitted for your inspection and possible comment.

It would be most helpful to me if you could indicate whether or not your office received any contemporaneous UFO reports from the area in question.

Of course, it is taken as read that your jurisdiction vis-a-vis the UFO controversy is strictly confined within defence parameters, but a simple listing of any incoming reports received by your office would suffice in the pursuance of my enquiries.

Looking forward to your anticipated response.

Yours faithfully,

Section 40 [redacted]

Section 40 [redacted]
Investigator,
London,

COPY : MOD

UFO SIGHTING QUESTIONNAIRE (STANDARD)

Interrupted TV Viewing

''

CASE SUMMARY TO BE FILLED IN BY THE INVESTIGATOR ONLY:-

BUFORA REFERENCE NUMBER:

INVESTIGATOR REFERENCE NUMBER: Section 40E.075

INVESTIGATION COMPLETE: y/n/on-going: on-going

INVESTIGATOR(s): Section 40

CLASSIFICATION USING VALLEE SYSTEM (1990) [IF POSSIBLE]: FB2-301

LOCATION(S) USING O.S. GRID REFERENCE IF POSSIBLE:

OBSERVATION DATE(S): 17-7-92

OBSERVATION TIMES [GMT/BST/LOCAL] USING 24-HOUR SYSTEM: 20.55 bst

EVALUATOR(s):

EVALUATION: indeterminate

****

THIS SECTION OF THE QUESTIONNAIRE IS TO BE FILLED IN BY THE WITNESS:-

SECTION A - BIOGRAPHICAL SUMMARY:-

FULL NAME*: Section 40

*** EVEN IF YOU HAVE ALREADY PUBLICISED YOUR NAME THIS REPORT WILL BE TREATED IN CONFIDENCE BY BUFORA LTD.**

DATE OF BIRTH.: 14-6-27

ADDRESS : Section 40 , Selhurst, London, Section 40

TELEPHONE NUMBER: not given

RECENT OCCUPATION: retired

PROFESSIONAL, TECHNICAL OR ACADEMIC QUALIFICATIONS (IF ANY): none

SPECIAL INTERESTS/HOBBIES: gardening

WITNESS' SIGNATURE: _given_ _, TODAY'S DATE: 18-8-92

The British UFO Research Association (BUFORA) is dedicated to the scientific study of the UFO phenomenon. All BUFORA investigators are bound by a strict code of practice which requires them to conduct all investigations in a professional manner and to respect the anonymity of the witnesses.

A copy of the Code of Practice can be obtained on request from BUFORA' office:-

BUFORA Ltd., Suite 1, The Leys, 2c Leyton Rd., Harpenden, Herts. AL5-2TL.

BUFORA Ltd. is also registered under the Data Protection Act - Registration Number: F0779204

''

SECTION B: WRITTEN ACCOUNT

PLEASE WRITE AN ACCOUNT OF WHAT HAPPENED TO YOU (USE ADDITION SHEETS IF NECESSARY):-

I was watching TV when I turned my head to look out of the window which have net curtains only halfway up. Also, I was wearing glasses so had a clear view of the moving object. I first saw the circle & top part; both were outstanding & I could see dark markings on the top. I got up quickly, stood in front of the window for several seconds looking at it [the object]. By then, it had moved & I saw the complete outline. It looked so clear-cut & perfect & a privilege to see. Suddenly, it took off (could have done a twirl?) as there was some movement. I saw the whole thing completely & it reminded me of a flying saucer that I had seen in an American science-fiction film that was shown on TV a while ago. By now, it was moving away, the sun shone through the clouds onto it; that's when I saw the dark (black) marks & steel colour. Then it disappeared into cloud a few seconds after an aeroplane appeared turning left.

My sister was with me & saw my reaction.

''

SECTION C:OBJECT CHARACTERISTICS

1) Please complete the following:-

a) NUMBER OF OBJECT(S) SEEN: **1**

b) COLOUR(S) " " " : **steel & black**

c) SOUND " " " : **none**

d) SMELL " " " : **none**

f) CLARITY(*) " " " : clearly

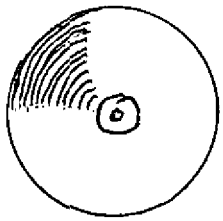
g) BRIGHTNESS(+)" " " : none

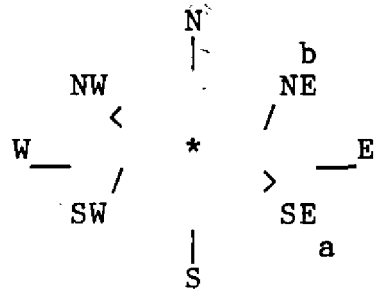
$ if other than a point source of light.

* sharpness of the object's outline.

+(IF ANY) COMPARED TO, STAR, MOON, TORCH, ARC-LAMP OR SUN ETC.

PLEASE USE THIS SPACE TO MAKE A SKETCH OF THE OBJECT YOU SAW:-





Imagine yourself in the middle of this compass dial. Write 'A' on the on the dial where you first saw the object, & a 'B' where the object was last seen.

SECTION D: THE PHYSICAL CHARACTERISTICS OF THE OBSERVATION

2) TIME WHEN THE OBJECT(S) WAS FIRST SEEN: 20.55

3) DURATION OF OBSERVATION (ESTIMATE IF UNSURE):-

DURATION MORE THAN: a few seconds

DURATION LESS THAN:

4) DATE OF OBSERVATION: 17-7-92

5) WHERE WERE YOU AT THE TIME OF THE INCIDENT? (NEAREST STREET, DISTRICT & MAIN TOWN) at home

6) WHAT FIRST BROUGHT YOUR ATTENTION TO THE OBJECT(S) SEEN AND WHERE WAS IT (THEY) LOCATED?: looking out of the window at sky

7) HOW DID THE OBJECT(S) DISAPPEAR FROM VIEW? : into a cloud

8) IF ESTIMATES ARE GIVEN IN QUESTIONS 2, 3 AND 5, HOW DID YOU GAUGE THE TIME? (WATCH, CLOCK TOWER OR RADIO ETC.): clock

9) BY HOLDING ONE OF THESE FAMILIAR ITEMS AT ARM'S LENGTH, WHICH ONE, IN YOUR ESTIMATION, WOULD JUST COVER THE OBJECT(S) YOU SAW (CIRCLE AS APPROPRIATE): pin-head, pea, 1p piece, 2p piece, golf-ball, tennis-ball, other : dinner plate

10) WAS THE OBJECT PHOTOGRAPHED, FILMED OR VIDEO RECORDED? (IF YES, GIVE DETAILS): no

11) WERE THERE ANY OTHER WITNESSES TO THE OBJECT(S) YOU SAW? (IF YES, GIVE NAMES,ADDRESSES AND PHONE NUMBERS WHERE POSSIBLE): n - my sister was in the room with me and saw my reaction, [but no] she did not see the object

''

SECTION E: OTHER CHARACTERISTICS RELATING TO THE OBSERVATION

12) DID YOU, (OR OTHER WITNESSES PRESENT), OR THE SURROUNDING ENVIRONMENT, SUFFER ANY PHYSICAL EFFECTS WHICH YOU CONSIDER TO BE ATTRIBUTABLE TO THE OBJECT(S) SEEN? (IF YES, GIVE DETAILS): Everything was blotted out for the next day or two

13) DID YOU EXPERIENCE ANY LACK OF AWARENESS OF THE PASSAGE OF TIME AROUND THE TIME OF THE OBSERVATION? (IF YES, DESCRIBE): not given

14) IF YOU HAVE HAD ANY OTHER UNUSUAL EXPERIENCES IN YOUR LIFE, PLEASE DESCRIBE THEM BRIEFLY HERE (YOU MAY FEEL UNABLE TO DESCRIBE SUCH EVENTS HERE, IF SO, PLEASE INDICATE THAT THERE ARE MATTERS YOU WISH TO DISCUSS IN A MEETING WITH AN INVESTIGATOR): no reported life-history of E.S.P.

15) DID ANYTHING 'ODD' OR 'OUT OF PLACE' OCCUR AROUND THE TIME OF THE OBSERVATION? (IF YES, DESCRIBE): when I looked out at the garden, the trees looked untidy & needed to be levelled off , also the wings & tail of aeroplane looked as though they shouldn't be there - I had a strong feeling of not wanting to put the radio on, so I didn't

16) DID ANY OTHER WITNESSES EXPERIENCE ANYTHING IN RELATION TO QUESTIONS 12, 13, 14 & 15? (IF YES, DESCRIBE): n - my sister got up to have a look, but did not see anything - I did not want to take my eyes off the object so did not explain to her exactly where to look - also my glasses brought it nearer to me - we both live in the same house.

''

SECTION E - PREVAILING WEATHER DURING OBSERVATION:-

CIRCLE ALL APPROPRIATE RESPONSE:-

i) CLARITY OF THE ATMOSPHERE: clear, hazy, foggy: clear

ii) CLOUD COVER: none, quarter, half, three-quarter, total: not sure

iii) ATMOSPHERIC TEMPERATURE: freezing, cold, cool, mild, warm, hot: warm

iv) PRECIPITATION: dry, rain, snow, hail, lightning, other: dry

v) WIND STRENGTH: still, breeze, strong wind, gale-force: not sure

vi) VISIBLE ASTRONOMICAL OBJECTS: stars, moon, sun, Aurora Borealis, shooting stars: sun

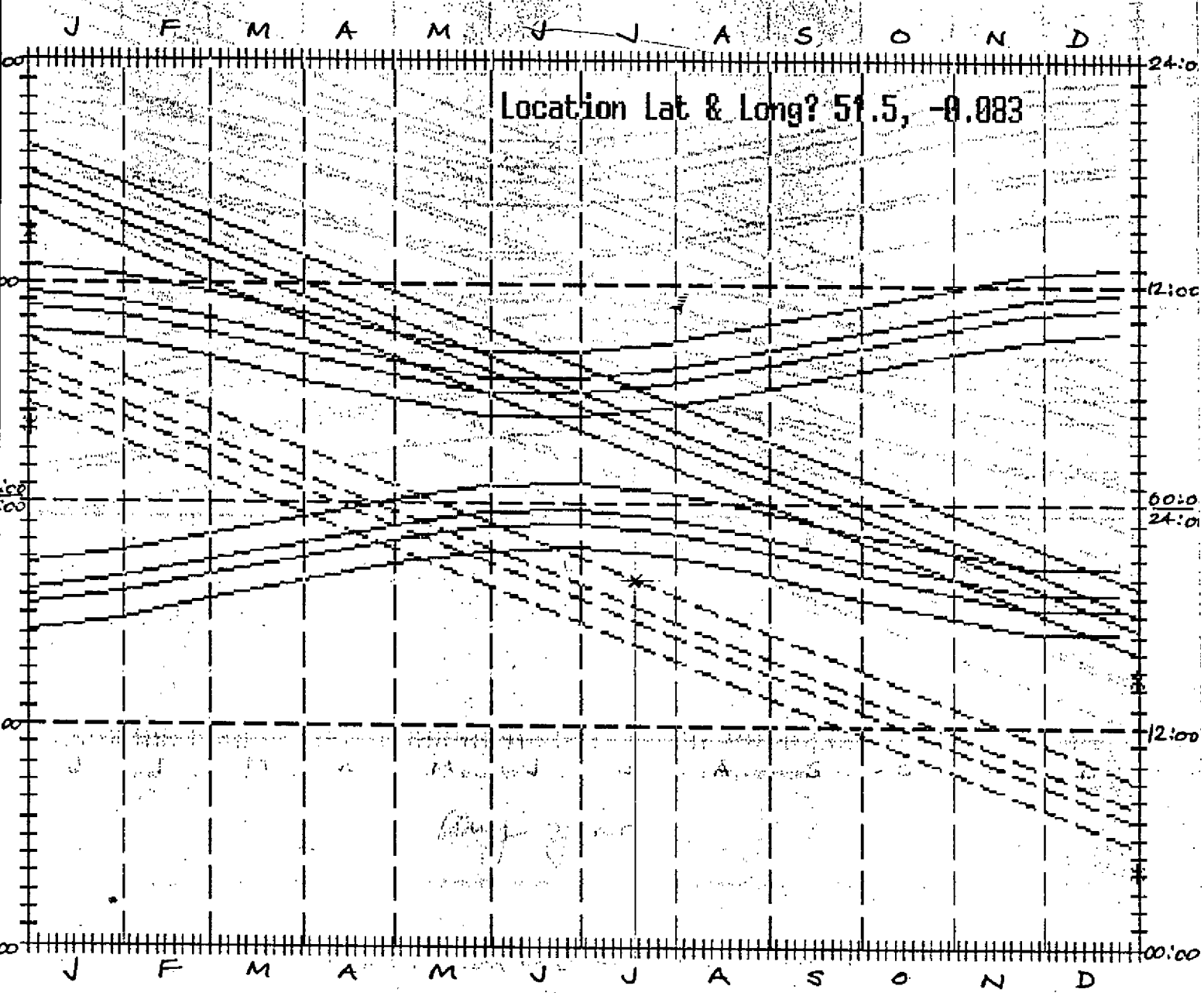
-END-

''

Thank you for completing this questionnaire. Now please return it to your local investigator.

If you require guidance in answering any of the questions contained in this questionnaire, please contact your investigator.

IDENTIFIED ORBITAL TRACKS CLOSEST TO CENTRAL LONDON



Any year.

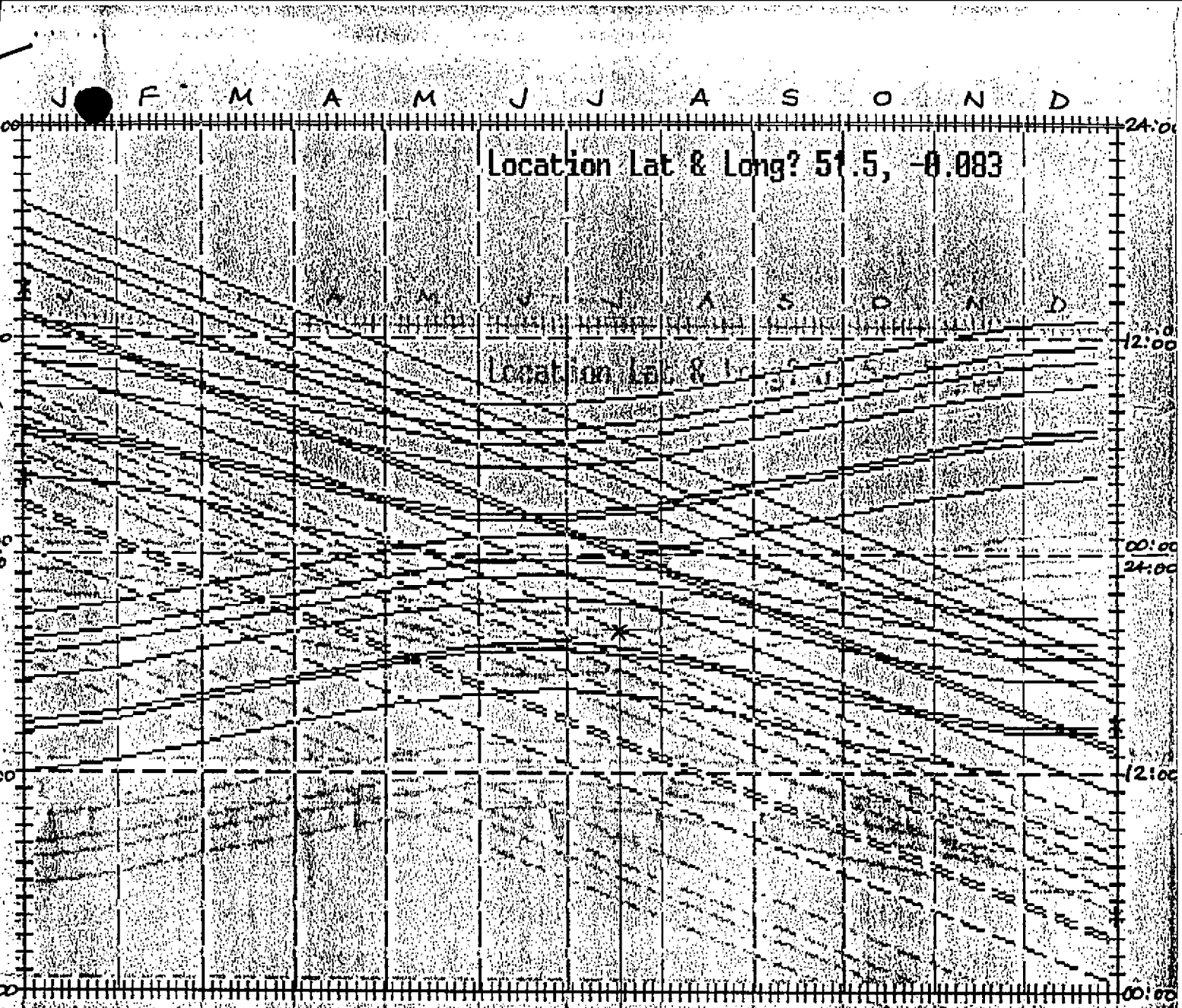
Central London — Most likely tracks.

August, 1992.

* all times in GMT.

curved lines relate to sunset/sunrise times

× marks the bethurst event.



Any year.

Central London — All tracks

Any year

Central London — Limit tracking tracks

Section 40

August, 1992

Section 40

TRACKS GIVING PERMISSIBLE OPERATIONAL DISTANCES OF IDENTIFIED CENTRAL LONDON LOCATION

with the compliments of

Ministry of Defence

Section 40

Sec (AS) 2a

UFO File Pse.

Section 40

D155c

Notwithstanding US denials, the Aurora story continues to run. The details in this article tie in with some of the things being talked about at last month's UFO conference. I'm not looking forward to the Scottish Daily Record remembering they've got photos of a diamond shaped UFO taken near Pitlochry in 1990 - the object having been stationary!

Section 40

MOD Form 195 (Revised 6/89)

with the compliments of

Ministry of Defence

Sec (AS) 2a

Section 40 [redacted]

DI55c

Section 40 [redacted]

You will be interested in this article from The Economist, I suspect!

Section 40 [redacted]

PS - can I have the Quest Magazines back ide.

MOD Form 195 (Revised 6/89)

16

O what can you see by the dawn's early light?

CLASSICISTS like their dawns rosy-fingered. The Pentagon, it appears, likes them black. Over the past few years speculation has grown that one of the American air force's secret "black" programmes is a supersonic spy-plane called Aurora. However, the secret seems to be slipping out—partly because some Los Angelinos like their dawns quiet, and are being disappointed.

At seven o'clock on June 18th, and at around that time on half a dozen other Thursday mornings in the past year or so, a tremor unlike that caused by any earthquake ran through the ground north of Los Angeles. In response to calls from worried residents, Jim Mori, who works for the United States Geological Survey in Pasadena, has looked at the records of these shocks gathered by the survey's seismic monitoring posts. He finds that the Thursday morning booms resemble the shocks produced when the space shuttle passes over at supersonic speeds on its way to land at nearby Edwards Air Force Base. They seem to be caused by something moving north of the city on a north-easterly heading, perhaps towards a large isolated air-force base in Nevada frequented by aircraft with something to hide.

To those on the look-out for clues to the air force's secret shenanigans, these shock waves are particularly welcome. Most of the evidence for secret military aeroplanes is either circumstantial or irreproducible; eyewitness accounts of strange goings-on in the sky are many, varied and extremely hard to check. So it is reassuring to have some physical evidence for an unidentified supersonic aircraft crossing the American coast. What sort of craft might it be?

The name Aurora has been bandied about since it appeared on a 1985 Pentagon budget document alongside two reconnaissance aircraft, the U-2 and the SR-71. The SR-71, also known as the Blackbird, was a high-altitude spy-plane that used to swoop and snoop at 2,200 miles an hour (3,500kph) until it was retired in the late 1980s; industry watchers wondered if Aurora might be its still-faster successor. However, since being named in that one document—apparently an accidental breach of security—Aurora has not been mentioned again. The code-word might have been no more than a budgetary fiction, masking an extra route for money that would end up in the then-black B-2 bomber programme. Even if it was indeed an SR-71 follow-on, it may have since been cancelled.

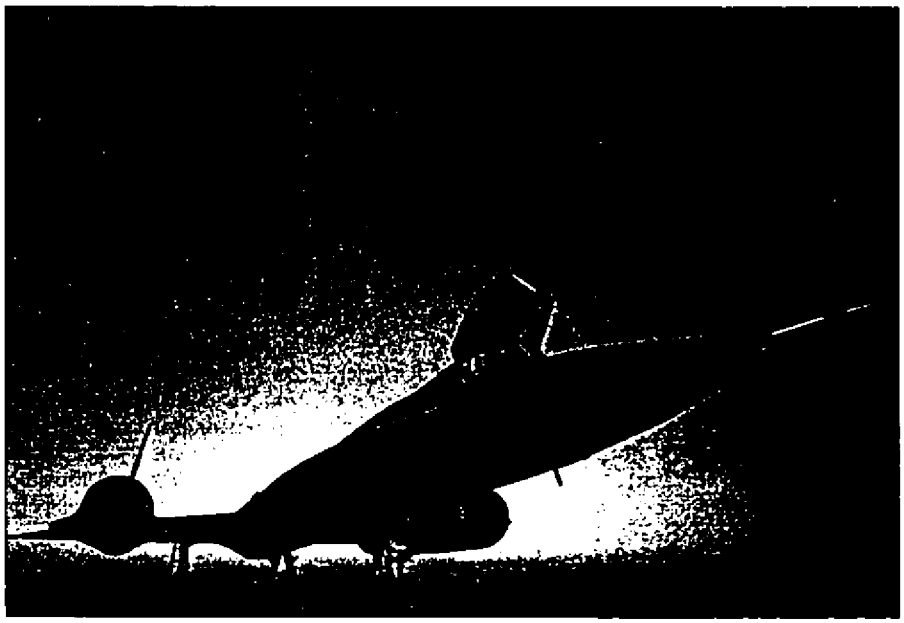
If it was not cancelled and is now rattling houses in Los Angeles, then it must have been built somewhere. The most obvious place would be the Lockheed Advanced Development Company, in Burbank, California, better known as "the skunk works". Ever since the men designing the F-80 Shooting Star during the second world war had their nostrils assaulted by the neighbouring plastics factory that gave the works their soubriquet, the skunk works have produced marvels kept secret in their day. Among them were the Blackbird and, in the early 1980s, the F-117A stealth fighter. Now the skunk works seem to have little to occupy them—yet they still employ a fair-sized workforce, and according to Laurence Harris, an analyst for Kemper Securities in Chicago, they are taking in an unexplained $400m a year. Even in the defence business, it is hard to get such money for nothing.

Mr Harris thinks that the money is paying for the development of Aurora, but that the programme has not yet come to fruition. Comparisons with the F-117A and the A-12, a predecessor of the SR-71, suggest full development might cost $4 billion-8 billion, and that the construction of a fleet of 24 might bring Lockheed another $12 billion. There is no evidence that anything like that has been spent yet, but a prototype or two may have been built.

Bill Sweetman, who works for *Jane's Defence Weekly*, has developed a quite detailed picture of what Aurora might be like: 35 metres (116 feet) long with a 20-metre wingspan, and capable of cruising at five or six times the speed of sound for perhaps 16,000 kilometres thanks to sophisticated turbo-ramjet engines. He has suggested that an unidentified supersonic aircraft spotted by a Scottish air-traffic controller on its way into Machrihanish, a remote airbase on the Mull of Kintyre which has been host to F-117As before now, might have been Aurora.

Many may take comfort in the belief that America has a super-plane girdling the earth. Others think it requires a selective and elastic approach to the evidence. John Pike, a respected analyst with the Federation of American Scientists in Washington, points to the rich variety in the sightings of "secret aircraft" that get reported in *Aviation Week*. That is the source of most of the detailed reporting on Aurora, and a magazine with such good informal links to the military-industrial complex that it has earned the nick-name *Aviation Leak*. There are big ones and small ones, quiet ones and loud ones, fast ones and slow ones.

To believe in all of these, you must be-



Sunrise behind the Blackbird

lieve in a range of secret programmes, some in development and some operational, that outstrips the new programmes revealed to the public in number, expense and technology. That suggests financial booms as well as sonic ones. And though Mr Pike agrees there are unexplained budget items and company revenues, they are just not that big. They might possibly support a prototype Aurora; or a couple of aircraft, perhaps unmanned, designed to test new types of engine; or some sub-sonic stealth reconnaissance aircraft designed to support F-117AS: but there is only really enough around for one programme. In deciding which it is, the sightings are little help—they are so varied that they could support all the projects mentioned, and more.

Another consideration is that, to judge by its actions and the words of its members, Congress does not believe that America has these aircraft. That could be taken to imply positively stygian secrecy and unaccountability; more straightforwardly, though, it implies that the aircraft are really not there.

Aurora to orbit?

Despite such scepticism, *Aviation Week* this week reports sightings of an aircraft about the size and shape of the XB-70, a prospective supersonic bomber cancelled in the 1960s. The magazine speculates that such an aircraft might be used to give satellites a piggy-back half-way to orbit. The carrier aircraft, flying high and fast, would serve as a launch platform for a rocket which could then carry a satellite into orbit. Putting a small satellite into a low orbit this way is quite feasible—as shown by Pegasus, a satellite launcher developed by the Orbital Science Corporation with a lot of military help. It is launched from a B-52 bomber and can get small satellites into orbit. A supersonic aircraft and a more powerful rocket could get bigger ones there.

The idea has been around for decades, and Germany is designing just such a two-stage system, called Sänger, to fly sometime next century. The engineering, though, is not easy. Aircraft flying at many times the speed of sound depend on carefully maintained shock waves to keep the air flowing into the engines in the right way. A sudden change of only a few degrees in the aircraft's angle of attack can cause the engines to "flame out": bad news. It is hard to see how an aircraft could launch a heavy rocket from its back without such a dangerous bobble. Then there is the rocket's exhaust. In the 1960s an attempt was made to launch a pilotless supersonic drone from the back of one of the early Blackbirds; both craft were lost. After that the drones were launched from under the wing of a B-52, as Pegasus is.

Might this supersonic launcher be Aurora? The idea has some charms. The small number of such aeroplanes needed might

Too clever by 66/77

IF THERE were a new easy way to get satellites into orbit, quite a few companies might want it. On August 5th various proposals for worldwide mobile telephone systems that would make use of lots of low-flying satellites were given experimental licences by America's Federal Communications Commission (FCC). The best known of them, and the one that plans to use the most satellites, is Motorola's Iridium. But although the FCC is rumoured to have wanted to give an advantageous "pioneer's preference" to Iridium, in reward for the good lobbying job it has done with overseas regulators, the system apparently cannot claim a clear innovative edge.

Soon after this disappointment came news of a redesign for Iridium. Originally the idea was to circle the world with 11 necklaces of seven satellites each, making 77 satellites in all. This number gave the project its name—each atom of iridium has 77 orbital electrons. Now, though, the satellites are to be heavier and one necklace is to be removed, concentrating capacity on the places that will use it most. With 66 satellites Iridium's hordes still outnumber the more conventional systems, such as Loral's Globalstar and TRW's Odyssey, but they no longer justify their name. Atomic number 66 belongs to the altogether less euphonious element dysprosium—a more malleable metal than brittle iridium, but also a more obscure one. So will the $3.37 billion project get a new name? "I will reserve comment on dysprosium. We're very happy with Iridium, and we'll stick with that," says a spokesman.

the Pentagon's budget. They would allow small spy satellites to be put into almost any orbit at short notice, without the tell-tale flare of a large rocket taking off from a known launch-site to alert an enemy. Such a launcher might explain the California booms, the money at the skunk works and some of the sightings of strange aircraft (though it would be rather bigger than Mr Sweetman's version of Aurora).

The odd thing is that America is already working on something similar, if more ambitious, with its National Aerospace Plane programme. It is meant to produce an aircraft that can fly up to 20 times the speed of sound before nudging itself up into orbit with rockets. The programme, based around a consortium of aerospace companies which does not include Lockheed, has yet to start building its prototype. It would be odd and wasteful to have two such programmes, one public, one secret, but it would not be unprecedented.

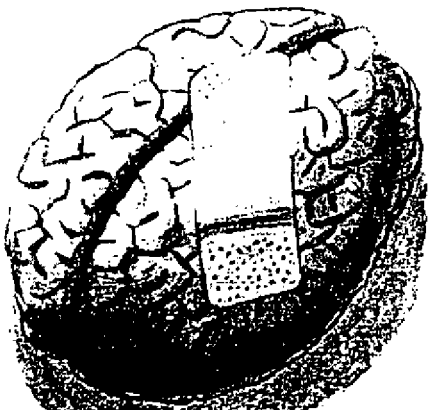
The distinction between the public and the secret, though, may yet turn out to be the key to the matter. A high-performance aircraft programme is not likely to be immune to budgetary pressures. One industry analyst says he has been given the impression that last year there was meant to be a decision either to put some sort of Aurora-like project into full development or to cancel it.

If the programme's fate is in the balance (and Mr Harris's figures do not show the surge in spending that full development would bring), some of those involved might suspect that they would be less likely to feel the force of defence cuts if their marvellous machines were visible to the public. That might explain the tantalising glimpses and hints, not to mention odd and decidedly indiscreet tricks such as rattling parts of Los Angeles at a specific time on Thursdays. Programmes coming out of the black might well want to do so with leaks and sounds, not leaps and bounds.

Parkinson's disease

Hell's hangover

THE underground industry in "designer" drugs is not noted for its beneficial spin-off products, but it has pointed the way towards a promising treatment of Parkinson's disease. Ten years ago, several hundred party-goers in northern California took an exotic drug called MPTP to zone out for a while; many have never zoned back in. Their symptoms—loss of facial expression, shuffling gait, stooped posture, trembling limbs—are those of Parkinsonism, caused



Aviation News

VOLUME 21 NUMBER 11
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SCALE PLANS INSIDE
HEINKEL He 162 REICHENBERG
see page 504

PROJECT AURORA

®

CHARLIE KAMAN - HELICOPTER GENIUS

PROJECT AU THE EVIDENCE

BY MICHEAL G. CRUTCH

IN February 1985, the US Department of Defense issued a budgetary document (actually a declassified 'P1' Weapons Procurement publication) for the 1986 fiscal year. The contents appeared reasonably 'ordinary', except for one item which was listed under the 'Strategic Reconnaissance' section. This item was called Aurora.

The P1 details showed that the project would receive funding in the region of $80 million in FY86, with a further amount of over $2.2 billion in FY87. USAF officials declined to comment as to what Aurora actually was, their embarrassment leading the aviation press to speculate that the project should have been removed at the document's declassification stage. American press, reportedly in receipt of information from 'sources in the Pentagon', went ahead and told the people that the project involved low-observables technology (the DoDism for stealth), most likely connected with the B-2 bomber at the time undergoing design with Northrop.

It was soon after that rumours of a more interesting nature began to surface, telling of a much-improved replacement for the SR-71. Indeed, in early 1988 the New York Times carried an article which disclosed that the USAF was working on such an aircraft, with a longer range than the SR-71 and the ability to fly in the region of Mach 5.

Almost coupled with this news was an analysis by Sanford C. Bernstein & Co (an established American financial organisation) reporting that Lockheed's sales that year by the then Advanced Developments Projects ('Skunk Works') arm of the company would earn some $1.1 billion in 1988, and then drop and level out at over $750 million in 1989 and into the early part of the nineties. Armed Forces Journal International, who first told of the findings by Bernstein & Co, stated that these figures were 'consistent with a major programme such as a replacement for the SR-71'. Indeed, in 1992, financial analysts Kemper Securities stated that the 'Skunk Works' were carrying out work on classified programmes worth at least $400 million, with the figure expected to rise to $475 million in 1993.

Interestingly, the 'Skunk Works' employed 4,600 staff in mid-1992, despite only a small amount of work on the U-2R programme, F-117A improvements and F-22 development remaining.

In October 1989, further intrigue arose from the funding of an 'advanced reconnaissance system', approved by the Armed Services Committees of the US Senate and US Congress. It is known that the system is classified to this day, however it may have been in respect of another 'black' project known to be the Northrop TR-3A, nicknamed Black Manta, which is a tactical recce (as opposed to Aurora's strategic role) aircraft which has been seen operating with F-117A's. For another six months, little information was available which pointed to Aurora's existence. Then a significant turn of events took place: reports of mysterious aerial vehicles became frequently seen and heard overflying the high deserts of California and Nevada. The communities of these areas have been exposed to military aviation for many years, due to the proximity of a number of military establishments such as Edwards Air Force Base.

It therefore must have been something unusual which caught their attention, with instances ranging from bright points of light high in the sky, travelling at great speed and emitting a distinctive rumbling sound (some observers report the noise as having a pulsing quality, leading to it being nicknamed 'The Pulser' by the inhabitants of the Mojave Desert). As if to underline the pulsing characteristic, the aircraft leaves a distinctive contrail in its wake, somewhat comically likened to linked sausages. A further witness living in California wrote to Aviation Week & Space Technology (AW&ST) after having watched an unidentified aircraft cover some 350 miles of sky in six minutes - equating to a speed of 3,800 mph. Sightings have occurred during the small hours of the morning, with the craft flying a rough southwesterly or northeasterly track over the area.

By looking at a map, one can clearly see that such a flightpath indicates that the aircraft were operating out of Nevada. Since Lockheed employees Dorsey Kammerer and Tony Le Vier selected the remote location some 100 miles north of Las Vegas as the site for the first flight of the U-2 (which Le Vier performed in August 1955), Groom Dry Lake, also known as 'Area 51', 'Watertown Strip' and 'The Ranch', has remained very much the home of 'black' projects conducted by the US DoD. The base is adjacent to the Nevada Underground Nuclear Testing Area and is at the heart of the massive Nellis Weapons Ranges. Over the years the base has seen the first flights of Lockheed's A-12 and YF-12 (forerunners of the SR-71) as well as the now famous F-117A stealth fighter-bomber. Of course, it is not only Lockheed who have had use of this classified facility, with other aircraft manufacturers (Northrop for certain) and USAF units, in particular the 4477th Test & Evaluation Squadron (the 'Red Hats') flying captured Soviet aircraft, to name but a few. Indeed, within the last year, established figures of US government agencies have indicated that captured UFOs are also here, but that is another story!

A small Nevadan community nearest to Groom Lake and just outside the Nellis restricted area was overflown in mid-1989 by

RORA
SO FAR

an aircraft generating enormous engine noise, '...like the sky ripping apart,' to quote the observer interviewed by AW&ST. A similar instance occurred in a town near Edwards AFB that year when an aircraft departed the North Base (also a home to secret USAF projects) under the cover of darkness, the noise from it being so great that houses trembled 16 miles away, bringing residents out into the street. As Saturn-V boosters are no longer around, one wonders what else the noise could have been.

AW&ST has carried several artists drawings based on all of the sightings, the result being a squashed oval, almost diamond-shaped vehicle, dubbed a 'wave-rider' shape by aerodynamicists. Perhaps a reason for the noise and 'bright lights' is that Aurora's powerplant employs external burning for part of its flight profile, much the same as a rocket. It is likely however that this would be used operationally at extreme cruising altitudes, with a more conventional propulsion system being used at lower levels. Interestingly, the SR-71's which are to be operated by NASA in support of the X-30 National Aerospace Plane project are expected to carry dorsally a powerplant which has external burning capability. Had the guys working in the 'white' world of NASA better talk to the guys in the 'black' world?

The majority of the sightings are now in the most part two years old. Rumours had circulated that the Aurora project was cancelled by the US government in FY90. Then, a spate of strange sonic booms heard in the vicinity of Los Angeles occurred during November 1991, firing rumours that Aurora was still alive and well. Scientific equipment used for monitoring earthquakes detected the sonic booms, as it had done so before when Space Shuttles have commenced their supersonic descent profiles towards Edwards' Rogers Dry Lake. Seismologists could tell using the 'footprint' of the sound that the cause was indeed an aircraft flying at high altitude and with an estimated speed of at least Mach 3. NASA confirmed that its SR-71's, the only examples currently flying, were not airborne at the times these events took place.

AW&ST carried recent reports of a strange series of nocturnal sightings near Beale AFB, former home of the SR-71. In the opening months of this year, reports of an aircraft flying from the base with a triangular-shaped lighting pattern, fitting in with the eyewitness descriptions mentioned earlier, began to emerge. The aircraft has been sighted departing with flights of KC-135Q Stratotankers of the 9th SRW, as well as being in the company of the wing's T-38A Talons and even with two F-117A's of the then 37th Fighter Wing. The observer of this reported that, based on the lighting pattern, the mysterious craft was 50 per cent longer than the escorting stealth fighters, presenting an aircraft in the region of 100 feet long - much the same as the SR-71 which had a length of 103 feet. Also significant are the reports of the noise produced by the aircraft, tying up with all of the other observations, of a low pitched, hollow sound with an oscillating quality.

The latest possible Aurora sightings occurred in late March and early April this year, including one near Amarillo, Texas by an established military airband radio enthusiast who obtained pictures of the distinctive contrail, which were later published by AW&ST. The witness heard an unusual pulsating roar, which as in previous instances mentioned above caused vibrations to his house, around 0830 hours on 23rd March. Alas, by the time he grabbed his camera and was outside the aircraft had gone, but the contrail showed that the aircraft was travelling in a south-easterly direction (as a point of interest, unusual sonic booms have been heard in Pensacola, Florida recently, just as they were during the testing days of Project 'Oxcart' - the Lockheed A-12). The witness returned inside to monitor his UHF equipment. The NORAD frequency for the area was being used by an AWACS E-3, which was carrying out air-to-air communications with two other aircraft. They were using the somewhat unusual (for standard US military practice) callsigns DARK-STAR MIKE and NOVEMBER, the transmissions from these aircraft consisting purely of phonetically spoken alphanumerics. Further encrypted speech was heard on a USAF satellite UHF down-link frequency, last used during Operation 'Desert Storm', possibly indicating 'special use only' operation for the channel. Is this evidence just coincidence?

Further interesting military radio traffic was heard by radio enthusiasts near Edwards AFB around 6am on 5 April (a Sunday) this year involving an aircraft using the callsign GASPIPE. The Edwards RAPCON, callsign JOSHUA CONTROL, was giving the aircraft radar vectors in a similar fashion to those passed to the Space Shuttle on its return to Earth. One of the transmissions from JOSHUA informed GASPIPE that it was '...at 67,000, 81 miles out.'; the altitude of 67,000 feet indicating a special performance aircraft such as a U-2 or SR-71. The intrepid reporters of AW&ST queried ATC at Edwards and HQ USAF as to what type of aircraft GASPIPE was. The JOSHUA CONTROL log contained no reference to the facility having worked such an aircraft. Confirmation was also given that no U-2's or NASA SR-71's were active at that time.

Flight International have also carried an article on the mysterious 'Aurora' craft, detailing a typical mission profile in which the aircraft circumnavigates the globe, departing from the West Coast of the US, crossing the Pacific to air-to-air refuel near Tahiti, then proceeding westbound to land at RAF Macrihanish on the west coast of Scotland. The aircraft then returns to the US under the cover of darkness, and according to the report lands back at Palmdale (the new home of the 'Skunk Works'). An F-111 fighter-bomber is scrambled to fly several seconds ahead of the Aurora so that any chance sightings can be attached to the F-111! The magazine is also quoted as saying that the programme has the codename of 'Senior Citizen', which although it may sound comical, other Lockheed aircraft projects for the USAF have included names such as 'Senior Bowl', 'Senior Crown' and more recently 'Senior Trend' for the F-117A.

Finally, in July of this year, a motorist was travelling close to the Lockheed Radar Cross Section test range in the Mojave Desert near Barstow around 11.00 pm, when he noticed an aircraft descending extremely fast towards him. He watched it perform a 'S' type descent pattern towards Helendale Airport, which although shown as closed to civil air traffic on aeronautical charts, is frequently used by Lockheed company shuttles to/from the RCS testing area. The sky was clear, with strong moonlight. This gave the eye witness a sight for which he was not prepared for. He described a shape similar to the XB-70 Valkyrie supersonic bomber of the 1960's, the aircraft being lightly coloured on both top and bottom surfaces, with black 'tile-like' leading and trailing edges and chines. Two rectangular engine housings were located under the clipped delta wing (with the ends of the wing being up-turned to form stabilisers), and a characteristic 'hump' formed the rear part of the fuselage. The estimated length is around 200 feet. It is known that severe thunderstorm activity was present across southern and central Nevada that night, perhaps precluding the craft to return to its normal base. The aircraft has been reported by several other people, in different parts of the US, and all reports have had a remarkable similarity. One such report from early January this year detailed an 'aerodynamic shape' being loaded aboard a C-5 Galaxy at Burbank, approximately 70 feet in length, the cross section being similar to that of the SR-71 except that the chines were rounded as opposed to sharp-edged. Is this aircraft the 'Pulser' or some other classified project?

No doubt, many more unusual sightings will occur in the coming months. One wonders as to when the identity of the craft or crafts attributable to the reports above will become public. At the same time though, one can remember when the existence of the F-117A was revealed in 1988, A few days before a US Presidential election.

L.	To whom reported (Police, military, press etc)	Police, then AFOR
M.	Name & Address of Informant	Section 40 Lower Earley Reading Berks Tel: Section 40
N.	Background of Informant that may be volunteered	Nil Volunteered
O.	Other Witnesses	There were several other witnesses including brother-in-law
P.	Date, Time of Receipt (in AFOR)	282240Z Aug 92
Q.	Any Unusual Meteorological Conditions	None
R.	Remarks:	Brother-in-law also saw same lights but he said they seemed to follow him as he drove along in his car and they stopped when he came to a halt - then moved on with him when he drove on again.

Section 40

RO2
Duty Ops Officer
AF Ops

Date: 28 Aug 92

Distribution:

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

92/035/34E

14

P.O. BOX NO. 2, HEADQUARTERS,
SPRINGFIELD, CHELMSFORD,
ESSEX
CM2 6DA

Section 40 [redacted]

Telephone: Section 40 [redacted]
Facsimile:

Our ref. GSO A/5/4/JCK
Your ref.

27 August 1992

Dear Sirs

UNIDENTIFIED FLYING OBJECT SIGHTED 4 AUGUST 1992

I forward for your information a copy of a report submitted by Station Office Assistant Section 40 [redacted] regarding the sighting of an Unidentified Flying Object at 0041 hours on Tuesday, 4 August 1992.

Yours faithfully

Section 40 [redacted]

General Services Officer

Copy to
Pilot
We already have a signed report [illegible]
in [illegible] the report [illegible]
Section 40 [redacted]

SDAU ANALYSTS INITIALS AND DATE	
OPS	AIR

Section 40 [redacted]

The Data Analysis Unit
Civil Aviation Authority
Aviation House
South Avenue
Gatwick Airport, West Sussex
RH6 0YR

Station: Brentwood

Officer: S O A Section 40

Subject; Report concerning unidentified flying object sighted 4 8 92

Date: 4 8 92 Ref: Force Order A123/89, Standing Order 36, Para 81
IRIS Incident/0353/040892.

To: Assistant Chief Constable (A)
via Sub Divisional Commander, Brentwood

Sir

I have to submit the following report concerning an as yet unidentified flying object reported to Police at 1214 hours on 4 August 1992.

(a) 4 August 1992, 0041 hours (local), duration approximately three seconds.

(b) Single object, described as 'comet like', rounded at front with cylindrical body - white light only. Front of object appeared to be flaking or burning off. Sparks did not trail off in a taper, but dissipated at the end of the cylinder shape. Ratio of approximately 5.1 (length:breadth) No colours seen that would in the opinion of the informant indicate combustion. No sounds, no smell, no marks or protuberence seen.

(c) Observer sitting in his living room, approximately 7' from double glazed window, clear double glazed glass, no curtains.

(d) Naked eye. Observer does not require, nor was he using any visual aid.

(e) Direction of Ingatestone Village, no obvious landmark, point of reference.

(f) Angle when first seen approximately 60° from horizon, when last seen 45°.

(g) No reference point. Observer believes it would have landed near vicinity of Redrose Farm? (OS grid 607 023) estimate ½ mile distance.

(h) Object when in view described as slightly convex trayectory 45° glide path descending.

(j) Met conditions; according to observer, clear skies, no cloud, moonlight unknown? - Met office not been contacted.

Contd.....

Sheet No. 2

MINUTE SHEET

File Ref:

(k) Observer's view obstructed on left side by nearby rural housing and large tree. View out onto open fields no known lighted areas.

(l) Reported by telephone to Essex Police, Brentwood Police Station, London Road, Brentwood, Essex (0277) 262212.

(m) Section 40 born 16 7 51
Occupation: planning engineer
Address: Section 40 Blackmore, Essex
Telephone

(n) Resides at above address with his wife, no children. Not known to police

(o) There are no independent witnesses - enquiries made with adjacent Divisional Control Rooms, no reports received to date.

(p) Reported 1214 hours, 4 August 1992 - observer questioned re delay, stated he had looked for the object and having found nothing had made no report. He reported it in case he was legally obliged to do so.

Section 40

- 2 -

Duty Inspector

Forwarded.

Section 40

5-8-92

Section 40

-3-

To: The Divisional Commander, Grays

Sir

For your information and forwarding to A C C (A).

/ A/Supt
12/8/92

TOP

FEED DIRECTION

Section 40 [redacted]

13

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

CAS048 27/1700 240C2744

FOR CAV

ROUTINE 271500Z AUG 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. 26 AUG. 2005 LOCAL. ONE SECOND
B. DARK GREY/BLACK. BIRD SHAPED OR BOX KITE/PLASTIC BAG
C. 10NM EAST OF LAMBORNE-COCKPIT BOEING 737
D. NAKED EYE
E. NORTH OF AIRCRAFT
F. FL130
G. QUARTER OF A MILE
J. VMC
L. CIVIL OPS ROOM- RAF WEST DRAYTON
Section 40 [redacted] BURGHCLERE NEWBURY
O. FIRST OFFICER Section 40 [redacted]
PM WU AUG 92. 1450Z
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

Section 40 [redacted]

12

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

CAS008 26/0445 239C0818

FOR CAV

ROUTINE 251245Z AUG 92

28 AUG 1992

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. 250406 AUG 92 FOR TEN MINUTES
B. THREE. VERY LARGE. SIMILAR TO STARS IN LONG ARROW FORMATION LEAD ONE BIGGER THAN TWO WING STARS. WHITE. BRIGHTER THAN STARS. NO SMELL NO SOUND
Section 40 [redacted] QUINTON, BIRMINGHAM. INDOORS. STATIONARY
D. NAKED EYE. BINOCULARS. COULD NOT BE SEEN WITH NAKED EYE
E. LOOKING OVER THE WOODGATE VALLEY
F. 45 DEGREES ELEVATION
H. ON SOUTHERLY HEADING
J. MOVING CLOUDS. WITH AREA OF OBSERVATION CLEAR OF CLOUD
K. NIL
L. AIS(M)LATCC WEST DRAYTON

PAGE 2 RBDAID 0003 UNCLAS
Section 40 [redacted]
N. Section 40 [redacted] UNABLE TO SLEEP
O. NIL
P. 251055Z AUG 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

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

CAV012 18/0741 231C0435

FOR CAV

ROUTINE 180700Z AUG 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. 16 AUG 92. 2230-2245. 15 MINUTES
B. 2 SMALL AND LARGE LIGHTS ABOVE CLOUD
C. WALKING OUTDOORS
D. NAKED EYE
E. CIRCULAR MOTION TO THE SOUTH EAST
F. VERY HIGH
G. OVER WARMINSTER
H. CIRCULAR MOTION
J. HIGH CLOUDS
K. NONE
L. CHIPPING SODBURY POLICE
M. Section 40 [redacted] YATE. Section 40
N. HAD NOT BEEN DRINKING

PAGE 2 RBDAID 0001 UNCLAS
O Section 40 [redacted]
P. 170909Z AUG 92
BT

DISTRIBUTION Z6F
=
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

10

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

CAV013 18/0750 231C0446

FOR CAV

ROUTINE 180701Z AUG 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. 16 AUG 92. 2115Z,15 MINUTES
B. 2 OVAL LIGHTS CIRCLING
C. STATIONARY OUTDOORS
D. NAKED EYE
E. CIRCLING THEN DISAPPEARED
F. 60 DEGREES
G. N/K
H. STEADY
J. CLOUDY
K. NONE
L. POLICE
M. Section 40 [redacted] YATE. Section 40
N. NONE

PAGE 2 RBDAID 0002 UNCLAS
O. Section 40 [redacted]
P. 170830Z AUG 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

9

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	162330 local time Aug 92 approx 10 minutes
B.	Description of Object (No of objects, size, shape, colour, brightness)	Bright light behind clouds changed shape as it moved due to line of sight
c.	Location, indoor/outdoor, stationary/moving	Stationary in parked car and also when out of car
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)	From Thatto Heath Reservoir towards St Helens
F.	Angle of Sight (Estimated heights are unreliable)	35 deg to overhead
G.	Distance (By reference to a known landmark	From Thatto Heath Reservoir to St Helens
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	West to East then hovered East to West then hovered departed Easterly direction
J.	Met Conditions during Observations (Moving clouds, haze, mist etc) (Moving clouds, haze, mist etc)	Cloudy
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)	Alongside Thatto Heath Reservoir

L.	To whom reported (Police, military, press etc)	None
M.	Name & Address of Informant	Section 40 Ecclestone St Helens Lancs
N.	Background of Informant that may be volunteered	- Computer Engineer
O.	Other Witnesses	Section 40
P.	Date, Time of Receipt (in AFOR)	170025L Aug 92
Q.	Any Unusual Meteorological Conditions	- None
R.	Remarks:	Had been drinking (alcohol free lager) with friend. Sounded a bit Larry Grayson 'ish.

Section 40

RO2
Duty Ops Officer
AF Ops

Date: 16 Aug 92

Distribution:

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

8

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	162255 local time Aug 92 approx 5 seconds
B.	Description of Object (No of objects, size, shape, colour, brightness)	Everything lit up - Mushroom shape - oblong
c.	Location, indoor/outdoor, stationary/moving	Outdoor-walking home
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 to North
F.	Angle of Sight (Estimated heights are unreliable)	None given
G.	Distance (By reference to a known landmark	NK
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	None given
J.	Met Conditions during Observations (Moving clouds, haze, mist etc) (Moving clouds, haze, mist etc)	None given
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)	Pitch black - no street lights or anything

L.	To whom reported (Police, military, press etc)	None
M.	Name & Address of Informant	Section 40 Plumberry Nr Ludlow Salop
N.	Background of Informant that may be volunteered	- Saw something similar late last September which lasted longer and went East to West
O.	Other Witnesses	None
P.	Date, Time of Receipt (in AFOR)	162325L Aug 92
Q.	Any Unusual Meteorological Conditions	- None
R.	Remarks:	"It disappeared behind hills going towards Chester - must have hit the ground somewhere. It was not a UFO. It was either a satellite or meteorite burning up in the earths atmosphere."

Section 40

RO2
Duty Ops Officer
AF Ops

Date: 16 Aug 92

Distribution:

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

TOP

FEED DIRECTION

Enc 7

UFO file

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

CAS005 17/0751 230C0272

FOR CAV

Section 40 [redacted]

ROUTINE 170706Z AUG 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. 14 AUG 92 2345Z 15-20 MINUTES
B. 3. LARGE LIKE A SEARCHLIGHT. WHITE. VERY BRIGHT
C. 3 AREAS OF BRISTOL. OUTDOORS. STATIONARY
D. NAKED EYE
E. NIL
F. NIL
G. NIL
H. BEAMS OF LIGHT CIRCLING AROUND
J. CLEAR
K. NIL
L. AVON AND SOMERSET POLICE VIA BRISTOL ATC
M. BRISTOL ATC SUPERVISOR REFUSED TO PASS NAME AND ADDRESS TO POLICE
N. NIL

PAGE 2 RBDAID 0002 UNCLAS
O. NIL
P. 15 AUG 92 0030Z
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

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

CAV011 17/0800 230C0287

FOR CAV

ROUTINE 170707Z AUG 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. 162250Z AUG 92
B. LARGE. LONG. THIN. GREEN. BLUE. RED. TAIL
C. HOLLINGWORTH LAKE. RISHWORTH MOOR. WORLAND MOOR
D. NAKED EYE
E. NIL
F. NIL
G. NIL
H. FALLING TO EARTH
J. CLEAR NIGHT. GOOD VISIBILITY
K. LAKE
L. Section 40 [redacted] HALIFAX POLICE
M. NIL INFORMATION
N. NIL

PAGE 2 RBDAID 0001 UNCLAS
O. NIL
P. 172315Z AUG 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

6/7

FIN/2286/Org

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A. Date, Time and Duration of Sighting. SUN 16 AUG 92 7 SECS 1040 PM.

B. Description of Object. BRIGHT BLUE/GREEN LIGHT -- LEAVING A TRAIL.

C. Exact Position Observer. HOME ADDRESS

D. How Observed.

E. Direction in which Object was first seen. SOUTH HEADING WEST.

F. Angle of Sight. 45° INTO SKY

G. Distance. NOT KNOWN. - NO REFERENCE.

H. Movements. MOVING FAST IN DIRECTION SCUNTHORPE - LEEDS

J. Meteorological conditions during observation. CLEAR SKY - MILD FULL MOON.

K. Nearby objects. THORNE COLLIERY MAST THORPE POWER STATION.

L. To whom reported. ATC RAF FINNINGLEY

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

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

O. Other witnesses. NO

P. Date and time of receipt of report. AM 17 AUG 92.

Q. Is a reply requested. YES

Section 40 [redacted]

LT CDR OOS

Copy 1.
1 JSS C Section 40 [redacted]

with the compliments of

Ministry of Defence

Sec (AS) 2a

PI 55c - Section 40 [redacted]

Press cuttings on Sunday 16th's fireball incident, sightings around Bristol (searchlights from music festival), and another couple of reports - one may be a flying complaint, but mentioned "flying cigars"!

Section 40 [redacted]

MOD Form 195 (Revised 6/89)

(1) FILE

6/6

REPORT OF UNIDENTIFIED FLYING OBJECT

A. Date, Time and Duration of Sighting Local times to be quoted	14.8.92. 2350.
B. Discription of Object Number of objects, size, shape, colours, brightness, sound, smell, etc.	1 OBJECT (GLOWING - BRIGHT LIGHT. CIRCLE OF LIGHT. NO SOUND.
C. Exact position of observer Geographical location, indoors our out, stationery or moving.	YATE BS17.
D. How Observed Naked eye, binoculars, other optical device, still or movie camera.	Naked eye.
E. Direction in which Object was First Seen A landmark more useful than badly estimated bearing.	Northerly.
F. Angular Elevation of Object Estimated heights are unreliable.	"2 miles high".
G. Distance of Object from Observer Ref. to known landmark when possible.	? N/K.
H. Movements of Object Changes in E, F & G more use than est. course and speed.	Gyrating - circles. et.
J. Met. Condition During Observation Moving clouds, haze, mist, etc.	? N/K.
K. Nearby Objects Telephone or high-voltage lines; dam, lake or reservoir; swamp or marsh; river; high building, tall chimney, steeples, spires or masts; airfields, generating plants; pits, factories or other lighted sites, or lighting.	N/K.
L. To Whom Reported Police, Military org. the press, etc.	Police initially.
M. Name and Address of Informant	Section 40 [redacted]
N. Any Background Information on Informant that may be Volunteered	
O. Other Witness	YES. - (NOT STATED on telephone message.
P. Date and Time of Receipt of Report	2352. 14.8.92.

Signature Section 40 [redacted]

RECEIVED ON 'NOISE COMPLAINT' NUMBER.

Known to be a searchlight Shas. — N.F.A. — FILE

REPORT OF UNIDENTIFIED FLYING OBJECT

A. Date, Time and Duration of Sighting Local times to be quoted	14/8/92. 2345 - 20 mins
B. Discription of Object Number of objects, size, shape, colours, brightness, sound, smell, etc.	WIDE CIRCULAR MOTION — BEAM OF LIGHT. (LIKE A BIG TORCH)
C. Exact position of observer Geographical location, indoors our out, stationery or moving.	BITTON — OUTDOORS — STATIONARY AT HOME IN GARDEN
D. How Observed Naked eye, binoculars, other optical device, still or movie camera.	NAKED EYE
E. Direction in which Object was First Seen A landmark more useful than badly ESTIMATED bearing.	STATIONARY. ORBITING. OVER BITTON.
F. Angular Elevation of Object Estimated heights are unreliable.	—
G. Distance of Object from Observer Ref. to known landmark when possible.	N/A
H. Movements of Object Changes in E, F & G more use than est. course and speed.	—
J. Met. Condition During Observation Moving clouds, haze, mist, etc.	CLEAR NIGHT.
K. Nearby Objects Telephone or high-voltage lines; dam, lake or reservoir; swamp or marsh; river; high building, tall chimney, steeples, spires or masts; airfields, generating plants; pits, factories or other lighted sites, or lighting.	OPEN COUNTRYSIDE
L. To Whom Reported Police, Military org. the press, etc.	BRISTOL ATC.
M. Name and Address of Informant	Section 40
N. Any Background Information on Informant that may be Volunteered	—
O. Other Witness	3 IN FAMILY.
P. Date and Time of Receipt of Report	0010 15/8/92

Section 40

(2)

REPORT OF UNIDENTIFIED FLYING OBJECT

A. Date, Time and Duration of Sighting Local times to be quoted	14.8.92. 2355.
B. Discription of Object Number of objects, size, shape, colours, brightness, sound, smell, etc.	BRIGHT LIGHT - NOT H'COPTER - OR SPOT. NO BEAM.
C. Exact position of observer Geographical location, indoors our out, stationery or moving.	PHONE NUMBER Section 40 (Bolt, Blagdon etc).
D. How Observed Naked eye, binoculars, other optical device, still or movie camera.	NOT STATED.
E. Direction in which Object was First Seen A landmark more useful than badly estimated bearing.	N/K.
F. Angular Elevation of Object Estimated heights are unreliable.	N/K.
G. Distance of Object from Observer Ref. to known landmark when possible.	N/K
H. Movements of Object Changes in E, F & G more use than est. course and speed.	Going round & round irregularly.
J. Met. Condition During Observation Moving clouds, haze, mist, etc.	N/K
K. Nearby Objects Telephone or high-voltage lines; dam, lake or reservoir; swamp or marsh; river; high building, tall chimney, steeples, spires or masts; airfields, generating plants; pits, factories or other lighted sites, or lighting.	N/K.
L. To Whom Reported Police, Military org. the press, etc.	Police (N.S.W).
M. Name and Address of Informant	Section 40
N. Any Background Information on Informant that may be Volunteered	—
O. Other Witness	N/K.
P. Date and Time of Receipt of Report	14.8.92. 2358.

Section 40

ANNEX A TO
ORDER NO 21 OF
OO'S ORDERS

REPORT OF AN UNIDENTIFIED FLYING OBJECT

1. Date, time and duration of sighting. (Local times to be quoted.)

14 2150L 3 MINS

2. Description of Object. (Number of objects, size, shape, colours, brightness, sound, smell, etc.)

2 LOOKED LIKE AIRCRAFT BUT SUDDENLY WENT STRAIGHT UP. STAR LIKE VERY FAST

3. Exact position observer. (Geographical location. Indoors or outdoors. Stationary or moving.) WETLEY BANK TELFORD, OUTDOORS, STATIONARY

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

NAKED EYE

5. Direction in which object was first seen. (A landmark may be more useful than a badly estimated bearing.)

WELLINGTON TOWARDS TELFORD TOWN CENTRE

6. Angle of sight. (Estimated heights are unrealiable.)

STRAIGHT LINE STRAIGHT OVERHEAD

7. Distance. (By reference to a known landmark wherever possible.)

8. Movements. (Changes in 5, 6, and 7 may be of more use than estimates of course and speed.)

VERY FAST MOVING

9. Meteorological conditions during observations. (Moving clouds, haze mist etc.)

CLEAR NIGHT.

Section 40

X

RANG 150040L AUG 92.

92/81/269

LOW FLYING COMPLAINT FORM

From CIO BEDFORD

Ref. BED/43/PT 6/9 E4

To P&SS(UK) Flying Complaints Flight 1ST

6

TL 0081

1. **Details of complainant**

a. Name Section 40

b. Address Section 40

c. Nearest large town KETTERING

d. Telephone No Section 40

2. **Details of incident**

a. Date 3 AUG 92

b. Time (Local or GMT) 1630

c. No of A/C involved 5

d. Height LESS THAN 300 FT

e. Direction South Westerly (line between Peterborough and Northampton)

3. **Details of aircraft** - (tick as appropriate)

Jet	Propeller a/c ✓	Military a/c	Civil a/c	Fighter
Bomber	Helicopter	Light a/c	Other	Camouflaged
Silver	Red & white	Other colours/special markings (specify)		

ALL GREY (SAUSAGE-LIKE, FLYING CIGARS)

4. **Location of Complaint**

a. Address as 1b above

or b.

5. **Claims (Do not prompt complainant).** Is there any injury to persons and/or livestock or damage to property which will result in a claim? If so is complainant owner of the property? (Details)

6. **Full details of complaint**

Why so low over village?. They were either going to take the top off a house or crash. They wouldn't stand a chance if anthing went wrong at that height, there is only one way to go.

7. Date and time report received 1700 hrs. 3 Aug 92

Signed Section 40

Name

DAILY POST - 18-8-92

Meteor showers caused flood of UFO reports

METEOR showers may have been responsible for a flood of UFO reports across Wales yesterday.

Reports of vivid lights and flashes came from all over the Principality.

An ambulanceman who saw a blue flashing light as he was driving along a country road in the Dolgellau area late on Sunday night thought he had turned on his emergency lights by mistake.

The switchboard to BBC Radio Cymru's Hywel Gwynfryn programme was jammed yesterday morning as puzzled householders tried to find out what had happened.

By Emyr Williams
Daily Post Correspondent

The Astronomy Centre based in Cambridge said the most likely explanation was meteor showers.

The BBC programme's hotline was permanently engaged for two hours, but around 50 listeners succeeded in getting through to the studio in Cardiff to describe what many believed to be an unidentified flying object that had lit up the sky at around 11pm on Sunday.

Thomas Jones, of Llanbynmair, Powys, was outside his home at the time saying goodnight to a neighbour, when he said he was startled by a pure white flash.

"I looked up into the sky and saw a bright blue object as big as a little boat, with a long streak of fire about twenty feet long coming from it," said Mr Jones.

"It was about 50 feet above the ground and gave off a loud whooshing noise. Later on there was a distinct smell in the air, but I've no idea what it was."

In Shrewsbury, there was a sighting of a "silver cascade of mercury pouring out of the sky."

Other spotters said they had seen green and orange lights and said the sky had been lit up for several seconds.

A woman who was on the telephone at the time said the line went dead as the lights passed over.

Morfudd Roberts, at Uwchmynydd, near Aberdaron, was out in the garden at the time, when she saw the night sky lighting up as a mysterious object flew over the peninsula.

The RAF at Valley, Hereford and Brawdy, as well as coastguards, confirmed that the lights were nothing to do with them.

But a possible solution to the mystery came later when a spokesman at the Astronomy Centre in Cambridge said they believed the mystery objects were meteor showers.

Thomas Jones, however, was not convinced. He claimed that meteors usually fell to the ground, whereas the object he saw on Sunday night was flying over Mid Wales and continued into the distance "just like some sort of flying object or a satellite."

Section 40

Scientists study reports of UFO

AN INVESTIGATION began yesterday to solve the mystery of an unidentified flying object spotted the length of Wales on Sunday night.

Hundreds of people claim they saw the blue ball of light in the night skies as it travelled at an incredible speed in a rough line from Newport to Anglesey.

The sightings are being examined by the British Astronomical Association, but UFO investigators believe the object was from outer space.

A farmer from Llanbrynmair, Powys, said the ball was so close that it was "frightening."

"It took my breath away because it was so bright and travelling so fast," said Tomos Jones who watched the object with his wife Dorothy and neighbour Maldwyn Davies.

"It was a big blue ball with a fire coming from the back of it. It seemed to be about the height of the beech trees and went over our house towards Dolgellau."

"There was a loud whooshing noise and later on their was a distinct smell in the air."

THE PATH of the UFO.

Former seaman Wyn Lodwick was travelling from Brecon to Llandovery when he saw it.

"In all my years at sea I have never seen anything like this

TURN TO PAGE 2

WESTERN MAIL
18-8-92

- Half of yesterday was spent dealing with calls concerning this - beats low flying complaints + they can't pin this one on us!

cont'd

Scientists to study UFO claims

FROM PAGE ONE

before. It was a blue ball flying at aeroplane height with a tail about half a mile long," he said.

"The whole valley became lit up like daylight. It was quite frightening."

Catherine Povey was speaking on the telephone when suddenly the sky turned blue. "As soon as the sky lit up my phone went dead," said Ms Povey, from Porthmadog.

Yesterday morning callers to BBC Radio Cymru's *Hywel Gwynfryn* programme jammed the switchboard as they attempted to report sightings of the object, most around 10.45pm.

But scientists believe that the ball was a natural phenomenon. Dr John Mason, co-ordinator of the British Fireball Survey, is investigating the sightings on behalf of the BAS.

"There are various types of meteorite which look like blue pear shaped objects with a vapour trail behind them. But it is impossible to say exactly what it is until I have studied the reports," he said.

6/4

Meteorite takes the high road

BY KERRY GILL

THE public was urged yesterday to help in the hunt for a meteorite thought to have entered the atmosphere at 100,000mph and first seen ed over the Bristol Channel.

Astronomical researchers believe that a surviving piece of the meteorite may have crashed in the Inner Hebrides after travelling north across Wales and the west of Scotland before disappearing.

A fragment of the rock could be lying in someone's back garden on the islands of Tiree, Jura or Mull or, perhaps more likely, has plummeted into the sea.

Dr John Mason of the British Astronomical Association in London, has received hundreds of calls from as far afield as Bristol, Cardiff, Sheffield, Anglesey, Stranraer and Fort William from people who saw the glow of the object which was so bright that it lit up the sky on Sunday night.

"I don't think we have had an event as important as this in ten years," he said. "If we can find a remnant it will greatly add to our knowledge of inter-planetary debris reaching the atmosphere," he said. "What we can say for certain is that it was not a piece of man-made space junk. It must have been a natural piece of inter-planetary rock which had been orbiting the sun and has been pulled into the earth's gravity."

The association hopes to piece together all the information about the meteorite. From its path and the rate of descent over a certain area it should be possible to work out a possible drop zone. Dr Mason said it seemed to have been visible until it was over the Firth of Clyde or even further north.

He said the meteorite's luminosity was caused by the enormous energy it built up as it passed through the sky before disappearing from view as it decelerated and free-fell to the ground.

"Some people who saw it said it turned night into day and caused the ground to light up," Dr Mason said. "There have also been reports of it breaking into fragments that faded out. We have to work out the end point at which it became non-luminous. If that point was, say, 15 to 20 miles up, there is a chance it will have survived and if we can work out the latitude and longitude we may find a surviving fragment."

Although the meteorite was the size of a car when first seen, any remaining fragment would be a tenth of the original. "These fire ball events are fairly rare," Dr Mason said. He emphasised that there was little point in people scouring the countryside for a piece of meteorite. "It would be very unlikely, unless someone had it fall through their greenhouse, that they would find it by looking casually."

TOP

FEED DIRECTION

6|3

Section 40 [redacted]

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

SAV034 05/0805 21SC0540

FOR SAV

MOD/IMI 0501202 AUG 75

FROM [redacted]
TO MOBUK AIR

U N C L A S S I F I E D
SIC CAP
SUBJECT: AERIAL PHENOMENA.
A. 4 AUG 0042 LOCAL
B. ONE. COMET LIKE. WHITE. TRAILING SPARKS.
C. NIL INFORMATION
D. NAKED EYE
E. NORTH EAST
F. 45 DEGREES
G. 1 MILE
H. NIL
J. CLEAR
K. NIL
L. POLICE
Section 40 [redacted] BLACKMOOR, ESSEX
N. NIL

PAGE 2 RESAID 0001 UNCLAS
O. NO
P. 4 AUG 15052
Q.

DISTRIBUTION CAP
P
SAB 1 SECRAST ACTION . SAV 1 INFO
DY 1 PU GRAEM
SAV 1 DI SS

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

REPORT OF AN UNIDENTIFIED FLYING OBJECT (RECEIVED AT RAF COTTESMORE)

A. DATE, TIME, DURATION OF SIGHTING:
(Local time to be used)
WEDNESDAY 5TH AUGUST '92 - 0435 [redacted] (DURATION 5 MINS)

Section 40

B. DESCRIPTION OF OBJECT:

Number: 1
Size:
Shape: SPHERICAL - BALL OF FLAME
Colours: BLOOD RED
Brightness:
Sound:
Smell:

C. EXACT POSITION OF OBSERVER:

Geographical Location:
Indoors/Outdoors
Stationary/Moving

D. HOW OBSERVED:

Naked Eye:

E. DIRECTION IN WHICH OBJECT WAS FIRST SEEN:

OBJECT DESCENDED INTO BACK GARDEN - THEN FLEW OFF LEAVING A TRAIL OF SMOKE IN ITS WAKE. DEPARTED TOWARDS HOUGHTON ON THE HILL (HEADING EAST)

F. ANGLE OF SIGHT:

G. DISTANCE:

H. MOVEMENT:

J. METEOROLOGICAL CONDITIONS:

K. NEARBY OBJECTS/BUILDINGS:

L. TO WHOM REPORTED: PC [redacted] CHARLES ST. POLICE STN LEICESTER

Section 40

M. NAME AND ADDRESS OF INFORMANT:

Section 40

[redacted]

N. ANY BACKGROUND ON THE INFORMANT THAT MAY BE VOLUNTEERED:

O. OTHER WITNESSES.

P. DATE AND TIME OF RECEIPT OF REPORT:

0810L 5 AUG.

Section 40

BY

STN OPERATIONS

To be sent to:

Sec (AS) 2

Section 40

Ministry of Defence
Main Building
Whitehall
London

Copy to:

COT/116/Ops

UFO FILE

'Black' funding for Aurora

Analysis of "black" programme revenues at the Lockheed Advanced Development company's (LADC) "Skunk Works" site suggests that the Aurora hypersonic reconnaissance aircraft is already one-fifth of the way to development or has been extensively prototyped.

According to interpretation of LADC revenues by analyst Kemper Securities, the spending on classified programmes has grown from $65 million in 1987 to $400 million in 1991 and looks set to reach $475 million by 1993.

Kemper says these figures cannot satisfactorily be explained by Lockheed's assertion that the revenues come from modification programmes for the TR-1 and F-117A.

Kemper says the figures are not sufficient to bring a programme such as the Aurora, also known as Senior Citizen, to full-scale development and estimates that a limited production run of around 24 aircraft could be worth between $10 billion and $24 billion to LADC. Kemper suggests that between $4.4 billion and $8 billion has already been spent on development.

Spending on the Aurora can be traced back to fiscal year 1987 when a budget of $2.27 billion was allocated. Based on the average development time of past programmes, this indicates a first flight in 1989, says Lockheed.

There have been several reported sightings in the USA and UK of the aircraft.

The Aurora has undertaken test flights from the US West Coast to Tahiti in the Pacific, where it is refuelled in-flight before flying on to the Royal Air Force base at Machrihanish in Scotland. The aircraft then returns to the US at night. An F-111 based at Palm Dale is scrambled to run a few seconds ahead of the Aurora as it prepares to land in order to confuse any possible sightings of the aircraft. LADC was unavailable for comment. □

NASA studies Russian HSCT test proposals

BY GUY NORRIS IN LOS ANGELES AND ALEXANDER VELOVICH IN MOSCOW

NASA is studying an offer from the Russian Central Aero-Hydrodynamics Institute (TsAGI) to use the organisation's sophisticated windtunnel complex at its aviation centre in Zhukovsky for research on the high-speed civil transport (HSCT).

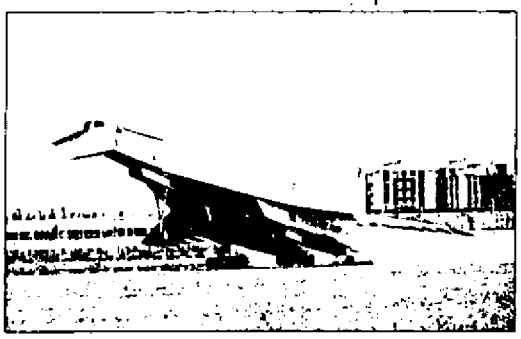
The agency will not comment specifically on the TsAGI proposal, which is also accompanied by an offer to use a Tupolev Tu-144 to conduct atmospheric research.

NASA is thought to be particularly interested in the windtunnel proposal as one of its own sites at NASA Ames is due to shut in 1994. Georgiy Svischev, TsAGI's deputy director, says that the Tu-144, known in the West as the Concordski, could be helpful to investigate environmental issues involved in the supersonic transport programme. Several Tu-144s have been kept in good condition at the Gromov Flight Research Institute based at Zhukovsky.

The offer comes as Boeing completes the first phase of an evaluation of TsAGI's T-128 transonic windtunnel for possible use in future research. The US company "flew" two different scale, half-models, in the windtunnel and collected data which has yet to be analysed.

Initial results are encouraging according to Boeing vice-president Ben Cosgrove. "We are very satisfied with the performance of the TsAGI windtunnel and are impressed with the knowledge, dedication and professional attitude of the TsAGI personnel. We intend to explore other capabilities of mutual benefit to Boeing and TsAGI."

Boeing tested the transonic windtunnel, which is capable of speeds of Mach 0.15 to Mach 1.7. It has a 2.75m² working section capable of taking models at up to 60° angle of attack. It has a unique, "adaptive", 8m-long section lined with 128 individual moveable panels dotted with variable-density perforations (up to 18%) for reducing transonic flow interference.



Russians offer Tu-144 for NASA research

This gives the tunnel special features for testing at high Reynolds numbers (a measurement of the characteristics of airflow over the wing), the maximum attainable being 10 million on a 0.275m-chord section. Boeing is also interested in the low turbulence levels which TsAGI claims to develop.

Aurora Flight Sciences has started construction of two composite unmanned aerial vehicles (UAVs) to be used by NASA for high- altitude atmospheric sampling as part of a research programme to assess the impact of supersonic transports on the ozone layer.

The Perseus lightweight (400kg) UAV is powered by a liquid-cooled Perseus rotary engine.

The UAV will cruise at 82,000ft (25km) for an hour during a 6h mission over ranges of 1,610km (870nm). The vehicle's 18m (58.7ft) wingspan will support a payload of 50kg (110lb). The first ozone research flights will take place in 1994. □

NEFMA asks for EFA cost studies

The NATO Eurofighter Management Agency (NEFMA) has asked Eurofighter and Eurojet to prepare cost-reduction studies for the European Fighter Aircraft by the end of this month to be presented to ministers of the four Eurofighter partner nations at a meeting in August.

NEFMA has also asked Eurofighter and Eurojet for a more detailed study of the options for submission by October.

The UK, Italian and Spanish defence ministers decided on 14 July to make a last-ditch effort to turn around Germany's decision not to proceed with production of the agile fighter.

The likely baseline for both studies is to have a common airframe and engines, but beyond this, equipment, including the radar, could be changed or the specification reduced.

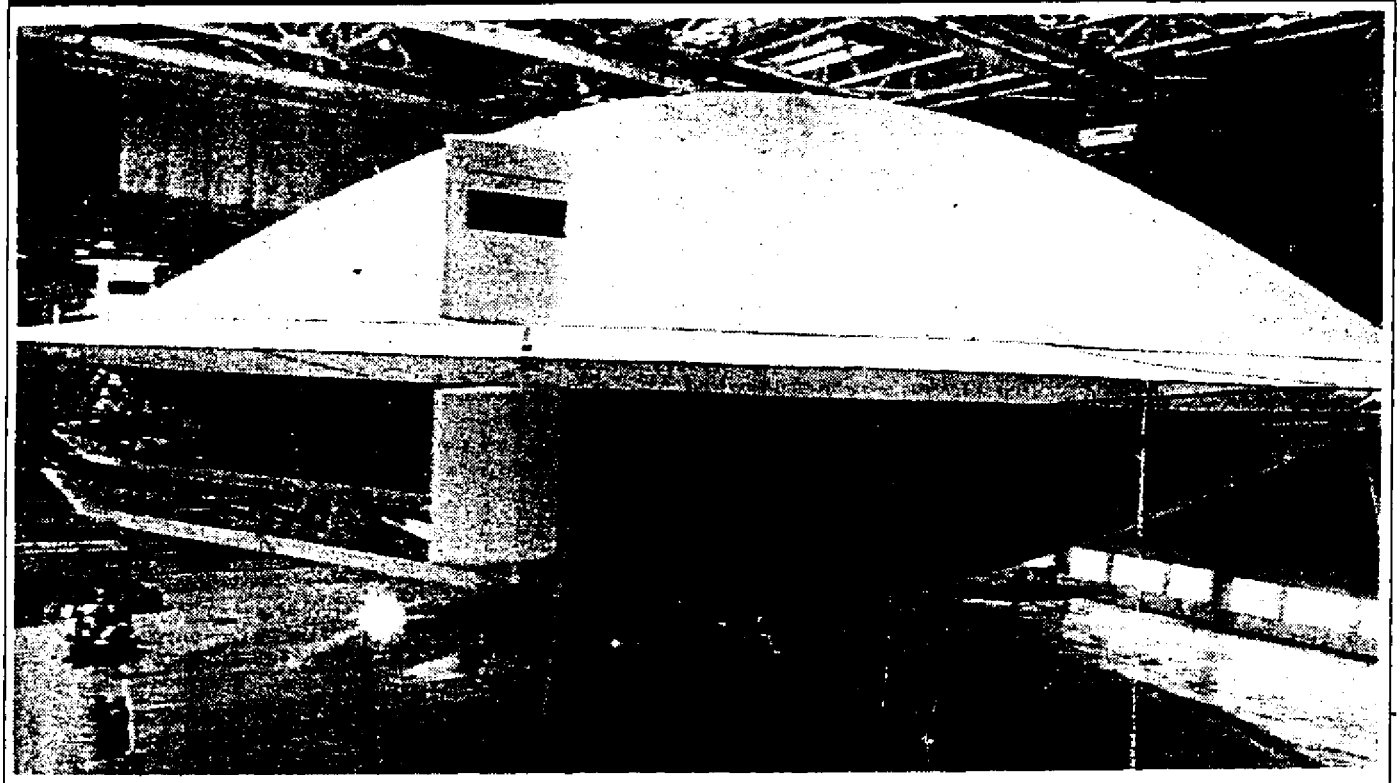
On the industrial side, the work-share is also likely to be examined with a view to rationalising the manufacture of some of the systems proposed for European Fighter Aircraft.

Trying to patch together some kind of continuity for the programme is also thought to have been on the agenda of the NEFMA steering committee meeting on 16 July.

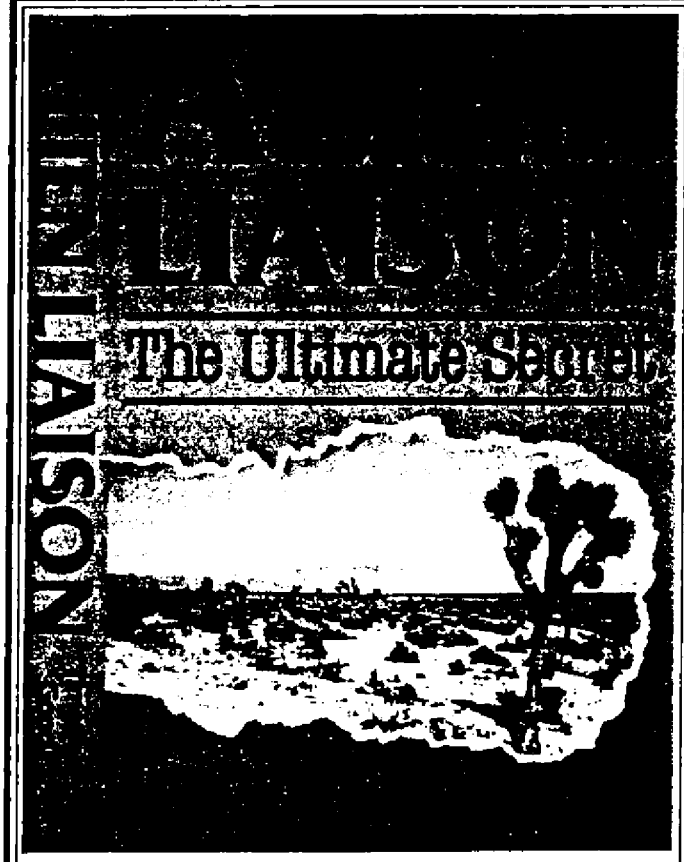
An industry source says that one of the main issues is: "What is our relationship to our German industry partners following the German Government's decision not to proceed to production? It's unclear." □

108/1511 UFO File Pse.

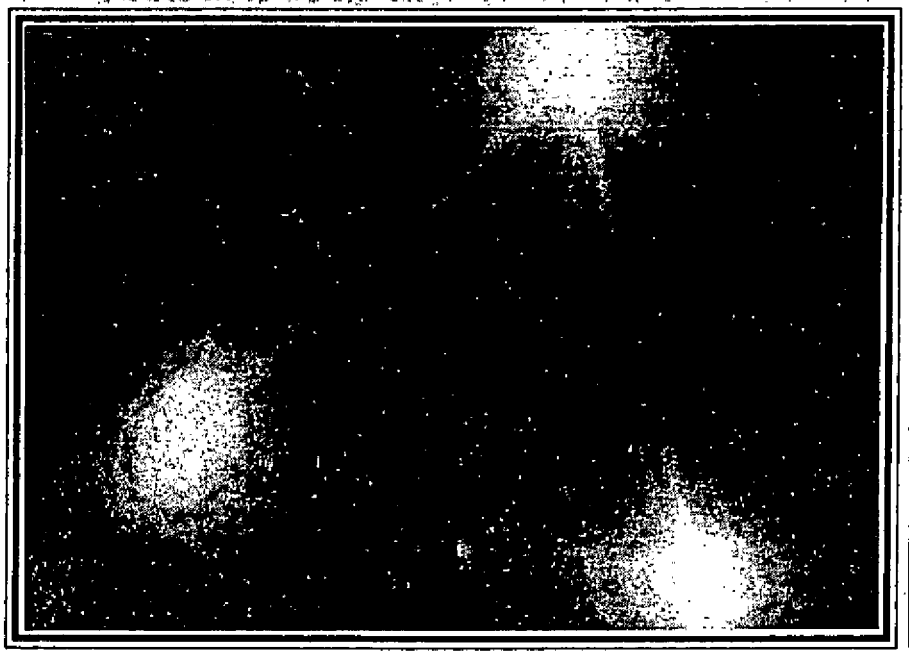
RUSSIAN THERMOPLANE REVEALED IN ULIANOVSK, INDUSTRIAL COMPLEX IN THE MIDDLE VOLGA

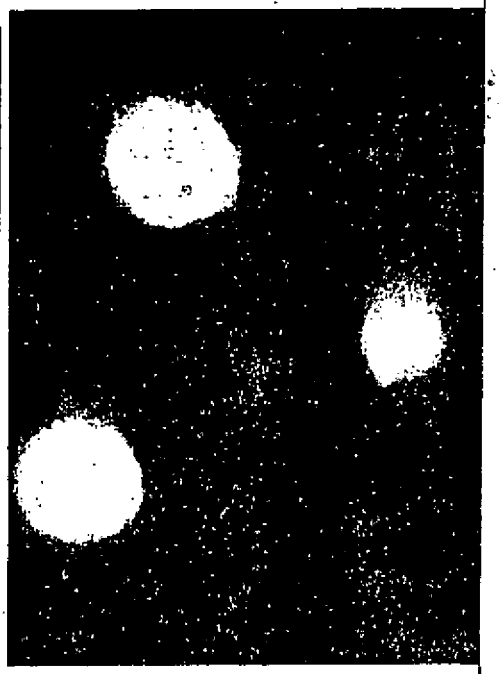


RUSSIAN SCIENTISTS HAVE RECENTLY REVEALED A NEW SPACE-AGE VEHICLE CALLED THE THERMOPLANE. THIS PHOTOGRAPH SHOWS THE ENORMOUS SIZE OF THE DEVICE, WHICH IS ALLEGEDLY FIVE TIMES MORE FUEL EFFICIENT THAN CONVENTIONAL AIRCRAFT AND CHEAPER TO RUN THAN A MOTOR VEHICLE. INITIAL ANALYSIS INDICATES THE OBJECT IS APPROXIMATELY 140-150ft IN DIAMETER AND 70ft HIGH.



BELOW LEFT: THIS QUITE STARTLING PHOTOGRAPH WAS TAKEN OVER **ZAGRESK** IN THE FORMER **SOVIET UNION** IN MARCH 1990. FEW DETAILS OVER ITS AUTHENTICITY ARE AVAILABLE. SOME RESEARCHERS, HOWEVER, CONTEND THE DEVICE REPRESENTS A RUSSIAN VARIATION OF AMERICA'S B-2 STEALTH BOMBER, WHILST OTHERS NOTE THE TIME AND DESCRIPTION, BOTH RELEVANT TO THE ASTONISHING **BELGIUM** UFO TRIANGLES SEEN AROUND THAT PERIOD.





ABOVE FAR RIGHT: THIS IS A FRAME TAKEN FROM AN AMATEUR VIDEO FILM SHOWING UNIDENTIFIED LIGHT PHENOMENA HIGH OVER BELGIUM ON THE **31st MARCH 1990**. COMPARISONS BETWEEN THIS FILM FOOTAGE AND THE REMARKABLE PHOTOGRAPH TAKEN OVER ZAGRESK, THAT SAME MONTH, HAS UNDOUBTEDLY LED TO SPECULATION THAT THEY ARE BOTH ONE AND THE SAME OBJECT.

UFO PHOTO FACT FILE

It's estimated that nearly 2000 purported photographs of UFO's have been taken since 1947. Of these, virtually 99% are either hoaxed, or the result of natural occurrences, such as camera faults, cloud formations, misidentification of aircraft lights, helicopters and balloons, etc. The McMinville pictures are therefore very rare!

Section 40

UFO File Pse.

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USA: THE BLACK MANTA

Source: FRONT, 11/1992, p32

According to information published in Western specialized press, the latest American "spy" aircraft - the Northrop TR 3A Black Manta - will soon join air surveillance on a regular basis. The aircraft belongs to one of the secret projects with which only a selected number of Congressmen are acquainted. According to a handful of individuals who have actually seen this "invisible" aircraft, its shape is a perfect triangle and is virtually noiseless, both, at low and high altitudes. Experts think that the aircraft has been classified as operational and that a certain number has been deployed in USA air bases (most probably in Great Britain). Many observers who saw the aircraft in Belgium thought that they had seen a UFO. It is rumoured that a few of these aircraft were deployed during the Desert Storm operation on reconnaissance missions for the F-117As. The aircraft has Stealth technology built into it and operates at ranges exceeding 5,500km with mid-air refuelling. The aircraft is considered as a successor to the celebrated strategic reconnaissance aircraft Lockheed SR-71 Black Bird which was withdrawn from USAF inventory three years ago.

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Авијација НАТО

УДАР СА ДИСТАНЦЕ

Западне доктрине придају велики значај дејствима са дистанце, ценећи да се, уз минималне сопствене губитке, могу остварити стратегијски циљеви. У извођењу првог удара одлучујућу улогу имају савремени борбени авиони...

У последњих десетак година САД су у више наврата својом авијацијом изводиле дејства на дистанци. То су биле акције у којима се настојало да се, искључиво дејством из ваздуха, постигну стратегијски циљеви. Тако је у два наврата дејствовано против Либије, једном против Сирије у долини Бека, а акције на дистанци комбиноване су и са другим видовима дејстава, каошто је био случај у „Пустињској олуји".

У западним војним и политичким круговима сматра се да су ово најрентабилнија дејства јер се, уз релативно мале сопствене губитке у људству, могу постићи одлучујући резултати. Додуше, дешавао се и фијаско, као, на пример, при дејству америчког морнаричког ваздухопловства по сиријским јединицама у долини Бека, када су Американци претрпели озбиљније губитке не постигавши никакве резултате. Ипак, успели су да прекину даља дејства сачувавши образ, што не би било могуће да су ангажоване јединице КоВ-а, које би било тешко повући, без моралног пораза. Чак и дејства са прилично сумњивим резултатима (Либија) могу да донесу велике пропагандне поене, јер се противник на неки начин понижава, а сопствени губици су веома мали. То што су и противникови стварни губици врло мали, не игра никакву улогу јер је пропагандни и политички циљ постигнут. Међутим, ова дејства су извођена против непријатеља који је имао слабо увежбано људство, па је велико питање шта би се догодило да је противник био врло добро организован и увежбан.

Како су текле и како би текле такве евентуалне операције у будућности? Земље НАТО-а имају веома снажна и добро опремљена ратна ваздухопловства. Наравно, ту далеко предњаче САД. Све чланице овог пакта, после искуства у Персијском заливу, велику пажњу посвећују ваздухопловним јединицама намењеним за извођење првог удара. Свако иоле веће ваздухопловство Запада има бар неколико ескадрила (или сквадрона) намењених за таква дејства.

Пре него што политички врх НАТО-а (или само САД-а) донесе одлуку да се на одређену земљу изведе напад ваздухопловним снагама, врши се детаљно извиђање дате земље из комоса, ваздуха, са копна и мора. Овим извиђањем стиче се општа представа о догађајима и ситуацији на територији потенцијалног противника. Када се донесе одлука о дејствима, извиђања се још више интензивирају. Врши се детаљно снимање терена и покушава се што тачније одредити распоред и локација снага потенцијалног противника. Посебна пажња се обраћа откривању командних центара, центара везе, затим центара система ваздушног осматрања, јављања и навођења (ВОЈИН), радарских станица, аеродрома и ракетних положаја противваздушне одбране.

Главну улогу у овим извиђачким дејствима имају следећи типови авиона: Boeing E-3A SENTRY (AWACS – Airborne Warning And Control System), Lockheed TR-1A, Lockheed F-117A (tzv. STEALTH FIGHTER, а понегде се назива и BLACK JET) и најновији, Northrop TR-3A BLACK MANTA.

AWACS

За електронско извиђање у дубини противникове територије, као и за надзирање активности противничког РВ користи се авион Е-3А, тј. AWACS. Кључни елемент овог авиона чини радар који ради на принципу коришћења Dopplerovog ефекта. Иначе, сам систем AWACS се састоји од шест подсистема: (1) радарски са антенском групом, (2) за идентификацију, (3) за радио-техничко извиђање, (4) за навигацију, (5) за обраду података и (6) радио-комуникациони.

Радарски подсистем AN-/APY-1 обезбеђује осматрање на великим даљинама и откривање циљева за напад ван хоризонта радара у импулсном режиму рада на даљинама од 670 km. Функција осматрања и командовања снагама и средствима ПВО остварује се патролирањем авиона у зонама борбеног дежурства, брзином 600-700 km/h, на висини од око 9.000 м. Зона патролирања налази се на удаљености од око 200 км од државне границе дотичне земље или линије фронта. Време трајања патролирања је од 16 х.

Подсистем за радиотехничко извиђање има задатак да детектује, анализира, идентификује и класификује сва електромагнетна зрачења радарских предајника у целокупном азимутном сектору од 360° око авиона.

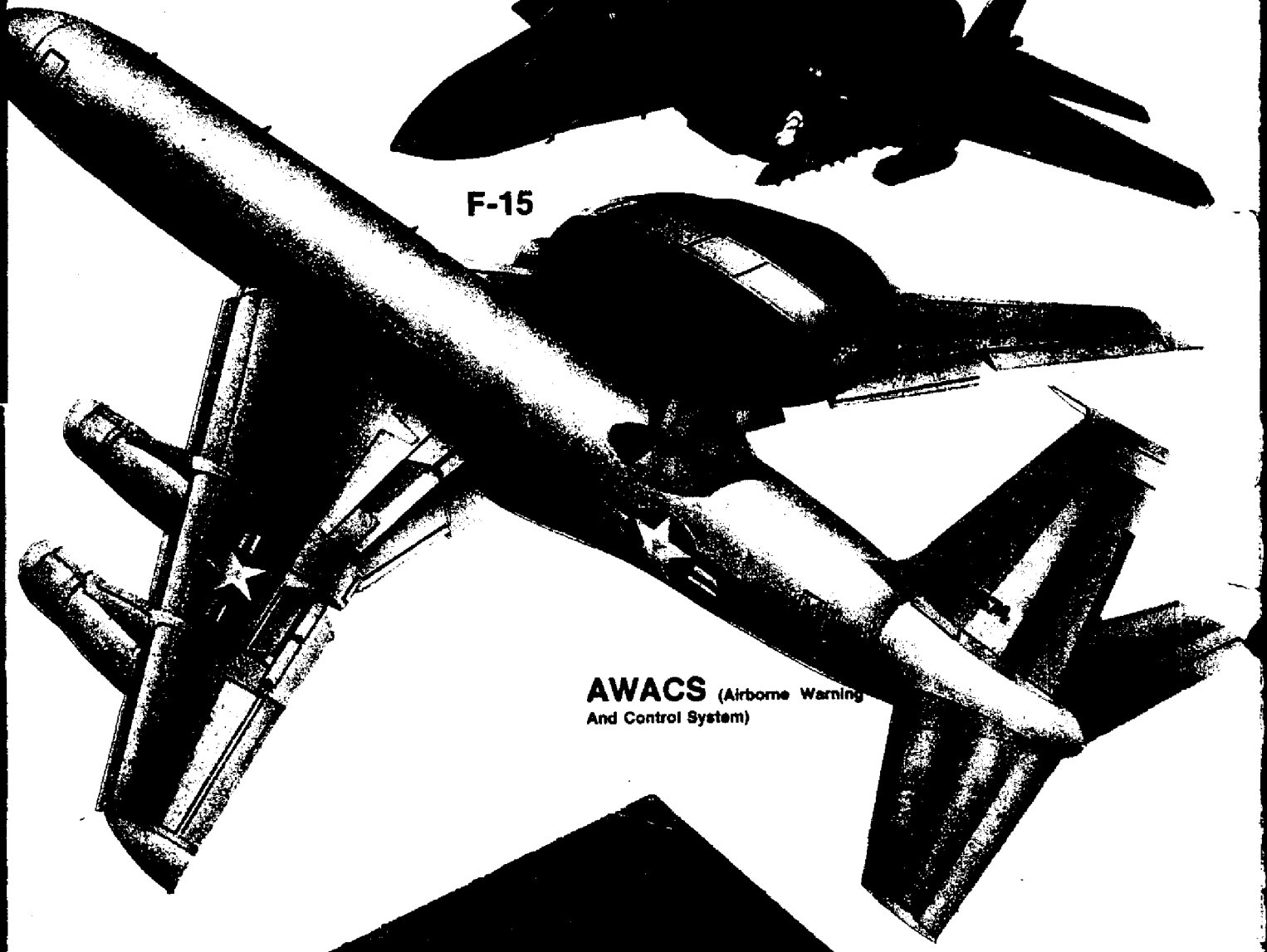
Авиони Е-3А су размештени у Европи од Норвешке до Турске, а налазе се и у Северној Америци (у склопу система NORAD, тј. система ПВО САД и Канаде). У близини наших граница ови авиони су стационирани у базама у Грчкој (Preveza), Италији (Trapani), Турској (Konya). Напоменимо на крају да је авион Е-3А развијен из познатог путничког авиона Boeing 707-320.

Нови шпијунски авион

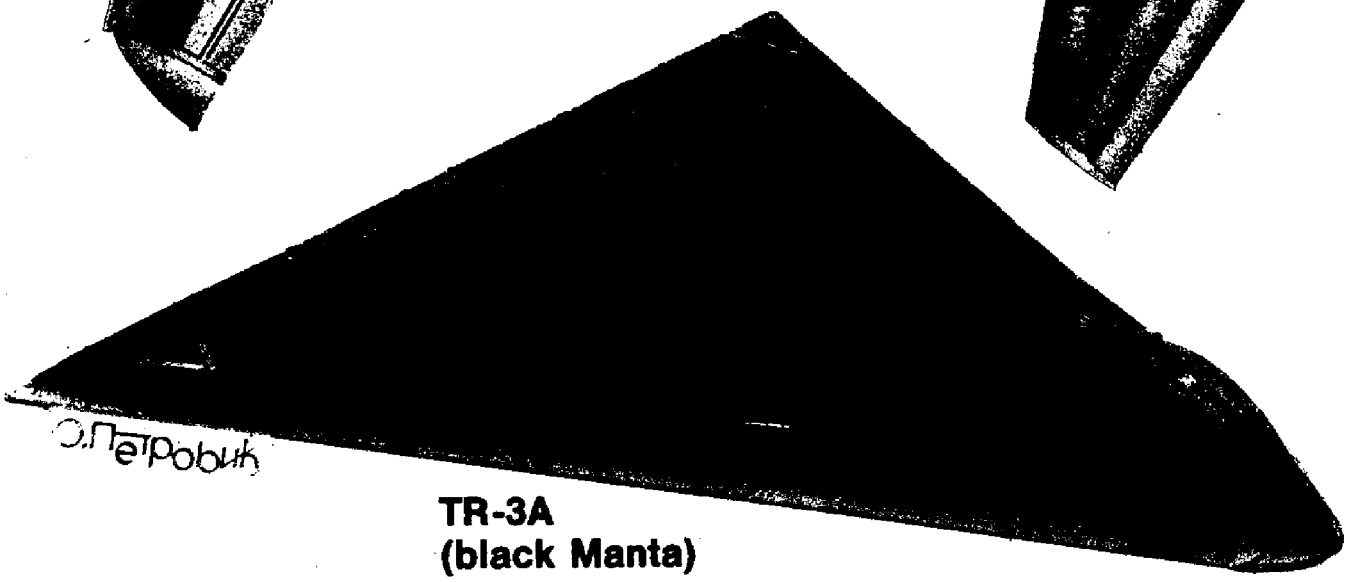
За извиђање са великих висина у свим временским условима Американци користе авион TR-1A. То је наследник чувеног „шпијунског" авиона У-2. Овај једномоторни једносед, великог распона крила, нор-

Авијација НАТО

F-15

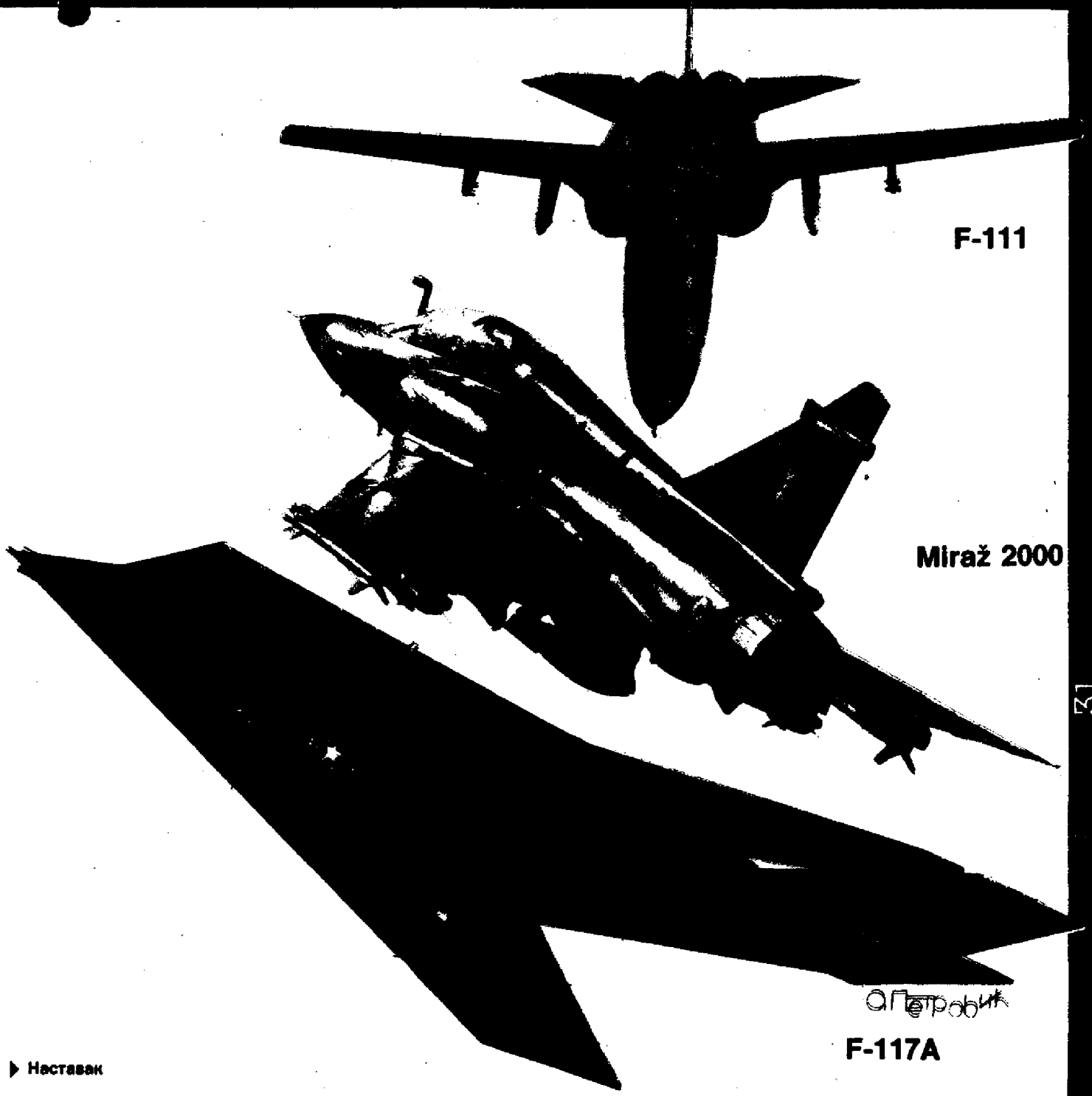


AWACS (Airborne Warning And Control System)



TR-3A
(black Manta)

О.Петровић



▶ Наставак

мално лети на висини од 21.650 м, брзином од 692 km/h. Иначе, његова максимална брзина је свега 797 km/h, а оперативни врхунац лета 27430 м. Поседује велику аутономију лета, чак 12 ч (максимални долет 4.830 km), при чему може да планира без мотора, попут једрилице. За извиђање користи усавршени радарски систем са антеном са синтетичким отвором, а поседује и радар за бочно осматрање (SLAR) домета 55 km. За оперативно фото-извиђање користи камеру T-35, а има и једну вертикалну и две бочне камере за обуку. Наравно, располаже и савременом опремом за противелектронска дејства. За навигацију користи астро-компас. Постоји и 10 специјално модификованих авиона TR-1A, опремљених уређајем PLSS, за прецизно одређивање координата предајника електромагнетних зрачења (радари, радио-станице итд) на противничкој територији у циљу уништења. Иако постоји неколико сквадрона авиона TR-1A у америчком РВ (USAF), они никада не дејствују скупно, већ су обично по паровима распоређени у америчким базама у кризним жариштима.

Невидљива летелица?

Развојем технологије која омогућава смањење радарске површине (такозвана Stealth) технологија, на енглеском: stealth значи неопажени), развијен је ловачко-бомбардерско-извиђачки авион Lokid F-117A. Ради појашњења, рецимо да „Stealth" технологија примењује материјале високих и супервисоких диелектричних својстава, високог коефицијента апсорбовања и ниског коефицијента рефлектовања електромагнетних таласа, радарског таласног подручја. При томе је веома значајан и облик ваздухоплова. Потребно је из конструкције искључити све оно што образује двостране и тростране угаоне рефлекторе, а на-

▶ Наставак са 31. стр.

рочито праве углове. То значи да се површине не смеју сећи под угловима од 90°, 60°, 45° и 30°, јер се само под тим угловима енергија враћа у правцу радара који осматра авион.

На авиону F-117 је смањена и рефлексија од издувних гасова млазних мотора да би се смањила осетљивост на ИЦ локаторе. Свим овим поступцима постигнуто је драстично смањење рефлексне површине на F-117A и, према страној штампи, рефлексна површина износи свега 0,1 м², а по неким подацима још је и мања. Иначе, ради се о двомоторном једноседу чија је максимална брзина на површини мора 1039 км/х, а крстарећа брзина 850 км/х. Радијус дејства је 550-750 км, а максимални долет 2.100 км. Пошто авион има веома лошу аеродинамичку конфигурацију за летење (труп му је направљен у облику пирамиде), веома су му скромне маневарске особине на малим висинама. Очигледно је да, и поред званичне класификације у ловачке авионе, може ефикасно да се употреби само као извиђач и бомбардер-јуришник. У припремној фази служи за детаљно одређивање координата противничких центара везе и центара VOJIN, који се обично налазе у већој дубини противничке територије, па је неопходно извршити дуготрајне летове, а да при томе сам авион остане неоткривен. Зато F-117 готово искључиво дејствује ноћу, јер, на срећу, још увек не постоји начин да авиони буду невидљиви за људско око.

У првој фази борбених дејстава авиони F-117A дејствују по поменутим центрима. За то, по правилу, користе по две ласерски вођене бомбе масе 900 кг, које су смештене у унутрашњости трупа авиона.

Црна Манта

На основу последњих извештаја (уназад десетак месеци / у стручној западној штампи може се претпоставити да ће у неким будућим операцијама учествовати и најновији амерички извиђачки „шпијунски" авион Northrop TR: 3A BLACK MANTA. То је један од тајних пројеката, тзв. црних програма са којима је упознато само два процента чланова Конгреса САД. Према ретким очевицима тај нови „невидљиви" авион има савршено троугласти облик и не производи скоро никакав звук у летовима ниско изнад земље, као ни на великој висини. По оцени стручњака, авион је већ достигао оперативни статус и извесни број је распоређен по америчким ваздухопловним базама (највероватније у В. Британији). Многи посматрачи у Белгији који су их видели при ноћним летовима, сматрали су да су видели такозване NLO (неидентификовани летећи објект). Говорка се да је неколико тих авиона употребљено током операције „Пустињска олуја", где су извршавали задатке извиђања за ударе авиона F-117A. На њима је, као и на F-117A, примењена „Stealth" технологија. Извиђачке задатке извршавају на растојањима већим од 5.500 km са напајањем горивом у лету. Овај се авион сматра наследником чувеног стратегијског извиђача, авиона Lockheed SR-71 BLACK BIRD, који је пре три године повучен из наоружања USAF-а.

Када поменути авиони, наравно, уз „помоћ" војних сателита, као и извиђачких центара на земљи и бродова (не смемо заборавити на класичну шпијунажу), утврде распоред противничких снага, команда одређује који ће од тих циљева имати приоритет, тј. који ће први бити нападнут. Такође се одређује и који ће циљеви бити уопште нападнути, а који ће бити поштеђени. По правилу, приоритет имају командни и центри везе, а одмах за њима долазе центри система VOJIN, војни аеродроми и ракетни положаји система ПВО. Тежи се да читав систем командовања, везе, као и ПВО избаци из употребе њиховим уништавањем (што је пожељно, али тешко остварљиво) или да се електронским ометањем парализе њихов рад. У досадашњим дејствима, обично се успевало у овим покушајима, али треба рећи да су противваздушне одбране Ирака и Либије, биле изразито централизоване и тиме веома рањиве, док је у случају Сирије дејство било мање успешно. Велико је питање какви би резултати били постигнути у дејствима против система ПВО оспособљеног да дејствује децентрализовано, када прекидање система веза не утиче у већој мери на дејство самосталних ракетних дивизиона и деташиране ловачке авијације.

За та дејства користе се авиони General Dynamics EF-111A и F-111 различитих верзија, Lockheed F-117A, McDonnell-Douglas F-15E STRIKE EAGLE и F-4G WILD WEASEL, PANAVIA TORNADO, Dassault-Breguet MIRAGE 2000 N и Grumman EA-6B PROWLER. Осим тих специјализованих авиона, могу се по потреби користити и други ловци и јуришници, па чак и стратегијски бомбардери Boeing B-52, Rockwell B-1 и Northrop B-2. Наменимо и то да се свим овим авионима, када су у акцији, руководи из авиона Boeing E-3A или авиона Grumman E-2 HAWKEYE, који служе као ваздушна командна места. Управо је ово и најосетљивији елемент читаве операције, јер због даљине дејстава постоји могућност ометања радарских система на осматрачким авионима, што би могло изазвати приличну збрку у акцијама где се тражи велика прецизност у дејству, а када се велики број авиона (у циљу засићења противничке ПВО) истовремено налази у ваздуху.

Опасни ветерани

Ловци-бомбардери F-111 су прилично стари амерички авиони, али су, захваљујући непрекидној модернизацији, још увек веома опасни противници. Представљају и данас ударну песницу УСАФ-а у нападима на јако бранене циљеве. Авион EF-111A ELECTRONIC FOX је намењен за електронско извиђање и противелектронска дејства. Ради се о двомоторном двоседу прилично великих димензија, максималне брзине 2.216 км/ч (на 12.200 м), брзине крстарења од око 900 км/ч и радијуса дејства од 370 до 1.500 км, зависно од конфигурације лета. Авион је опремљен вишенаменским радаром AN/APQ-160 домета 160 км и системом за елекронско ометање AN/ALQ-99E са 10 предајника ометача. Постоји и ометач AN/ALQ-137 (V) 4 репетиторског типа за стварање лажних циљева и шумних сметњи. За електронско извиђање и ометање овај авион користи уређај AN/AJQ-20, а поседује и уређај за пасивна противдејства AN-/ALE-28. Наравно, уграђена је и најсавременија радио-навигацијска опрема.

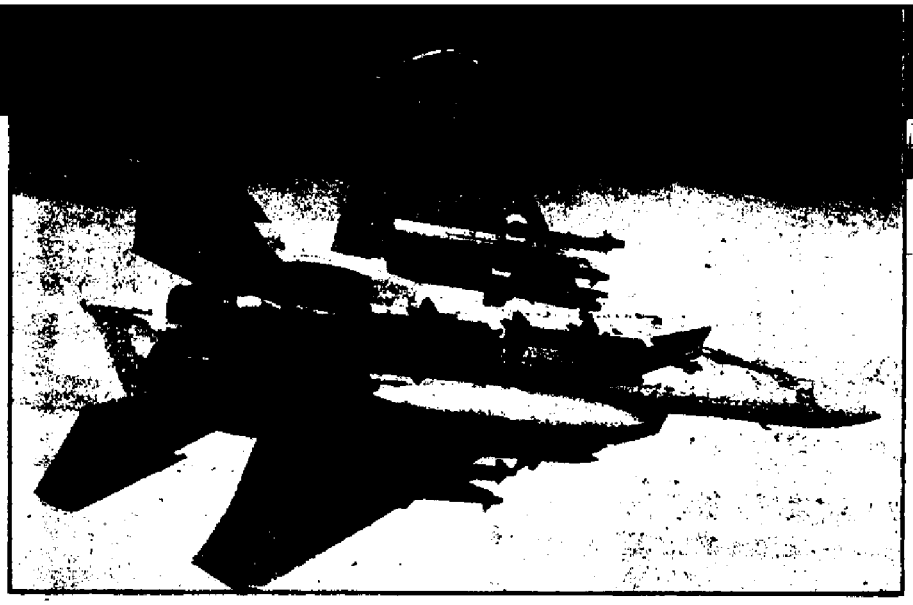
Урађено је више верзија ловаца-бомбардера F-111, који се разликују у мањим детаљима. Углавном, ради се о авионима максималне брзине 2,5 Маха (на висини 12.200 м) и брзине крстарења од 940 км/ч. Акциони радијус дејства износи од 1.155 до 1.500 км. Ови авиони имају изузетно снажно наоружање. Поред уграђеног шестоцевног топа M-61-a-1 VULCAN калибра 20 мм, на пример, верзија F-111F може понети бомбе и ракете укупне масе до 16.950 кг. Може користити све постојеће типове ракета и бомби у америчком наоружању. Друга одлика авиона F-111, поред велике носивости, јесте изузетно модерна електронска опрема. Тако, верзија F-111F има чак три радара и то: APQ-144 (навигацијско-нападни радар), APQ-134 (радар за праћење терена) и APN-200 (Doppler radar). Радио-висиномер APN-167 омогућава, уз помоћ радара за праћење терена, лет на екстремно малим висинама, чак и у најсложенијим метеоролошким условима, а инерцијално-навигацијско-нападни систем AJN-16 омогућава им нападе на циљеве, такође, у свим условима. На авиону је уграђена и сва неопходна опрема за електронско извиђање и противтенковска дејства (укључујући електронско ометање), чиме је омогућен висок ниво преживљавања ловаца-бомбардера F-111F.

Противници радара

За исте задатке, за које USAF користи F-111, авијација америчке ратне морнарице користи авионе Grumman EA-6B PROWLER и A-6E INTRUDER, базиране на носачима авиона. Авион EA-6b је намењен за противелектронска дејства и има четири члана посаде. Максимална брзина авиона у варијанти ометача је 982 км/ч, а брзина крстарења 774 км/ч. Радијус дејства је 1.769 км. Опремљен је системом за ометање AN/ALQ-99F са укупно 10 предајника, смештених у пет подвесника. Сваки подвесник покрива један од седам фреквентних опсега. Пријемници омогућавају откривање локација радара на великим даљинама. Детекција, идентификација, одређење смера и подржавање ометача изводе се аутоматски или ручно, посредством два оператора за противтенковска дејства. Авион је наоружан савременим противрадарским ракетама AGM-88A HARM.

Авион за непосредну подршку A-6E је веома сличан претходном, само је двосед. Такође има два турбо-млазна мотора, нешто је бржи, а акциони радијус му је приближно исти. Поседује вишенаменски навигацијско-нападни радар APQ-

F-15C



F-16

-148, као и веома савремену навигацијску опрему. Одликује се великом носивошћу наоружања (чак 8.165 кг). Обично се користи за дејства у првом удару и то за нападе на добро бранјене циљеве, пре свега ноћу и у сложеним метеоролошким условима, када носи противрадарске ракете HARM или ракете AGM-132. За самоодбрану користи ракете V-V" AIM-9L/J SIDEWINDER.

Још шездесетих година Американци су развили специјализоване авионе за дејства против противничке ПВО. Били су то ловци-бомбардери Republic F-105G WEASTL. Пошто је овај авион застарео, почетком осамдесетих модификован је чувени амерички ловац McDonnell-Douglas F-4E PHANTOM IIF у верзији F-4G ADVANCED WILD WEASEL. Задатак ових авиона је да открију и униште непријатељеве радаре. Опремљени су системом за, противелектронска дејства APR-38, који има 52 антене за пријем зрачења. Захваљујући изузетно снажном компјутеру, могуће је вршити модификацију овог система без промене антена. Иако тај PHANTOM поседује уређај за електронско ометање, обично ALQ-119, његов основни задатак је да уништава противникове радаре, а не да их омета. За то користи ракете SHRIKE, HARM и MAVERICK. За самоодбрану носи ракете SPARROW и SIDEWINDER.

Остали авиони прве линије

Сличне америчким и остале земље НАТО пакта, поседују авионе за извођење првог удара а најприлагођенији су PANAVITA TORNADO IDS/GR.Mk.1 (у наоружању Велике Британије, Немачке и Италије) и MIRAGE 2000N (у наоружању Француске). У операцији „Пустињска олуја" за нападе на аеродроме, коришћени су често авиони TORNADO GR. 1 из британског RV-а (RAF).

TORNADO Gr.1 је двомоторни двосед са крилима променљиве геометрије, чија максимална брзина достиже 2,2 Маха на висини од 12.000 м. Акциони радијус досеже до 1.390 км. Основна одлика авиона је могућност аутоматског праћења терена уз помоћ радара на висини од 61 м (200 фт). Максимална носивост му је од 8 до 9 тона. Поред два топа Маузер 27 мм, TORNADO може бити наоружан најразноврснијим ракетним наоружањем за дејства по циљевима на земљи и мору. Може носити осам противрадарских ракета ALARM или четири HARM, затим AS-30 и AS-30L, MAVERICK и MARTEL. Може дејствовати и ласерски вођеним бомбама, а опремљен је и специјалним бомбама BL-755 и JP-233. Носи контејнер MW-1 (масе 4,5 до 4,7 тона) који се пуни противоклопним бомбама-кумулативним минама и минама за минирање аеродрома, које се избацују са висине од 100 м и при брзини од 1.100 км/ч, а прекривају површину од 400 × 500 м². Веома сличне карактеристике имају и авиони у наоружању Немачке и Италије, означени као TORNADO IDSE. Постоји и ловачко-пресретачка верзија TORNADO F.Mk.2 и F.Mk.3.

И на крају – неколико речи о француском ловцу-бомбардеру MIRAGE 2000C. Овај авион је намењен за дејство са екстремно малих висина, па је тако способан да лети на висини од 60 м брзином од 1.110 км/х. Опремљен је радаром за праћење терена ANTILOPE V, модерним навигацијским системима, а нарочито је значајно и увођење CRT-дисплеја у боји. Наравно, авион поседује и врло модерну опрему за противтенковска дејства. Иако је основно наоружање авиона нуклеарна ракета ASMP. У конвенционалним дејствима наоружан је стандардним француским ракетама „V-Z" AS30L. За самоодбрану користи ракете „V-VV" R-550 MAGIC II и SUPER 530D.

Ловац на земаљске циљеве

Чувени амерички ловац F-15A EAGLE је пре неколико година модификован у верзију двоседног ловца-бомбардера под ознаком F-15E. Тај двомоторни двосед је намењен за дејства по циљевима на земљи, тамо где постоји велика вероватноћа дејства противничке ловачке авијације. Он је, у ствари, једини од свих авиона предвиђених за стратегијске и оперативне ударе, који је у стању да се супротстави модерним ловачким авионима, бар када није оптерећен већом количином бомби. Његове перформансе углавном одговарају перформансама ловачке верзије F-15A. Рецимо само толико да се ради о авиону максималне брзине од 2,5 маха, чији је радијус дејства од 1.100 до 1.800 км. Авион је опремљен најсавременијом нападно-навигацијском опремом, а нарочито се истиче нишанско-пресретачки радар APG-70. За разлику од чисто ловачке верзије има и радар за праћење и мапирање терена, а и систем за ометање противничких радара је много бољи. За напад на циљеве на земљи, поред класичних бомби, користи ласерски вођене бомбе GPU-12, -22 и -24, а за означавање циљева носи контејнер LANTIRN. Може дејствовати и вођеним ракетама AGM-65 MAVERICK. За борбу у ваздуху користи ракете AIM-9N SIDEWINDER, AIM-7M SPARROW и AIM-120 AMRAAM.

Небојша Ђокић
Огњан Петровић

ТОП НА РАМЕНУ ВОЈНИКА

Ручно противоклопно наоружање

Ручни (ракетни) бацачи су ушли у наоружање средином II светског рата као формацијско наоружање пешадијских одељења и водова за уништавање оклопних циљева, лакших одбрамбених објеката, незаклоњених ватрених средстава и живе силе. Доминирају два основна типа: ручни бацачи, вишекратне и једнократне употребе. Први имају послугу од два, ређе три војника (нишанџије и помоћника). Помоћник има задатак да преноси мине, штити послугу бацача личним наоружањем и према потреби, замењује нишанџију. Ручне бацаче једнократне употребе обично користи један војник а деле се на лаке и тешке. Маса лаких ручних (ракетних) бацача једнократне употребе у борбеном положају износи око 3 кг (изузетак су армбруст и АТ 4 чија је маса око 6кг.) Лансери су телескопског типа. Након развлачења, односно превођења средстава из маршевског у борбени положај и након испаљења, лансер се одбацује. Тешки ручни (ракетни) бацачи једнократне употребе, развијени су у последњих десетак година. Настали су као одговор на појаву тенкова са вишеслојним, „сендвич", оклопом. Нови тенкови III генерације (М-1, леопард II, Т-72, М-84, челенџер) имају, на предњем делу куполе, „сендвич" оклоп дебљине око 500 мм, па је било неопходно развијати ручне бацаче са пробојношћу од најмање 600 мм. Да би се ово постигло, са ефикасним дометом од најмање 300 метара, било је неопходно развити тешке пројектиле. Услед овога је и маса целог бацача на ватреном положају од 8 до 10 кг.

Ручни ракетни бацачи вишекратне употребе

LRAC 89 mm MF 1 STRIM се налази у наоружању Француске и још двадесетак других земаља.

Представља лансирну цев са контејнером у којој се налази ракетна мина. Пре гађања контејнер се причвршћује за задњи део цеви и у борбеном положају представља њен продужетак. На цеви, израђеној од армираног пластичног материјала, налази се рукохват са електромагнетним механизмом за опаљење, обарачем са осигурачем, затим рамени ослонац са ножицама, предњи покретни рукохват, оптички и механички преклапајући нишан и ремен. Монокуларни оптички нишан са троструким увеличавањем има скале за нишањење од 100 до 1000 м, скалу за мерење даљине, скалу за увођење претицања при гађању циљева који се крећу брзинама 10, 20 и 30 км/ч и скалу за увођење температурних поправки (од −10°C до +30°C). Користи кумулативну, димну и осветљавајућу мину. Кумулативна мина (дужине 600 мм), калибра 89 мм, састоји се од кумулативне бојне главе са 365 гр експлозивног пуњења, пиезоелектричног упаљача, барутног ракетног мотора масе 300 гр и деветокрилног репног стабилизатора који се расклапа у ваздуху. Упаљач дејствује 400 мм. Брисани домет за циљ, висине 2,2 м је 360 м. Ефикасна даљина гађања је до 400 м. Маса бацача у борбеном положају је 10,5 кг, од тога 2,2 кг отпада на мину. Почетна брзина мине је 290 м/с.

RPG 7V је ручни бацач совјетског порекла, највише употребљаван у свету, чији је калибар цеви 40 мм а пројектила 80 мм. Састоји се из рукохвата са деловима за окидање и осигуравајуће полуге, као и нишанског уређаја. Дневна нишанска справа ПГО-7 (повећава 2,5 пута) има скале за нишањење на 200, 300, 400 и 500 метара. РПГ 7В има два типа ноћних нишанских справа – са појачивачем светлости и ИЦ-пасивном справом НСП-2. Пред гађање, пројектил се отпакује и улаже у лансирну цев, док глава остаје напољу, пошто је наткалибарна. Након лансирања отварају се крилца за стабилизацију, која дају зрну лагану ротацију. Почетна брзина мине је 100 м/с, а максимална 300 м/с. Због значајне разлике између почетне и максималне брзине бочни ветар изазива велико скретање мине. Пробојност хомогеног челичног оклопа је 250 до 320 мм. Ефикасни домет је 300 м. Маса бацача у борбеном положају је 8,5 кг, од чега 2,2 кг отпада на мину.

RPG-16 је новији совјетски ручни ракетни бацач. Његова маса је 12,95 кг (мина 2,1 кг). Мина чија је пробојн[illegible]00 мм има брисани домет од 520 м, за циљ висине од 2 м. РПГ-16 има најположенију путању од свих ручних бацача.

М 57А2 је наш стари ручни бацач. Његов оптички нишан М59 увећава 3,8 пута а поље вида је 12°. Скала за нишањење је обележена од 100 до 400 м, са кораком по 50 м. Постоје и скале за претицање и за мерење даљине. Кумулативна мина масе 2,4 кг пробија хомогени челични оклоп дебљине од 270 до 320 мм. Брисани домет за циљ висине 2,16 м, је 200 м. Време лета мине на даљини од 100 м је 0,27 сек, на 200 м 1,45 сек, на 300 м 2,22 сек а на 400 чак 3,03 сек. Прецизност је солидна (на 200 м је Вп = 16 цм и Вв = 19 цм), али је путања на даљинама преко 200 м прилично стрма, што захтева тачно одређивање даљине циља. Иако нишан омогућава даљину гађања и до 400 м, не би требало отварати ватру на тенкове на даљинама већим од 200 м, поготово ако се крећу. Маса бацача у борбеном положају је 11 кг.

М 79 ОСА2 је наш новији ракетни ручни бацач. Ракетни пројектил, калибра 90 мм, масе 3,5 кг има брисани домет од 300 м за циљ висине од 2,16 м. Пробија хомогени челични оклоп дебљине до 400 мм. Оптички нишан има скалу за нишањење од 150 до 600 метара. Премда је даљина од 600 м узета као ефикасан домет, због многих разлога (време лета пројектила, утицај ветра нарочито бочног, температуре, влажности ваздуха и другог) треба избегавати гађање на даљинама већим од 400 м. Против брзих циљева на треба дејствовати на даљинама већим од 200 м. По својим карактеристикама ОСА углавном одговара француском ручном ракетном бацачу ЛРАЦ. Маса ОСЕ 2 је 10,7 кг. Упаљач је тренутни – пизоелектрични.

Тешки ручни ракетни бацачи вишекратне употребе

М 2-550 Karl Gustav је шведски ручни бацач развијен 1972. године из старије верзије М 2, од које се разликује новим нишаном ФФВ 555 и кумулативном мином ФФВ 551, са активно-реактивним погоном. Нишанска справа ФФВ 555 је савремени оптоелектронски уређај, који се састоји од коинцидентног даљиномера, телеско-

with the compliments of

Ministry of Defence

Sec(AS)2a

UFO file

DI55c - Section 40 [redacted]

I have drafted a letter to Section 40 [redacted] about her UFO video - I think what I have said accords with the enhancement etc that you've done? Or are we likely to get a different answer?

Section 40 [redacted]

MOD Form 195 (Revised 6/89)

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

3

Section 40

Section 40

D/Sec(AS)12/3

15 June 1992

As I promised in my last letter, I have now shown your video to a number of my colleagues here, and discussed what it shows.

The consensus of opinion is that the bright light seen is the sun reflecting off an aircraft. Clearly the aircraft itself was too high to have been seen or heard, but the reflection off a shiny metallic surface of an aircraft can be very bright on a clear day. The fact that the light appears and then disappears would be due to the aircraft changing its position relative to you.

I would stress, however, that whilst this is our assessment, we cannot be one hundred percent sure. Other explanations, such as my original idea of an anti collision light, remain a possibility.

I should like to thank you very much for getting in touch, and I am returning the video.

Section 40 phoned

is ok to send

letter

ANNEX A TO
SOP 502

2/18

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	13 June 92 2000 hrs 15 Seconds
B.	Description of Object (No of objects, size, shape, colour, brightness)	One object. Large round ball, grey
C.	Location, indoor/outdoor, stationary/moving	Loddington on Porch of 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)	North
F.	Angle of Sight (Estimated heights are unreliable)	30 degrees
G.	Distance (By reference to a known landmark	NK
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	South to North dipped towards horizon estimate 450 mph
J.	Met Conditions during Observations (Moving clouds, haze, mist etc) (Moving clouds, haze, mist etc)	Sunny & clear sky
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)	Nil

L.	To whom reported (Police, military, press etc)	Civilian Police Kettering A Stn
M.	Name & Address of Informant	Section 40
N.	Background of Informant that may be volunteered	- Section 40 Long time aircraft enthusiast. Father was in RAF
O.	Other Witnesses	Section 40
P.	Date, Time of Receipt (in AFOR)	132205Z Jun 92
Q.	Any Unusual Meteorological Conditions	- None
R.	Remarks:	States is on flight path of low flying a/c and is used to them. Object made no sound

Section 40

R02
Duty Ops Officer
AF Ops

Date: 27 May 92

Distribution:

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

TOP

FEED
DIRECTION

55C

2/17

UNCLASSIFIED

[illegible]

[illegible]

[illegible]

FROM RAF [illegible]
TO MODUK [illegible]

UNCLASSIFIED
SIC [illegible]
SUBJECT: AERIAL PHENOMENA
A. [illegible] FEB [illegible]
B. SILVER, VERY [illegible], CHANGED [illegible] SILVER [illegible]
SHAPE, CHANGING SHAPE, VERY [illegible]
C. 4 MILES NORTH [illegible]
D. NAKED EYE, [illegible]
E. NORTH TO SOUTH
F. 20 DEGREES
G. [illegible]
H. [illegible]
I. [illegible]
J. NIL
K. [illegible] AND [illegible]
L. MR [illegible] BRENTWOOD [illegible]

M. [illegible]
N. [illegible]
O. [illegible]
P. [illegible]
BT

DISTRIBUTION [illegible]

CAL : [illegible]
CXT : [illegible]
CAW : [illegible]

UNCLASSIFIED

TOP

FEED DIRECTION

55c

2/16

TOP

FEED DIRECTION

2/125

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

CAS017 19/1324 140C1569

FOR CAV

ROUTINE 191210Z MAY 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. 10 MAY 92 0930L
B. ONE. SIZE OF TENNIS BALL. BLUE/GREEN. VERY BRIGHT
C. INDOORS
D. NAKED EYE
E. SOUTH TO NORTHWEST
F. NIL
G. NIL
H. FAST SPEED BUT CONSISTANT
J. CLEAR
K. NIL
L. WEST YORKSHIRE POLICE
Section 40 [redacted] HOVE EDGE. BRIGHOUSE
N. NIL

PAGE 2 RBDAID 0003 UNCLAS
O. NIL
P. 18 MAY 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

2/14

UNCLASSIFIED

[illegible] 18/0923 [illegible]

FOR [illegible]

[illegible]

[illegible] RAF [illegible]
TO MODUK AIR

UNCLASSIFIED
SIC Z6F
[illegible] OF AERIAL PHENOMENA
A. 17 MAY 92 1925L. 30 SECONDS
B. [illegible] CIRCULAR SHAPE. [illegible]. [illegible] FLASHING [illegible] TS
NO SOUND OR SMELL
C. [illegible]
D. NAKED EYE
E. [illegible] NE TO SW
F. VERY HIGH
G. [illegible]
H. [illegible]
I. GOOD VIS. NO CLOUD
J. [illegible]
K. [illegible] OPTICAL [illegible]
L. [illegible]

PAGE 2 RBDAIF 0001 UNCLAS
N. NO OTHER WITNESSES
P. [illegible] 20[illegible] MAY 92
BT

DISTRIBUTION Z6F

[illegible] UNCLASSIFIED ACTION [illegible]
[illegible] 1 [illegible]
[illegible] 1 [illegible]

UNCLASSIFIED

2/13

UNCLASSIFIED

CAV021 10/2337 139D24

[illegible]

R [illegible] MAY 92

FROM RAF WEST DRAYTON
TO MODUK AIR

UNCLASSIFIED

SIC [illegible]

[illegible] AERIAL PHENOMENA.
A. [illegible] LOCAL [illegible]
B. THREE [illegible] GROUPING OF [illegible]
SILVER, GOLD TRAIL [illegible] APPEAR TO BE [illegible] METEORITES BUT [illegible]
C. [illegible] IN AN ARC.
D. FACING THE SEA [illegible] AS.
E. NAKED EYE
SOUTH TO NORTH ACROSS HORIZON. VERY LOW AND FAST.
F. 30 DEGREES. APR [illegible]
H. 30M APROX.
BT

DISTRIBUTION ZSF

CAS 1 SEC(AS) ACTION [illegible]
CYD 1 OC [illegible]
CAV 1 DI [illegible]

TOP

FEED DIRECTION

2/12

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

[illegible] 180915 [illegible] UNSPECIFIED [illegible]

[illegible]

R [illegible]

FROM [illegible]
TO RAF WEST DRAYTON
MODUK AIR
INFO [illegible]

U N C L A S S I F I E D
[illegible]
FROM [illegible]
UNIDENTIFIED FLYING OBJECTS
[illegible] AIR [illegible]
IN ANY REPLY PLEASE QUOTE [illegible] FOR [illegible] USE ONLY
SUBJECT UFO SIGHTING [redacted] [illegible]
A [redacted]
REPORTED AT 2130 17/3/12 A UFO SIGHTING HAD BEEN [illegible]
[illegible] UFO [illegible] AT THIS STAGE FROM A [illegible]
[illegible] MOVING AT [illegible] NEAR [illegible]
[illegible] NOT MOVING [illegible]
[illegible] TO NORTH [illegible] EAST. VERY LOW [illegible]
[redacted] [illegible] INDICATING WEST DRAYTON [illegible]

[illegible]

DISTRIBUTION [illegible]

[illegible]

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

with the compliments of

Ministry of Defence

Sec(AS) 2a

Section 40

DTSSC -

This arrived with us by mistake, and I've forwarded it to DTS(Plans), but thought you'd appreciate a copy, re Alitalia et al.

Section 40

MOD Form 195 (Revised 6/89)

55c

2/11

Section 40 [redacted]

IA3A
DTP

BRITANNIA AIRLINES

1. The CAA have copied to me the attached papers, which concern a reported near miss between a Britannia B737 300 and an object travelling ~~on March~~ at Mach 3, near Elba, off the Italian coast.

2. The CAA believe that this may be characteristic of a radar guided missile. They have not taken any action but would be prepared to contact the Italian civil aviation authorities if MOD believe the object was indeed likely to have been a missile, and if they consider such action would be appropriate. As far as I can determine, Britannia have taken no action beyond informing the CAA.

3. I would be grateful if you and/or MOD could consider whether any further action is necessary, and either let me know or Section 40 directly.

Section 40 [redacted]

Section 40 [redacted]
Aviation and Maritime Department

cc: Section 40 [redacted], DMSO, MOD
IOS, CAA

1 May 1992

TOP

FEED DIRECTION

2/10

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

CAV062 21/1431 112015Z7

FOR CAV

ROUTINE 211210Z APR 92

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT [illegible]
[illegible] DS
B. ONE. TWO AVERAGE SIZE HOUSES. OVAL. WHITE. NOT HARSH JUST GLOWING. HUMMING NOISE. NO SMELL
C. 400 YDS FROM ADDRESS BELOW
D. NAKED EYE
E. [illegible] HORSELL SECONDARY SCHOOL, OVER THE COMMON
F. JUST OVER TOPS OF HOUSES
G. NIL
H. STEADY
J. CLEAR
K. NIL
L. POLICE, D AND D SECTION LATCC
Section 40 [redacted] HORSELL. WOKING

PAGE [illegible] ID 0001 UNCLAS
N. NIL
O. NIL
P. 162245 APR 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

with the compliments of

Ministry of Defence

Sec (AS) 2a

Section 40

DI 55c -

An exchange of correspondence for your files - I'll send the "detailed report" if it appears.

Section 40

MOD Form 195 (Revised 6/89)

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

MINISTRY OF DEFENCE
Main Building Whitehall London SW1A 2HB

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

2/9

Section 40

Your reference

Our reference
D/Sec(AS)12/3

Date
9 April 1992

Dear Section 40

Thank you for your letter dated 3 April concerning a recent sighting of lights in the sky over Sandiacre. We have received no other reports that would tie in with this sighting, and the only possible explanation that occurs to me is that the lights could have been searchlights or lasers reflecting off clouds. I do not know, from the details in your letter, how likely this is.

I would welcome sight of a more detailed report if one is produced.

I hope this is helpful.

Yours sincerely

Section 40

EAST MIDLANDS U.F.O. RESEARCH ASSOCIATION

E.M.U.F.O.R.A.

Section 40

APRIL 3 1992

Dear Section 40

I recieved a call from a lady last night in Long Eaton, Nottingham, saying that about twelve people and herself had seen strange lights in the sky on Sunday 29 March at about 20.30 hrs and then again at 22.00hrs

She claims that they saw six very bright orange spheres in a 45° line over Sandiacre in Nottm.The two spheres at the lowest point of the line dropped away and disappeared and seconds later the light at the highest point shot away in a different direction. All the 'objects' returned to the same area of the sky later on in the evening.

She claims to have called the East Midlands Airport and her brother called RAF Newton near Bingham, Nottinghamshire but she recieved no explanation to these events. I also called the airport but to no avail.

If you could shed any light onto these events, I would be very grateful. If it turns out to be a genuine case with no satisfactory explanation, I will forward a detailed report to you if you request it.

Thankyou for your time.

Yours sincerely

Section 40

TOP

FEED DIRECTION

2/2

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

CAS031 081139 099C2876

FOS CAV

ROUTINE 081427Z APR 92

FROM FAF WEST DRAYTON
TO MODUK AIF

U N C L A S S I F I E D
SEC ZAF
SUBJECT: AERIAL PHENOMENA
A. 020536Z APR 92, 3 MINUTES
B. ONE, SLIGHT SAUCER SHAPED, WHITE, LIGHTS ON EDGE, AMBIENT
C. IN DOORS
D. NAKED EYE NOT TOOK PICTURES
E. OVER HOUSES
F. HIGH
G. STEADY MOVEMENT
H. CLEAR SKY
I. NONE
J. SATWICK AIRPORT, GOODYEAR
Section 40 [redacted] SNODLAND, KENT Section 40
O. HUSBAND AND DAUGHTER
P. 081412Z APR 92

PAGE 2 RRDATD 0004 UNCLAS
BT

DISTRIBUTION ZAF
F
CAS 1 RECLASS ACTION CXF 1 AFNO 1
CYD 1 CD RE/AEW
TAU 1 DT ""

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

TOP

FEED DIRECTION

217

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

CAV094 06/1936 097C3391

FOR CAV

ROUTINE 061325Z APR 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 APR 92 1843-2000Z
B. ONE. LARGE. ROUND. BRIGHT LIGHT WITH GLASS DOME. NO SOUND. NO SMELL
C. BEHIND HILL OVER TOTTINGTON. HEADING TOWARDS YORKSHIRE
D. NAKED EYE. BINOCULARS
E. FROM SOUTH
F. NIL
G. NIL
H. ROTATING
J. GOOD
K. NIL
L. TELESCOPE SIGHT NEAR MANCHESTER AND MANCHESTER ATC
Section 40 [redacted]

PAGE 2 RBDAID 0007 UNCLAS
N. NIL
Section 40 [redacted] SON AND DAUGHTER OF
F. 6 APR 1215Z AT MANCHESTER ATC Section 40 [redacted]
BY

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

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

TOP

FEED DIRECTION

2 \ 6

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

CAV025 06/0930 097C0760

FOR CAV

ROUTINE 060830Z APR 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. 051940 APR 92
B. 1 TIMES DISCUS SHAPED OBJECT BLUE AND SILVER IN COLOUR
C. N/K
D. NAKED EYE
E. IN THE DIRECTION OF HASTINGS
F. APPROX 200FT
G.N/K
H. OBJECT WAS WOBBLING BUT FLYING IN A DIRECT LINE AT HIGH SPEED
J. SUN SHINING AND BLUE SKYS
K. N/K
L. SUSSEX POLICE
Section 40 [redacted] HAWKHURST. KENT Section 40 [redacted]
N. NIL

PAGE 2 RBDAID 0002 UNCLAS
O. NIL
P. 052026 APR 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

2/5

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

CAV018 30/0926 090C06:

FOR CAV

ROUTINE 300745Z 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. 292040Z MAR 92 3 4 MINUTES
B. ONE. YELLOW FLARE WITH DARK OBJECT ABOVE. AS BRIGHT AS AIRCRAFT LANDING LIGHTS. NO SOUND
C. [illegible]22. PECKHAM RYE. WALKING
D. NAKED EYE
E. [illegible] APPEARED. NW DISAPPEARED
F. 45 DEGREES
G. UNKNOWN
H. [illegible]EASY. VIEW OF FLAME DID NOT CHANGE. POSSIBLY FLAME POINTING UPWARDS
J. CLOUDY
K. NIL
L. 8 AND 9 CELL. LATCC

PAGE 2 RELATES TO UNCLAS

Section 40 [redacted]

N. NIL
O. Section 40 [redacted]. FREIND OF Section 40 [redacted]
P. 292100Z MAR 92
GT

DISTRIBUTION Z6F
P
CAS 1 SECRASS ACTION [illegible] INFO [illegible]
CYB 1 DD GE/AFW
CAV 1 DI 55

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

TOP

FEED DIRECTION

2/4

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

CA5005 30/0924 090CA694

FOR CAV

ROUTINE 3007502 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. 292045L MAR 92. 10-15 MINUTES
B. CIGAR SHAPED. VERY BRIGHT. WHITE
C. RINGWAY ROAD WEST. IN A CAR
D. NAKED EYE
E. SOUTHERLY
F. 10-20 DEGREES
G. 5-6 MINUTES
H. TO THE LEFT. SWINGING SLOWLY. FRONT TILTING UPWARDS
J. CLEAR
K. NEAR WATER TANKS
L. MANCHESTER ATC
Section 40 [redacted] BRADLEY FOLD. BOLTON Section 40 [redacted]
N. EX ARMY

PAGE 2 RBUAIU 0006 UNCLAS
O. TWO OTHER WITNESSES
P. 300047L MAR 92
BT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFUO)
CYD 1 UO CE/AEW
CAV 1 DI SS

TOP

FEED DIRECTION

*END

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

TOP

FEED DIRECTION

2/3

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

GRP 3 / 23 070C0599

FOR CAV

ROUTINE 300745Z MAR 92

FROM RAF WEST DRAYTON
TO F UK AIR

U N C L A S S I F I E D
SIC Z6F
SUBJECT:AERIAL PHENOMENA
A. [illegible] MAR 92. 10 MINUTES
B. [illegible] OT KNOWN. OBLONG. WHITE. VERY BRIGHT. NO SOUND. NO SMOKE
C. 5M N CENTRE MANCHESTER. PRESTWICH. INDOORS AND OUTDOORS
D. NAKED EYE
E. SOUTH
F. LOW
G. UNKNOWN
H. STEADY
J. CLOUDY
K. N/A
L. BURY POLICE. D AND D CELL
M. Section 40 [redacted]
N. NIL

PAGE 2 RBDAID 0004 UNCLAS
O. HUSBAND AND NEXT DOOR NEIGHBOUR
P. [illegible] Z MAR 92. Section 40 [redacted] BURY POLICE STATION Section 40 [redacted]
DT

DISTRIBUTION Z6F
F
CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)
CYP . OD SC/AEW
CAV 1 DI 55

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

with the compliments of

Ministry of Defence

Sec (AS) 2a

DI 55c - Section 40

A couple of sightings for you - the Herts one is almost certainly our old friend the airship!

Section 40

MOD Form 195 (Revised 6/89)

Section 40

[redacted]

Ministry of Defence (Air)
Whitehall
London SW1

25th March. 1992

Dear Sirs.

I am writing to report a sighting of a U.F.O or what I believe to be a U.F.O.

On Friday 20th March my husband and I went for a drive at approximately 9-9 30pm. We drove out to Borehamwood, Radlett and Shenley in Hertfordshire. This area is fairly countryied and open.

As we were driving along my husband, who was driving noticed an object in the sky which appeared to be just hanging there. He pointed this object out to me as, being the passenger. I could have a better look.

This object was brightly lit and looked as though there were hundreds of windows, but it was fairly high and quite a distance away. It was cigar shaped and even from a distance seemed very big.

We carried on driving until we could no longer see it. I suggested we turned around and had another look. This we did.

When we reached the same spot. the object had completely disappeared but on looking out across the other side we saw it again. It was once again a long way away but still the same object.

P.T.O.

It could not have been an aeroplane because the lights were not flashing and it just hung and was simply to vast. I do not know what it was.

Could you please write back and maybe give me some explanation as to what we saw.

I look forward to hearing from you at your earliest convenience.

Yours faithfully.

Section 40

REPORT OF AN UNIDENTIFIED FLYING OBJECT

a. **DATE TIME AND DURATION OF SIGHTING** (Local times to be quoted)

29/3/92 2045 10 - 15 MINS

b. **DESCRIPTION OF OBJECT** (Number of objects, size, shape, colours, brightness, sound, smell etc).

ONE OBJECT; CIGAR SHAPE; WHITE LIGHT VERY BRIGHT

c. **EXACT POSITION OBSERVED** (Geographical location, indoors or outdoors, stationary or moving).

OUTDOOR; IN CAR; RINGWAY ROAD WEST (NR WHITEFIELD

d. **HOW OBSERVED** (Naked eye, binoculars, other optical device, still or movie camera).

NAKED EYE

e. **DIRECTION IN WHICH OBJECT WAS FIRST SEEN** (A landmark may be more useful than a badly estimated bearing).

SOUTHERLY DIRECTION
NEAR WATER TANKS ON RINGWAY ROAD WEST

f. **ANGLE OF SIGHT** (Estimated heights are unreliable).

10 - 20°

g. **DISTANCE** (By reference to a known landmark wherever possible).

APPROX 5 TO 6 MLS

h. **MOVEMENTS** (Changes in E, F, G may be of more use than estimates of course and speed).

TO LEFT; HOVERING SWINGING SLOWLY, FRONT TILTING

/PTO

i. **METEOROLOGICAL CONDITIONS DURING OBSERVATIONS** (Moving clouds, haze, mist etc.)

DRY & CLEAR

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 other night lighting).

THE WASH TANKS

k. **TO WHOM REPORTED** (Police, military organisations, the press etc).

PRESS. ATC.

l. **NAME AND ADDRESS OF INFORMANT**

Section 40

BRADLEY FOLD, BOLTON, Section 40

m. **ANY BACKGROUND ON THE INFORMANT THAT MAY BE VOLUNTEERED**

EX ARMY

n. **OTHER WITNESSES**

2. PEOPLE

o. **DATE AND TIME OF RECEIPT**

30/3/92

0030

The above details are to be telephoned immediately to AIS (Military), LATCC on Section 40

The completed form is to be despatched to:

Ministry of Defence (AFO)
RAF Main Building
Whitehall
LONDON
SW1

TOP

FEED
DIRECTION

2|1

[illegible] 2071[illegible]

[illegible]DAY

ROUTINE [illegible] MAR [illegible]

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC [illegible]
SUBJECT: AERIAL PHENOMENA
A. 17[illegible]00 MAR 93
B. [illegible] LARGE SAUCER SHAPED OBJECT [illegible] LOOKED [illegible]
PALE COLOUR, [illegible], NO SOUND, NO SMELL
C. [illegible] ALONGS [illegible]
D. NAKED EYE
E. EAST TO WEST [illegible] HAYFIELDS [illegible]
F. 3 [illegible]IGHT AHEAD
G. [illegible]
H. STEADY
[illegible]
K. CLEAR AIR
L. [illegible] HA[illegible] LANKA
M. [redacted] ST ALBANS, [illegible] [redacted]

PAGE 2 RBDAIE 000[illegible]
[redacted]
O. [illegible]
P. [illegible]

DISTRIBUTION [illegible]

CAT 1 [illegible]
SIC 1 [illegible]
C[illegible] 1 [illegible]

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

E43

152 + 153

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 18 March 1992

Dear Section 40,

Thank you for your letter dated 9 March concerning a report of a black, unmarked helicopter chasing a UFO.

We have received no reports of any sighting that might tie in with what was reported, and the helicopter that you describe does not sound like any military helicopter.

I can only suggest that the helicopter described is privately owned, and that the CAA might be able to help. You may also wish to consult a copy of "Jane's All The World's Aircraft", which might help in identifying the helicopter. Any good reference library should have a copy.

I hope this is helpful.

Yours sincerely

Section 40

Section 40

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

Date: 09 MAR 1992

Dear Section 40

Further to our telephone conversation on Friday, March 6, 1992, and as I discussed with you the following is the summary of the report I have received from an individual who is an expert in Helicopters as a professional. He is quite familiar with all makes of the helicopters operating in Great Britain.

His sighting took place on February 29, 1992, 6:25PM on the turn off of the A64. He described a half moon shape object, glowing in red, with an amber colour halo only a few yards away from him, hovering 5 to 10 feet above the ground. As he was observing this object he noticed a BLACK helicopter without any MARKINGS suddenly coming from behind of his car in trying to chase the object. The object suddenly accelerated with a phenomenal speed and shut off to the sky. He describes that he had never seen any helicopter like that before despite his long experience with the helicopters. He noticed that the helicopter did not give up the chase and could see it in distance still chasing the UFO. He also noticed that a few hundred yards further on a lay by a few cars were parked and were looking at this cat and mouse game.

I would like to learn;

a) Have you received any reports from in and around that area at that particular date?

b) Could anyone explain the type of the helicopter (black, unmarked, make unknown) that was flying in the area at that time.

c) Or any helicopter that was airborne for any purpose at that time in that area.

Thanking you in advance for your consideration, I remain.

Section 40

P755c

Section 40 [redacted]

UNIDENTIFIED FLYING OBJECTS

INFORMATION REQUIRED FOR REPORTS TO ROYAL AIR FORCE UNITS

OIS REF: 10:0420 Flying Officer Section 40 [redacted] informed.

1. **Date, Time and duration of sighting (Local):**

   10th March 1992 - 02.30 hours - Few minutes (Less than 5)

2. **Position of observer:**

   Bedroom of informant.

3. **Direction: (A landmark may be more useful than a badly estimated bearing)**

   North West to left of Herne Bay Pier.

4. **Angle of Sight: (Estimated heights and distances are unreliable**

   Unable to determine.

5. **Movements:** (Changes in (3) and (4) over the period, rather than an estimated course and speed)

   Twirling round and round and travelling in a straight line.

6. **Description**

   Round, quite large with white lights all over.

7. **Name and Address of Informant:**

   Section 40 [redacted]
   Section 40 [redacted] Herne Bay, Kent.

8. **Any background knowledge of the Informant:**

   No

9. **Any Witnesses:**

   No

10. **Weather at time:** (Cloud, rain, moonlight, sunny, winds, as far as possible)

    Clear

Section 40 [redacted]

Signed ..

Address .

Filed on Date Received