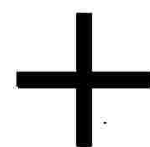
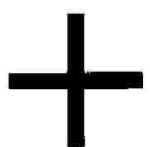


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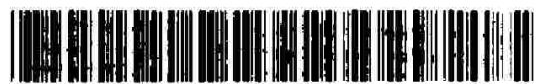
DIS0006-000000010

DIS0006

DIS0006-000000010



FILE COVER



I555001011576

DECISIONS AND PRECEDENTS NOTED UNDER

NOTES

FORMER REFERENCE NO:—

TOP


 FEED
DIRECTION

115

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

CAS030 13/1401 07302093

FOR CAV

ROUTINE 131131Z MAR 92

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. TUESDAY 10 2220Z. A FEW SECONDS

B. ONE. LARGE. 50 PENCE. FLOURESCENT. NO NOISE. NO SMELL SEEN THROUGH
REAR VIEW MIRROR OF CAR. IT WAS NOTED THAT A LOT OF STATIC
INTERFERENCE CAME OVER THE RADIOC. ON THE HARDWICK ROAD O KINGS LYNN. BETWEEN KEMBLE SUITS FACTORY
AND JAGGER FACTORY

D. NAKED EYE

E. NIL

F. 50FT HIGH

G. NIL

H. HOVERING

J. UNKNOWN

K. NIL

PAGE 2 RBDAD 0003 UNCLAS
L. KINGS LYNN POLICE STATION

Section 40

N. NIL

Section 40

O. 2 DAUGHTERS AGED [REDACTED] AND UNDER. ONE OF WHOM HAS DRAWN A PICTURE

P. 131010Z FROM MR [REDACTED] CONTROL ROOM KINGS LYNN POLICE STATION TEL

Section 40

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

REPORT OF AN UNIDENTIFIED FLYING OBJECT

114

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

L. To whom reported (Police, military, press etc)

Local police gave informants mother Air Force Operations telephone number. Informant said mother was a member of a local UFO society?

M. Name & Address of Informant

Section 40

N. Background of Informant that may be volunteered

Informant's mother who made the initial contact said her son was aged [redacted] and had an interest in Astronomy

Section 40

O. Other Witnesses

None

P. Date, Time of Receipt (in AFOR)

102200Z Mar 92

Q. Any Unusual Meteorological Conditions

Nil

R. Remarks:

Nil

Section 40

Date: 10 Mar 92

Sqn Ldr
Duty Ops Officer
AF Ops

Distribution:

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

Sec(AS)2a dist

DTSSC

RMR/35/Ops

RAF Boulmer
ALNWICK
Northumberland
NE66 3JF

113

Alnwick Section 40
(GPTN Section 40)

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

21 Feb 92

REPORT OF AN UNIDENTIFIED FLYING OBJECT

- a. 242355(local)Jan92, approx 5 mins.
- b. Large slightly elongated object with white semi-circular flame/glow out front and red/orange tail. Object was estimated to be quite large as when viewed at arms length it was only just covered by the angle of the fully spread fingers. The front of the object was estimated to be about the same angular size as a full moon.
- c. In an hotel in LARNACA, CYPRUS, near Dhekelia Barracks. Stationery.
- d. Naked eye.
- e. North.
- f. Not known.
- g. Not known.
- h. Travelled silently from North horizon to South horizon slowly over a period of approx 5 mins.
- j. Not known.
- k. Not known.
- l. RAF Boulmer on return; believe it was reported in the local Greek press.

*Must some of the witnesses
be missing?*

Section 40

- n. Nil.
- o. Believe there were 18 other witnesses in the same location.
- p. 211130zFeb92. Telephoned to Sqn Ldr Section 40 (Low Flying Complaints Officer).

Section 40

Sqn Ldr
for OC

TOP

 FEED
DIRECTION

112

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

CAV023 1970902 05000661

FOR CAV

ROUTINE 190800Z FEB 92

FROM RAF WEST DRAYTON
TO MODUR AIR

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

SIC Z6F

SUBJECT AERIAL PHENOMENA

A. 18 FEB 92. 1820. 7 MINUTES

B. ONE. SIZE OF SMALL AEROPLANE. SAUCER SHAPED. WHITE FLASHING LIGHT
ON THE BOTTOM. FULL MOON BRIGHTNESS. NO SOUND. NO SMELL

C. BILTON WAY. HAYES. OUTDOORS. STATIONARY

D. NAKED EYE

E. HAYES LOOKING TOWARDS SOUTHALL. OBJECT MOVED TOWARDS UXBRIDGE

F. QUITE LOW

G. HALF MILE TO A MILE

H. STEADY

J. CLOUDY

K. NIL

L. PRESS MAY HAVE BEEN INFORMED

Section 40

PAGE 2 RBBAD 0001 UNCLAS

N. NIL

D. Section 40 POSSIBILITY WIFE OF Section 40

SAW SAME OBJECT

P. 18 FEB 92. 2005

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDU)

CYD 1 DD GE/AEW

CAV 1 DI 55

*END

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

TOP

↑
FEED
DIRECTIONinfo file
13e

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

CAV025 19/0907 05000675

FOR CAV

ROUTINE 190800Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 1740 18 FEB 92

B. ONE, AIRSHIP SIZE, CYLINDER SHAPED, WHITE, BRIGHT

C. INDOORS

D. BINOCULARS

E. TOWARDS CANARY WHARF

H. MOVING SLOW

J. CLEAR SKY

L. ENFIELD POLICE STATION. PC Section 40

Section 40

P. 18 FEB 92. 1750

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDD)

CYD 1 DD GE/AEW

CAV 1 DI 55

*END

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

Triangular Recon Aircraft May Be Supporting F-117A

WILLIAM B. SCOTT/LANCASTER, CALIF.

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

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

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

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

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

form capable of both tactical and strategic duties.

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

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

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

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

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

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

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

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

LANCASTER, CALIF.

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

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

The same year, the government's "Blue Team" was formed to identify operational applications for stealth technol-

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

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

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

Avionics laboratories at Wright-Patterson AFB, Ohio.

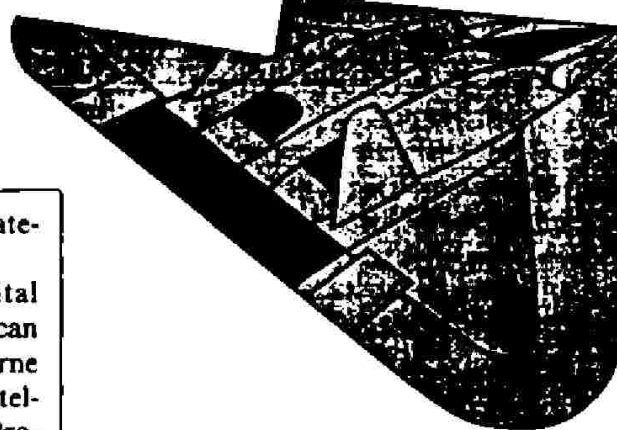
In mid-1976, Lockheed was awarded a contract to build two stealth fighter prototypes under the Defense Advanced Projects Agency's Have Blue program, edging out Northrop's design (AW&ST Apr. 22, p. 30). The Air Force also initiated wind tunnel and RCS model tests of a Tactical High Altitude Penetrator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

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

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

UFO File
pse.

JOSEPH JONES



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

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

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

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

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

'RUDDERATRONS' FOR ROLL/YAW

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

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

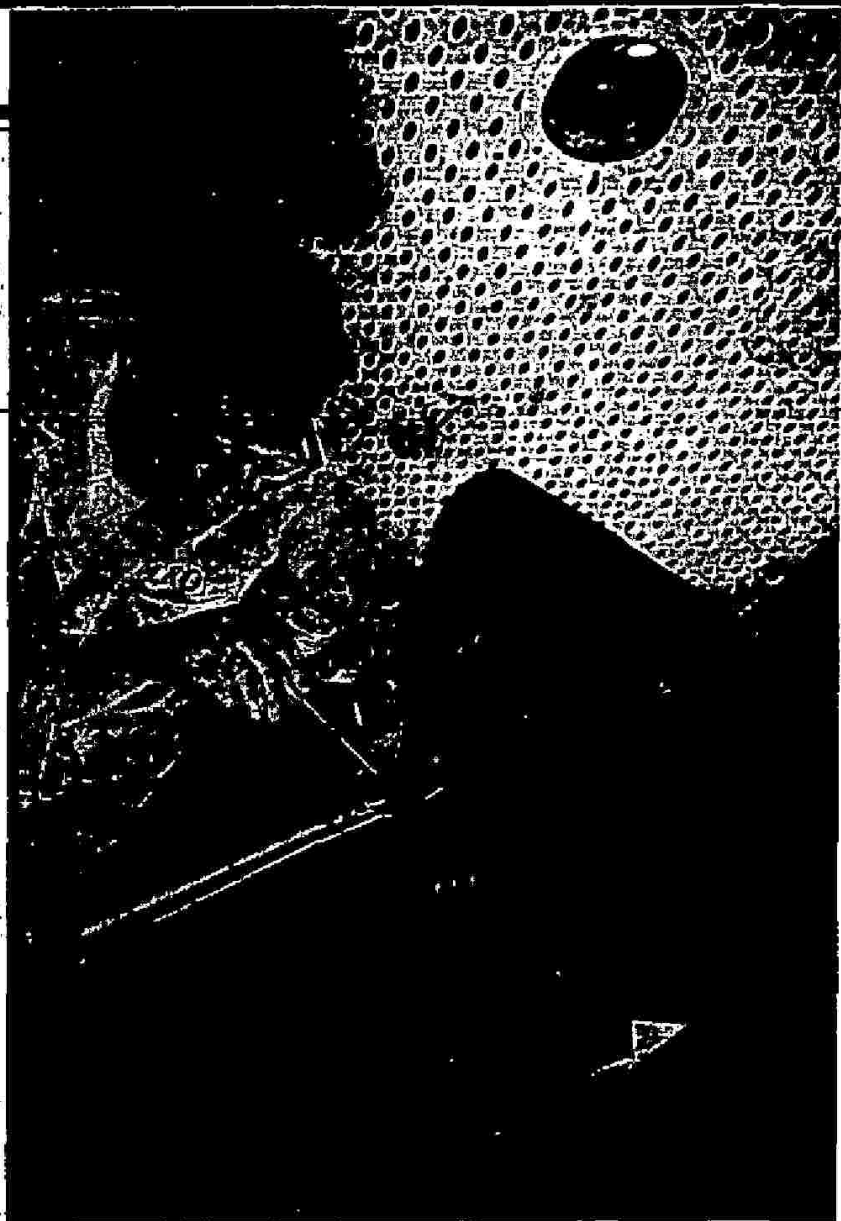
The single-pilot THAP concept aircraft was a spanloader design about 38 ft. long. It had a 56-ft. wingspan, stood approximately 14 ft. high and was rated for a maximum takeoff weight of 55,000-60,000 lb.

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

During the late 1970s and early 1980s, Air Force-sponsored studies yielded a number of stealth aircraft concepts having delta-winged, spanloader airframes and engines buried in the fuselage, particularly for long-range bombers (AW&ST June 16, 1980, p. 136; Jan. 29, 1979, p. 113). It

is reasonable to expect that similar concepts developed in that period would have made sense for long-range, high-altitude reconnaissance vehicles. □

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



Israeli Company Offers Vanguard UAV for Civilian Use

NEW YORK

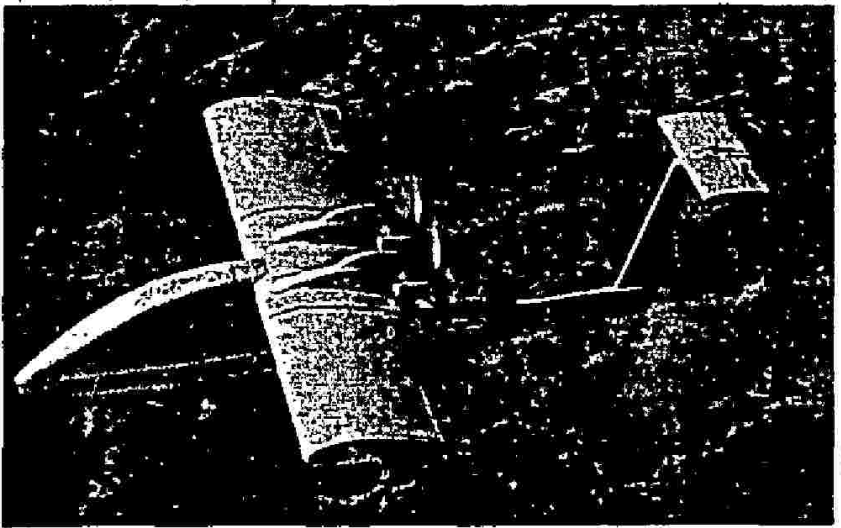
Electronic Security Measures, Ltd., of Israel is offering the Vanguard unmanned aerial vehicle for civilian use.

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

The glass-fiber-fuselaged Vanguard has a maximum speed of 92 kt. and cruises at 65 kt. It can stay aloft for 16 hr. A basic system comprises UAVs, a control station unit, a takeoff and landing unit, ground sup-

port equipment and an instrument landing system package. Payloads can include color, black-and-white or low-light television cameras or a forward-looking infrared.

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





LOOSE MINUTE

D/Se [redacted] S)12/2

19 February 1992

DPO(RAF)

AF Ops

Section 40

Copy to

DI55c

GE3

RAF West Drayton - AIS(Mil), LATCC

*UFO file**109*RECENT UFO SIGHTINGS OVER LONDON

1. Many addressees will be aware that there has been a recent spate of UFO sightings over the London area. Witnesses describe a large saucer or cigar-shaped luminous object, with a red flashing light underneath. Some witnesses also report having heard the sound of an engine.
2. Any report that fits this pattern is almost certain to have been the airship that has been flying over London recently - the main body of which is strongly illuminated. I have actually seen it myself from a number of angles and distances, and can appreciate why many people are filing UFO reports.
3. Whilst we have standard lines to take on UFOs, it is perfectly acceptable to suggest any logical explanation for a sighting to a caller, and in this instance I suspect it might put a few people's minds at rest to suggest that - if the details fit - the object that they saw was this airship.
4. I hope this is helpful.

Section 40

Sec(AS)2a

Section 40

ANNEX A TO
SOP 502

108

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	13 Feb 92, between 1215 and 1415 2 hours duration
B.	Description of Object (No of objects, size, shape, colour, brightness)	One object. Varied in size from the size of a car to the size of a football pitch. Green/Silver/Blue Bright
C.	Location, indoor/outdoor, stationary/moving	Between Aldrich and Sutton Coldfield Outdoors, stationary.
D.	How Observed (naked eye, binoculars, other optical device, still or movie	Naked eye.
E.	Direction in which object first seen (A landmark may be more useful than a badly estimated bearing)	Travelling West to East.
F.	Angle of Sight (Estimated heights are unreliable)	3000 ft
G.	Distance (By reference to a known landmark	Not known.
H.	Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Stationary for 4 to 15 secs. Moved off at high speed in Easterly direction.
J.	Met Conditions during Observations (Moving clouds, haze, mist etc) (Moving clouds, haze, mist etc)	Cloudy. Cloud base 3000 ft. Mist.
K.	Nearby Objects (Telephone lines, high voltage lines, reservoir, lake etc or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Not known.

L. To whom reported (Police, military, press etc) West Midlands Police.
Local Press.

M. Name & Address of Informant

Section 40

N. Background of Informant that may be volunteered - Local UFO Reporter.

O. Other Witnesses

44 other people have reported the same sighting.

P. Date, Time of Receipt (in AFOR) 182015Z Feb 92

Q. Any Unusual Meteorological Conditions - None

R. Remarks:

Section 40

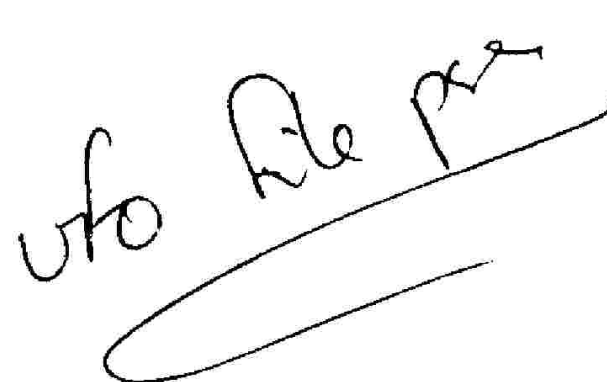
Date: 18 Feb 92

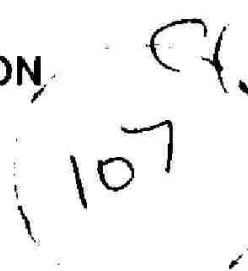
R02
Duty Ops Officer
AF Ops

Distribution:

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

TOP



 FEED
DIRECTION
 

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

CAV028 18/1039 049C0989

FOR CAV

ROUTINE 181005Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIRU N C L A S S I F I E D
SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 171730 FEB 92 15 MINUTES

B. 1, SMALL, DOME SHAPED, LIGHT COLOURED, VERY BRIGHT

C. EAST ACTON, **Section 40**

D. NAKED EYE

E. NORTHWARD

F. 65 DEGREES

G. 60 FT

H. ERRATIC MOVEMENT

J. CLEAR, NO CLOUDS

K. NIL

L. POLICE

Section 40

N. NIL

PAGE 2 RBD AID 0003 UNCLAS

O. MAN WALKING DOG

P. 171940 FEB 92

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

END

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

TOP

 FEED
DIRECTION

106

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

CAV040 18/1239 049C1615

FOR CAV

ROUTINE 181045Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIRU N C L A S S I F I E D
SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 171930-1950 FEB 92

B. 1 OVAL SHAPED, VERY BRIGHT, LIT FROM WITHIN

C. COLDSALL WOOD, NORTH LONDON N10. SEEN WHILE DRIVING AND AFTER
STOPPING

D. NAKED EYE

E. GOING WEST

F. TWICE THE HEIGHT OF A 3 STOREY HOUSE

G. 50 YARDS

H. SLOW, STEADILY MOVING

J. CLEAR

K. NIL

L. POLICE

Section 40

PAGE 2 RBD AID 0004 UNCLAS

N. NIL

O. 2 OTHER WITNESSES

P. 181030 FEB 92

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDD)

CYD 1 DD GE/AEW

CAV 1 DI 55

END

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

ANNEX A TO
SOP 502

105

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

L. To whom reported (Police,
military, press etc)

Air Force Ops Main Building

M. Name & Address of Informant

Section 40

SW10s

Section 40

N. Background of Informant that
may be volunteered

- Disabled, on invalidity pension
as result of car accident. Taking
dog for walk at the time.

O. Other Witnesses

Observer phoned daughter - Section 40
- Section 40 to tell her and
daughter also saw object. Daughters
view was from Haverstock Hill,
Hampstead Heath.

P. Date, Time of Receipt (in AFOR) 171900Z Feb 92

Q. Any Unusual Meteorological
Conditions

- None

R. Remarks:

Well spoken lady very clear voice
worried in case we thought her a
crank.

Section 40

Date: 14 Sep 91

R02
Duty Ops Officer
AF Ops

Distribution:

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

~~RESTRICTED~~
UNCLASSIFIED

Copy No.
of 37 copies

AIR FORCE OPERATIONS

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

Duty Officer
RD2
Section 40

OP WARDEN

1. Jaguar sorties and flying hours to date are:

17 Feb 92: 6 sorties 15 hours 40 mins

Total to date: 903 sorties 1676 hours 00 mins

UKADR GRA ACTIVITY

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

SEARCH AND RESCUE

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

TOP



FEED
DIRECTION

104

C1

C1
ANNEX A TO
SOP 502
103

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

L. To whom reported (Police,
military, press etc)

Air Force Ops Main Building

M. Name & Address of Informant

Section 40

Wooburn Common
Bucks

N. Background of Informant that
may be volunteered

- Sales Rep. On way to dance

O. Other Witnesses

- Section 40

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

Q. Any Unusual Meteorological
Conditions

- None

R. Remarks:

None

Section 40

Date: 14 Sep 91

✓ R02
Duty Ops Officer
AF Ops

Distribution:

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

TOP

↑
FEED
DIRECTION

UFO file p32

Cl
102

TOP

FEED
DIRECTION

Section 40

info file
p. 12.

JAN 19 1952

CARE/NO 107 1217 04.01122

FOR LAY

ROUTINE 1911102 FEB 52

FROM RAE WEST HAVEN
TO MURK ALB

U S C L 1 3 5 1 1 1 1 1

SIC 20F

SUBJECT: AERIAL PHOTOGRAPH

A. 07 FEB 52. 2500 NOD STOP UNTIL 2234

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

C. VILLAGES OF LARGE. W. AND LEADEN. ALL WALLS

D. BAKED ETC

E. AL

F. HIL

G. QUARTER OF A MILL

H. STEADY SHANNING SPREAD

I. CLOUDS

K. NIO

L. IMPORTANT WOULD NOT SAY

M. Section 40

N. HIL

PAGE 2 REPAIR 0000. UNCLAS

O. IMPORTANT WOULD NOT SAY. VILLAGES OF LARGE. W. AND LEADEN

P. 072240 FEB

R1

DISTRIBUTION 20F

F

GAB 1 ALL AS. ACTION. 12.3 1 1000

CYD 1 00 05/050

LAV 1 01 05

LAV 1 00511

END

JAN 19 1952

TOP

FEED
DIRECTION

Section 40

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

CAS005 07/1019 0380930

FOR CAV

ROUTINE 070835Z FEB 92

FROM RAF BRIZE NORTON
TO MODUK AIRU N C L A S S I F I E D
SIC Z6F

SUBJECT AERIAL PHENOMENA

A. 6 FEB 92 0630Z 30 SECS

B. ONE OBJECT. 2 INTENSE WHITE (ALMOST BLUE) LIGHTS RH SIDE 2 RED LH
SIDE 1 FLASHING RED IN MIDDLE

C. INDOORS THROUGH SECONDARY GLAZED CLOSED WINDOW

D. NAKED EYE THROUGH NEW SPECTACLES

E. TO SOUTH OF MILTON UNDER WYCHWOOD

F. 45 DEGREES TO 30 DEGREES

G. ONE HALF MILE

H. MOVED FROM SOUTH TO NORTH

I. CLEAR AND STILL

K. STREET LIGHTS-NO LIGHTS ABOVE THESE

L. RAF BRIZE NORTON ONLY

Section 40

PAGE 2 RBD0YT 0004 UNCLAS
NORTON, OXON

Section 40 - [REDACTED] YRS OF AGE

Section 40

P. 6 FEB 92 1010Z

Q. NIL

R. NIL

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDD)

CYD 1 DD GE/AEW

CAV 1 DI SS

CAV 1 DGSTI

END

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

TOP

↑
FEED
DIRECTION

Section 40

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

CAV047 07/1120 038C1195

FOR CAV

ROUTINE 070800Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT AERIAL PHENOMENA

A. 061715 FEB 92

B. LARGER THAN MOON. SEEN FROM A DISTANCE. LIKE A FLYING SAUCER. LIKE AN ILLUMINATED MOON. BRIGHT CREAM YELLOW. NO SOUND NO SMELL

C. FROM OUTSIDE BONHOMIE OLD PEOPLES HOME NEAR HURST (READING). THEN ALONG THE ROAD TO TWYFORD TO GET A BETTER VIEW

D. NAKED EYE

E. IN DIRECTION OF SLOUGH

F. LOWER THAN TOPS OF TREES. POSSIBLY DESCENDING

G. ABOUT A MILE AT BOTH POINTS

H. FAST MOVING TOWARDS SLOUGH WHEN FIRST SEEN AND SLOWED DOWN ALMOST IN A MOVER

J. CLEAR NIGHT

K. OVERFLIGHTS CLOSE TO OLD PEOPLES HOME

PAGE 2 RBDAD 0001 UNCLAS

L. READING POLICE

Section 40

EARLEY, READING, BERKS

N. NIL

O. Section 40

P. 6 FEB 92

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 1 DGSTI

END

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

TOP

 FEED
DIRECTION

98

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

CAS012 05/1110 036C1039

FOR CAV

ROUTINE 051000Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 4 FEB 92. 2155L

B. 1 VERY BIG. ROUND OBJECT. LOTS OF FLASHING LIGHTS. RED. ORANGE.
BLUE. GREEN LAUNCHING FEET ON THE BASE WITH COLD ICE AROUND ITC. IN CAR. ON B5085 KNOTSFORD. CHESHIRE. MOVING. BUT CAR CUT OUT WHEN
UFO FLEW OVER IT

D. NAKED EYE

E. NORTH EAST

F. NIL

G. VERY LOW ABOUT 2 TREE HEIGHTS

H. MOVING SLOWLY NE

J. CLEAR AND DRY

K. OUSES

L. POLICE

PAGE 2 RBDAD 0002 UNCLAS

Section 40

N. NIL

O. A LADY IN ANOTHER CAR

P. 5 FEB 0950

BT

DISTRIBUTION Z6F

F

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

END

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

NEWS BREAKS

Ufo File Pse

BRITAIN, ITALY PAVE WAY
FOR EH101 PRODUCTION PLANT

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

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

Last month, U. K. Ministry of Defence officials formally signed a 1.5-billion pound (\$2.7-billion) contract to supply 44

EH101 Merlin antisubmarine warfare (ASW) helicopters for the Royal Navy. The agency in September selected IBM Corp. as prime contractor to complete development of the Merlin helicopter and manufacture it, with Westland as its partner (AWAST Sept. 9, p. 24). The Merlin

will replace the Westland Sea King.

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

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

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

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

several agreements in that country that may result in the eventual Spanish manufacture of components for Pratt's PW4000 and PW2000 commercial gas turbines.

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

GAILEO OFFICIALS planned to start transmitting the first picture of an asteroid on Nov. 7, taken during the Oct. 29 Gaspra encounter (AWAST Nov. 4, p. 26). The transmission of the single frame is expected to take eight days, and several

more days will be required to process and interpret the photo. Gaspra will subtend about 80 pixels in the black-and-white image and chances are better than 95% that the asteroid will be in the frame, based upon the good navigation.

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

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

PRATT TO TEST IMPROVED F100-229 TURBINE BLADE

Pratt & Whitney plans to conduct two accelerated mission tests next month to verify the performance of a more robust F100-229 fourth-stage turbine blade. The new blade, which could be placed in production early next year, is expected to end blade cracking problems that limited the flying life of F100-229s to 100,000 cycles. The new blade, which is being fielded in a modified form, is stage blade capable of flying about 500,000 cycles as an interim fix. These blades will allow full field service evaluations of F15Es equipped with F100-229 improved performance engines to resume shortly at Nellis AFB. New field service evaluations of the engines in five F15Es and four F-16 C/Ds were suspended

about two months ago as a result of the cracked blades.

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

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

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

conventional, rocket-like nozzle. Combustible gas mixture (ethylene ambient air) have been used in experiments injected at the closed (forward) end of the detonation chamber. A fuel/air ratio of about 6% was used with good results in CFD simulations developed by

A detonation wave is produced near the rear of the chamber by igniting a small amount of fuel in separate "detonation tubes." That, when introduced into the main chamber, starts detonative combustion of the fuel-air mixture there.

PRESSURE RISE PRODUCED

A main detonation wave—loosely analogous to the piston in an automobile engine—travels forward in the main chamber at about Mach 4 (in laboratory test engines). This wave compresses the injected fuel-air mixture and produces supersonic combustion. A pressure rise is produced during this phase, which is an important feature of the constant pressure combustion process.

When the wave strikes the thrust wall of the chamber's forward end, it rebounds, reflecting most of the combustion products back toward the nozzle. Some of the products, under high pressure—are ejected through the wave through the air inlet openings into the outside airstream, creating a toroidal vortex around the chamber's exterior. The cycle then repeats.

Naval Postgraduate School experiments conducted by D. Helman, R. P. Eidelman and Shmuel Eidelman during the 1980s, a small detonation tube with a diameter of 2-4% of the total main chamber diameter was used. An automobile ignition system ignited the fuel-air mixture inside the small tube, creating what is called the "primary" detonation wave. That relatively small wave, when introduced into the main chamber, triggered the strong "secondary" detonation wave.

Larger PDEs, other means of generating the main wave also may be used. The larger the engine, the easier it will be to initiate detonation," says Grossmann, chief scientist for

SAIC's applied physics operation in McLean, Va., said. "A small [primary] detonation tube filled with oxygen and hydrocarbon fuel takes a very small amount of energy to detonate the mixture. The wave created by that detonation can enter the main chamber through a series of small ports and [interact] with the mixed air and fuel."

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

Pulsed detonation engines have several potential advantages over conventional powerplants:

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

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

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

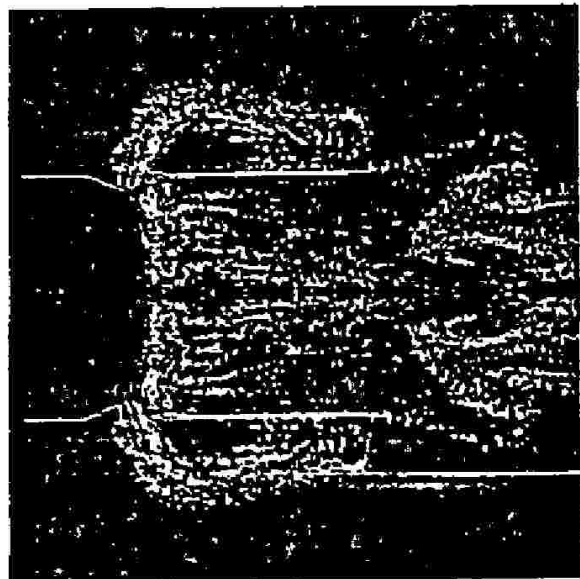
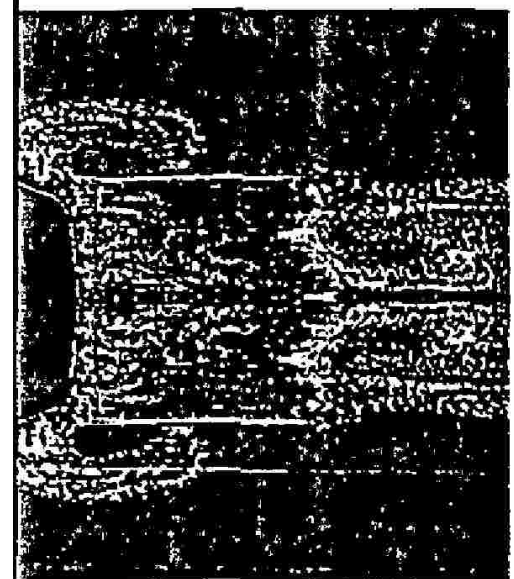
holds true is still under investigation.

- PDEs have a high thrust-to-weight ratio and low specific fuel consumption rates, giving them greater range than equivalent-size jet engines. Without complex compressors, turbines and pumps, PDEs also can be substantially lighter weight than jet and rocket engines—a characteristic of great interest to National Aero-Space Plane (NASP) designers.

- PDEs are mechanically simple: It appears that they can be built with very few—if any—moving parts, based on CFD and laboratory work completed during the last few years. As a result, they offer the potential for low manufacturing costs.

- PDEs can be operated as air-breathers or as rockets, using free-stream air or on-board oxidizers, respectively. They also are good candidates for inclusion in hybrid powerplant systems, since they are operable over a broad speed range. For example, PDEs will operate in static conditions—such as sitting on a runway—or at high speed, making them attractive for single-stage-to-orbit applications. A number of NASP propulsion system researchers are familiar with PDE theory and technologies, prompting speculation that PDE cycles might be candidates for powering a NASP vehicle through at least part of its flight regime. □

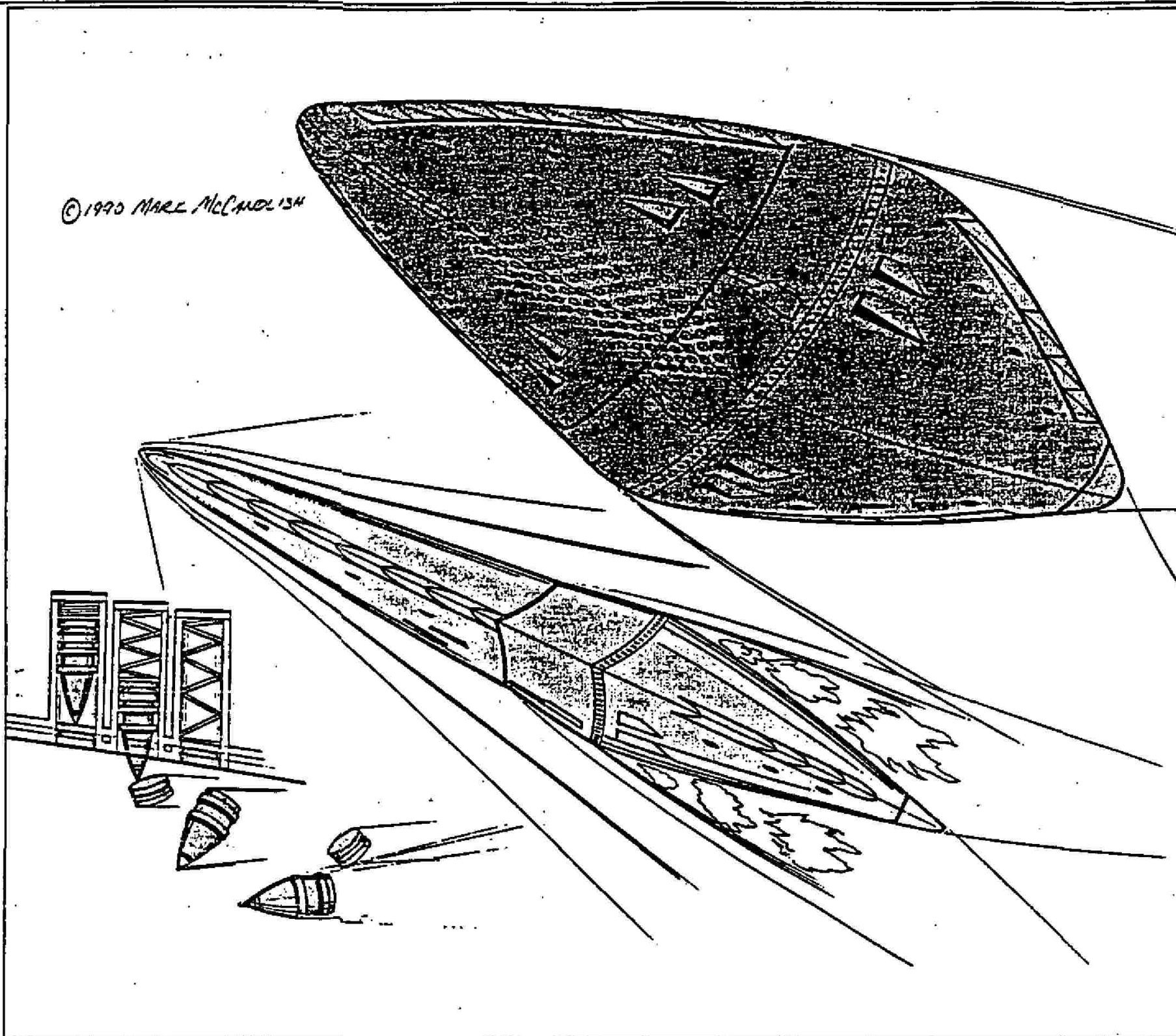
(Assistance to AW&ST provided by Larry Smith, a technology researcher.)



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

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

WILLIAM B. SCOTT/LOS ANGELES



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

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

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

It is certain, however, that eight years of the Reagan Administration were good to the black world. For whatever reason,

billions of dollars were pumped into highly classified, special access programs and new facilities, allowing creative scientists and bright engineers unprecedented opportunities to experiment and test their wildest dreams. Their only constraint, apparently, was that projects be linked to operational considerations and pragmatic applications.

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

unusual high-speed, high-altitude, maneuvering vehicles during the last few years.

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

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

Secret Advanced Vehicles Demonstrate Technologies For Future Military Use

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

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

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

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

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

- A triangular-shaped, quiet aircraft seen with a flight of Lockheed F-117A stealth fighters several times since the summer of 1989. This may be a demonstrator or prototype of the General Dynamics/McDonnell Douglas A-12. Navy officials recently noted that full-size test models will soon be "exposed to public view" during testing, suggesting that predecessors of the A-12 are already flying.

- A high-speed aircraft characterized by a very loud, deep, rumbling roar reminiscent of heavy-lift rockets. When observed at medium altitude, this aircraft type often makes a pulsing sound and leaves a thick, segmented smoke trail or contrail (AW&ST Dec. 18, 1989, p. 42). Lighting patterns indicate the aircraft is on the order of 100+ ft. long, but no reliable de-

scription of a planform has been reported to AVIATION WEEK & SPACE TECHNOLOGY.

- A high-altitude aircraft that crosses the night sky at extremely high speed. Normally, no engine noise or sonic boom is heard. The vehicle typically is observed as a single, bright light—sometimes pulsating—flying at speeds far exceeding other aircraft in the area, and at altitudes estimated to be above 50,000 ft. Such aircraft have been reported by both ground-based and airborne observers. This may be the same vehicle as the one characterized by a loud, pulsing noise when flying at lower altitude and slower speed.

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

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

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

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

Because it was listed under a strategic reconnaissance section, the Aurora refer-

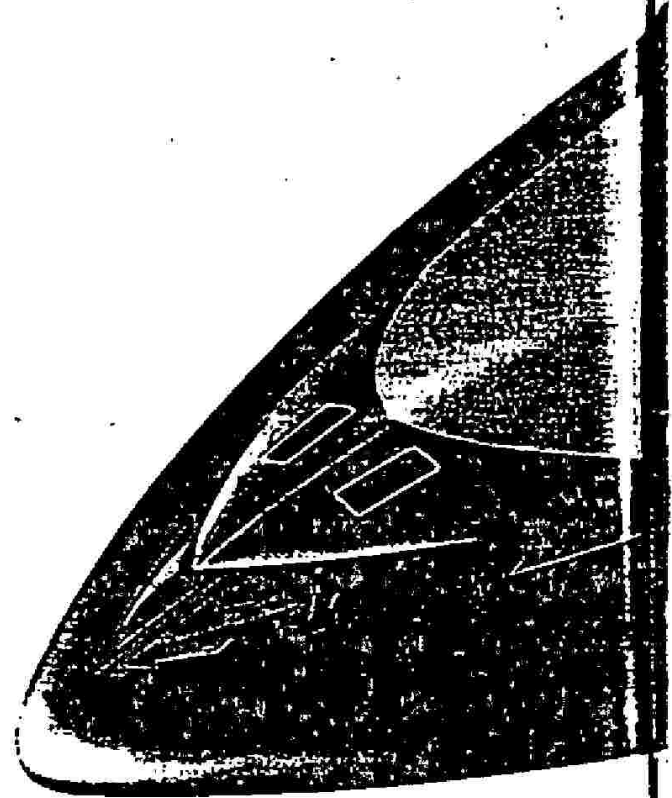
ence was widely thought to be a subtle admission that an SR-71 replacement was under development. However, given the B-2 funding practices of the time, the Aurora name may not have been related to a new hypersonic aircraft as originally believed. The Air Force has yet to provide a detailed breakdown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

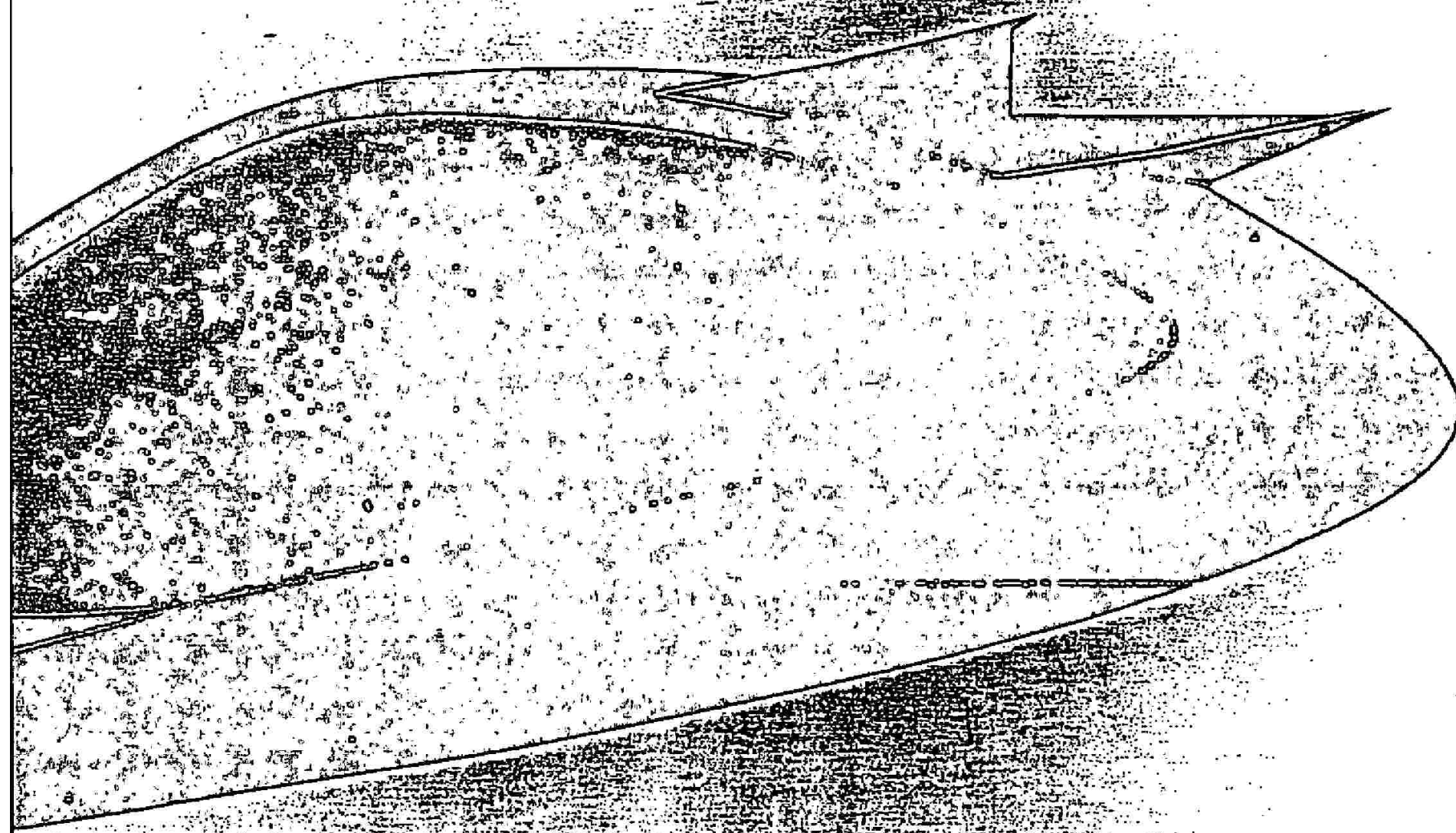
Several of the secret aircraft believed to be based in Nevada may be experimental or prototypes. At least one type has advanced to the production and deployment phases, and may be capable of hypersonic flight, according to officials who have been closely associated with classified programs at several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

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

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

For one, Lockheed's advanced develop-





Mark McCandian

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

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

Lockheed executives have denied any knowledge of an "Aurora" aircraft and have said they "wish there was such a thing in the works." from a business

standpoint. However, the company's advanced development unit is believed to have about 4,000 employees on its payroll, even though TR-1 and F-117A production and YF-22A prototype construction have been completed. The unit has released a number of personnel through retirement or layoffs during the last year, but still maintains a sizable workforce, including approximately 10 pilots.

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

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

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

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

NEW AIRCRAFT TECHNOLOGIES

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

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

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

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

Key sightings include:

- A daytime observation near the Tehachapi mountains (about 30 mi. northwest of Edwards AFB) in early May verified this craft's triangular shape. Numerous earlier sightings had been at night, although several were under a near-full moon that provided enough illumination to identify a large, triangular planform. The Tehachapi report noted that the aircraft was light-colored, but had a dark area near the center of the trailing edge, presumed to be the engine exhaust area.

- On the night of May 3, 1990, a quiet aircraft matching the triangular description was reported by five different observers over a 4-hr. period. One or more of the aircraft made multiple passes over Tehachapi, Mojave, Lancaster and Palmdale, Calif., during this time.

- A triangular aircraft also has been seen flying with multiple-ship Lockheed F-117A flights. Typically, the stealth fighters fly alone, spaced about 8-10 min. apart—a general pattern that has characterized F-117 operations since they were first observed in California in mid-1989 (AW&ST May 1, 1989, p. 24).

However, on several occasions, the larger, triangular aircraft appeared on the same general flight path as the F-117As. It was seen after about three or four of

the stealth fighters had passed, yet was ahead of another three or four. It has been spotted repeatedly over the northern end of the Antelope Valley, near Edwards AFB and Mojave, Calif., as well as in central Nevada.

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

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

hushed engine noise and larger planform.

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

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

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

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

with a molded look—and gray-colored."

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

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

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

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

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

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

- An early evening takeoff from Edwards AFB on Oct. 18, 1989.



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

Multiple reports of an aircraft having a deep, pulsing roar flying over central and eastern Nevada during the early morning hours throughout the past year.

Eight separate reports of an aircraft exhibiting the same characteristics; always flying on a northerly heading near Mojave, Calif., between midnight and about 5 a.m. It was typically at lower altitude and slower speeds than when first seen in July, often had a slower pulsing sound and displayed only two position lights.

Six reports of an extremely fast-moving vehicle in southern California's skies, ranging from Santa Barbara on the Pacific coastline to near George AFB at the eastern end of the Antelope Valley. These aircraft typically were flying at very high altitude, were seen as a single bright light, and seldom changed direction. Speed changes have been observed, and, on occasion, a pulsing red or white light was seen. Whether these so-called fast movers also are the "pulser" aircraft is not known.

A Santa Barbara observer estimated the aircraft crossed "some 350 mi. of night sky off the Pacific Missile Range bases in about 6 min." (AW&ST Jan. 8, p. 74). One AVIATION WEEK & SPACE

TECHNOLOGY editor estimated a similar aircraft—seen as a bright point of white light—required less than 20 sec. to transit about 70 deg. of sky.

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

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

On Oct. 18, 1989, the "pulser" apparently took off from North Base, an airfield at the north end of the Edwards AFB complex primarily devoted to classified programs. The noise from that take-off was described as extremely loud, with

a deep, throaty rumble that shook houses 16 mi. away, drawing residents into the street. One observer claimed the noise compared with that of Saturn 5 rocket tests conducted at Edwards AFB in the 1960s and 1970s.

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

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

Triangular Recon Aircraft May Be Supporting F-117A

WILLIAM B. SCOTT/LANCASTER, CALIF.

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

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

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

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

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

form capable of both tactical and strategic duties.

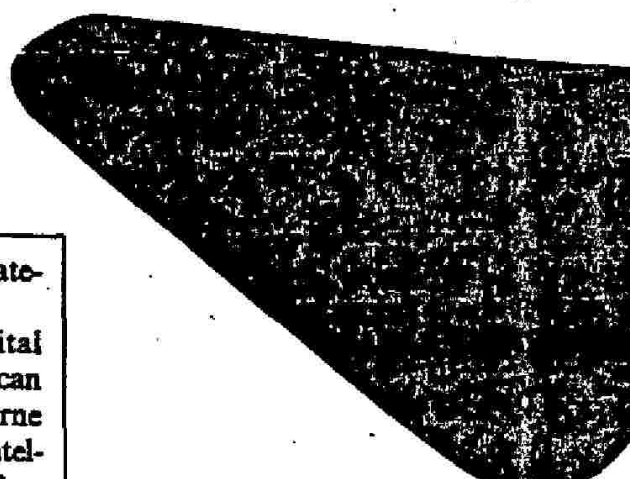
By employing sophisticated digital transmission techniques, the TR-3A can relay time-critical data through airborne Lockheed TR-1 aircraft or military satellites such as the Defense Support Program spacecraft. Consequently, electro-optical data reach end-users in minutes rather than the hours required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

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

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

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

JOSEPH JONES



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

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

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

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

LANCASTER, CALIF.

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

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

The same year, the government's "Blue Team" was formed to identify op-

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

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

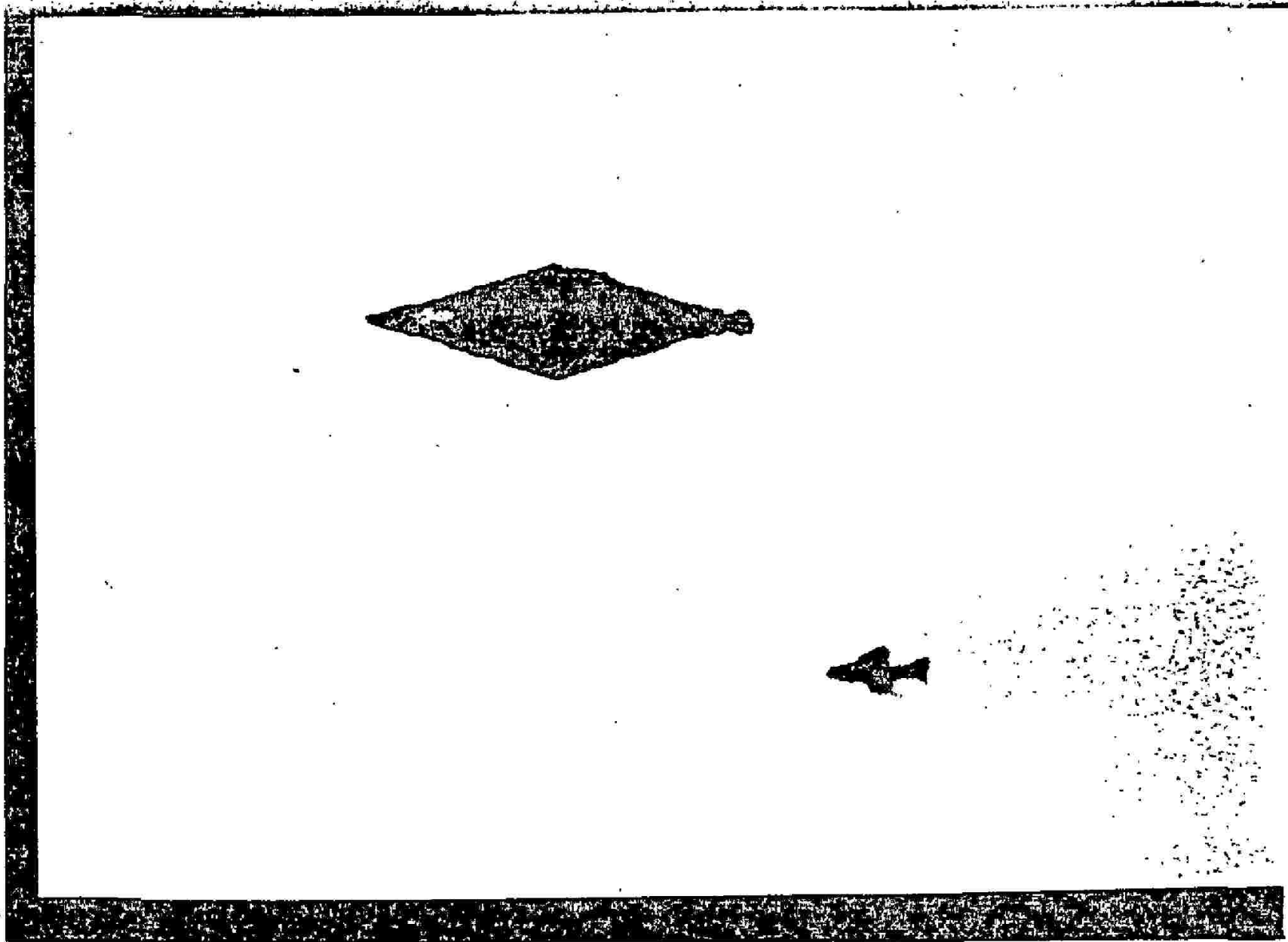
Blue Team efforts eventually prompted the Air Force to initiate the Covert Survivable In-weather Reconnaissance/Strike (CSIRS) program, which was to yield two separate stealth aircraft designs. One was to be a tactical strike fighter, the other would be dedicated to a tactical reconnaissance role. The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

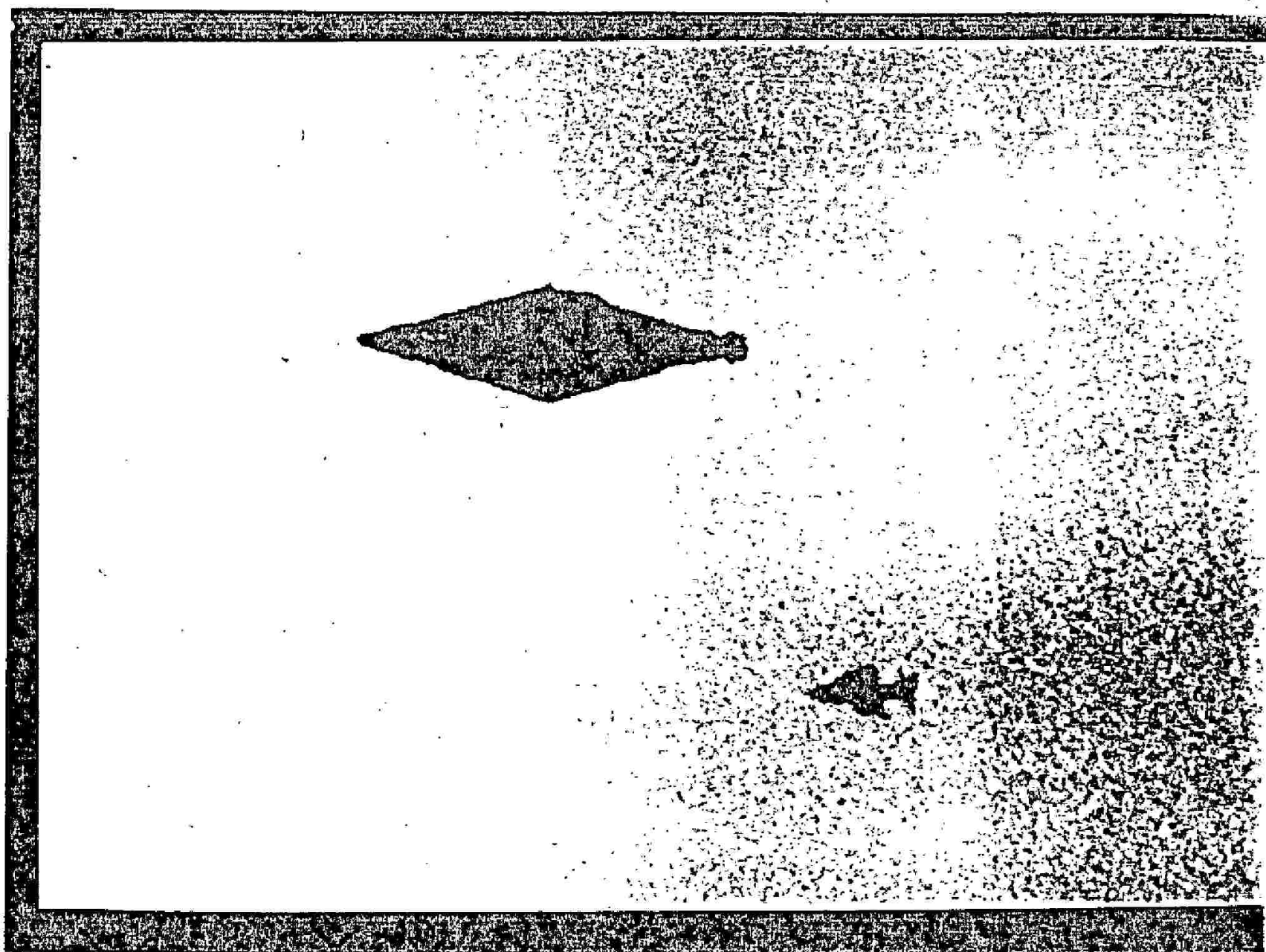
Avionics laboratories at Wright-Patterson AFB, Ohio.

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

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

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





MEMORANDUM

MOD Form 4A

To

~~DI 5061~~
HT Rm

Section 40

From

UFO file re
DI (EUR) Pol 3D

96

Date

3/2/92

Tel.

Section 40

Your ref.

Our ref.

Subject.....

UFO PHOTO

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

Ta!

Section 40

Section 40

I understand that these will
be of more interest to you than to me

Section 40

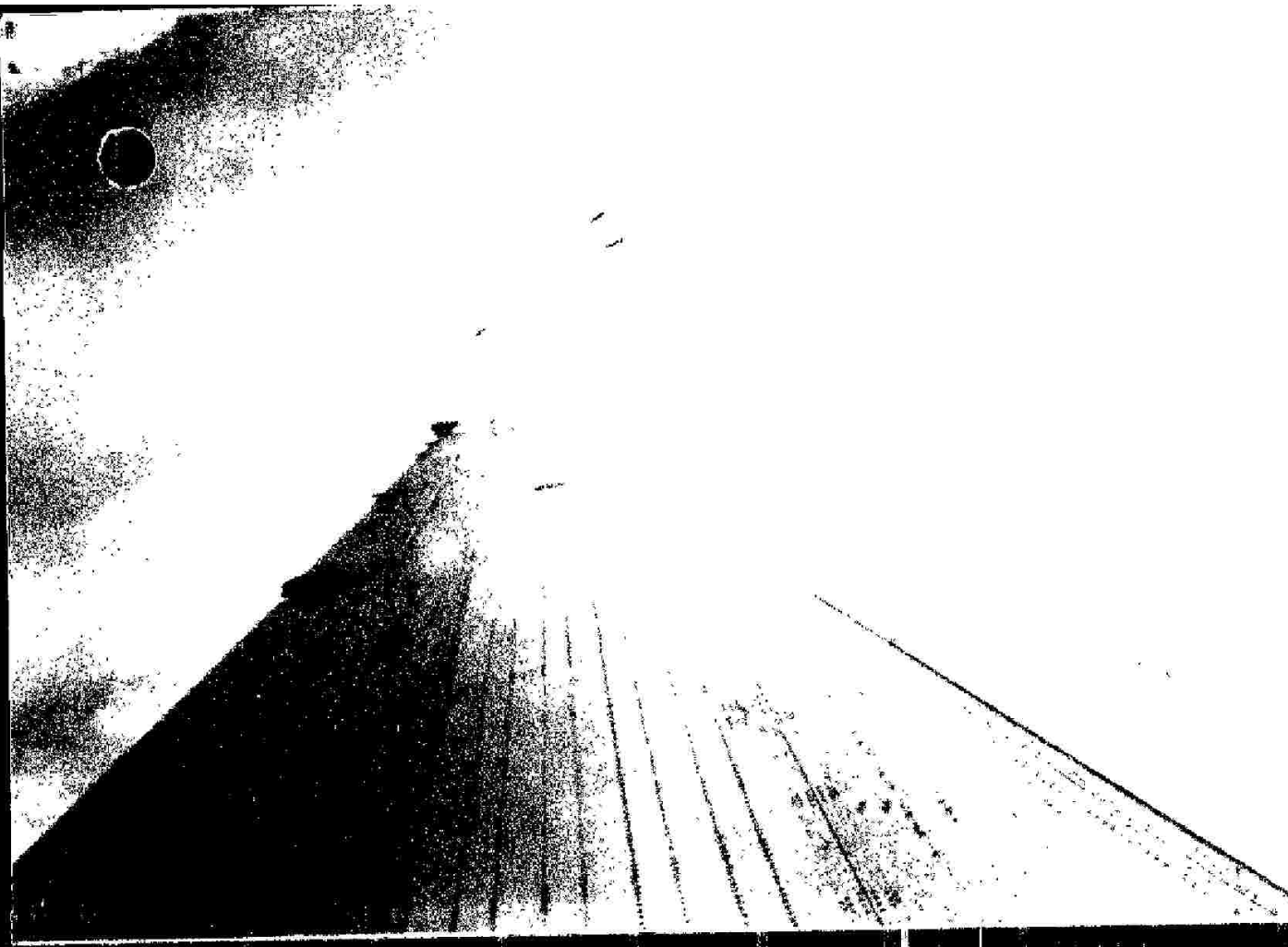
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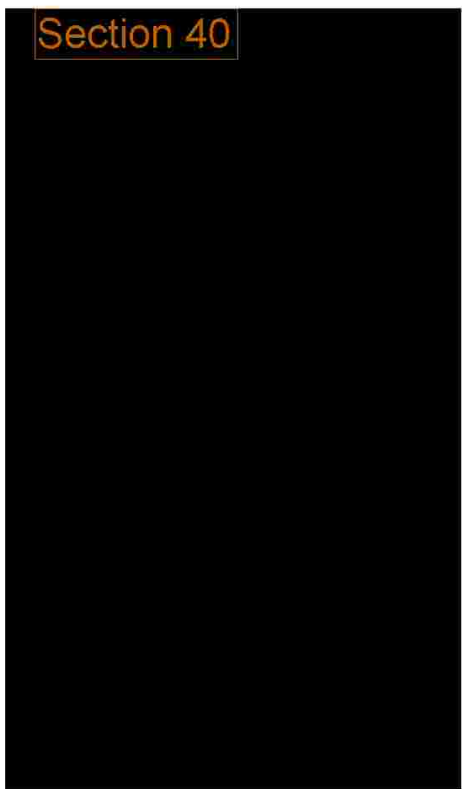
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Appointment.....Block Letters.....Signature.....

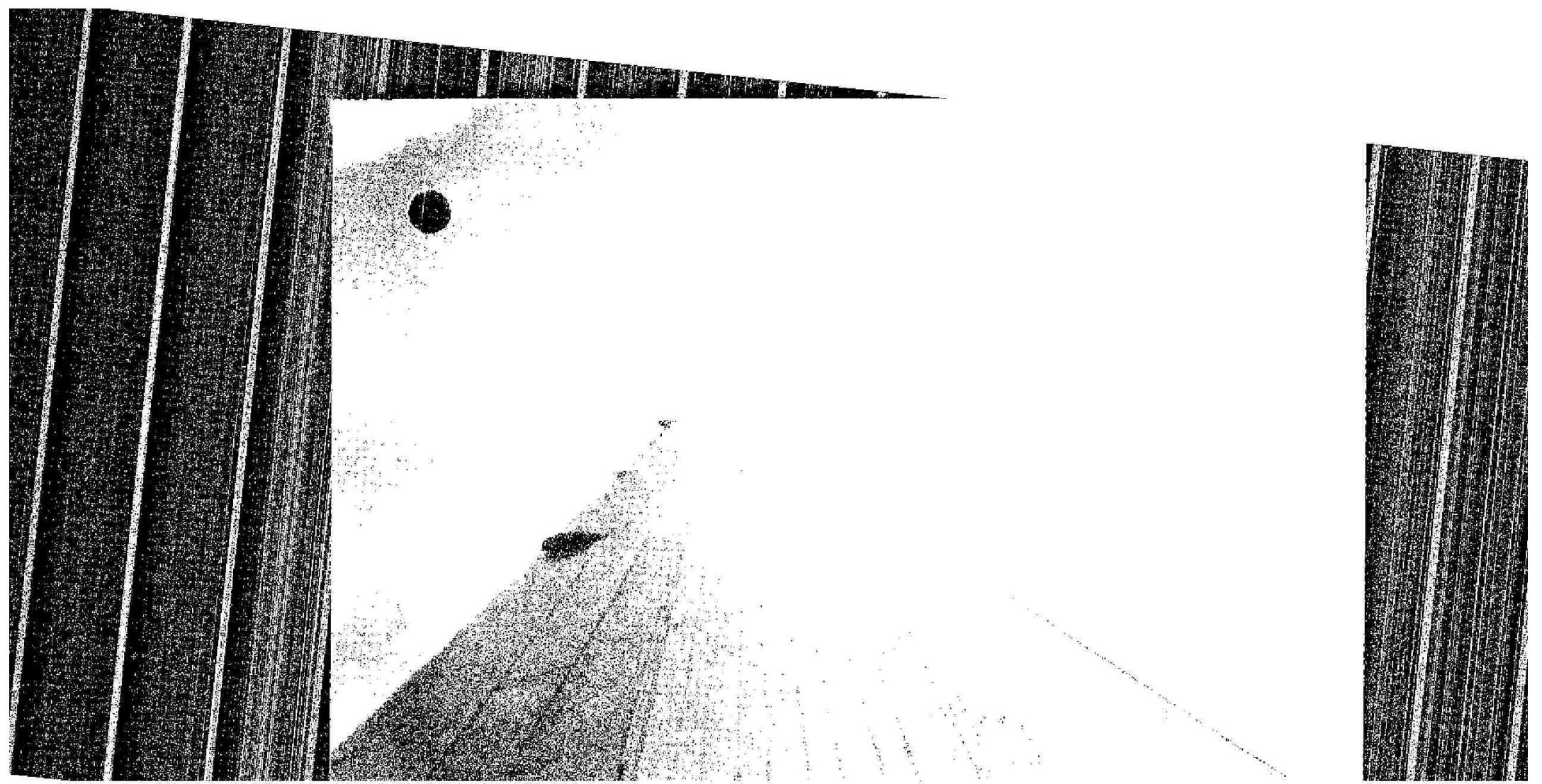


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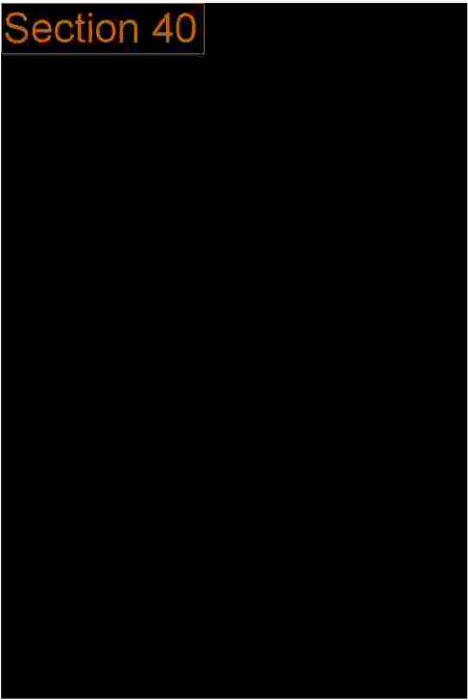


29





Section 40



q3.

From: Wing Commander **Section 40** RAF
Defence and Air Attache



Our ref: NOR 5/15

BRITISH EMBASSY
Defence Section
Thomas Heftyesgate 8
0244 Oslo 2

Section 40

Section 40

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

27 January 1992

Dear

Section 40

PHOTO OF UFOs

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

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

Sincerely

Section 40

Enclosure:

1. Letter from **Section 40** plus 2 photos



Section 40

OSLO, 14 JAN. 1992

92

Wingcommander 
British Embassy,
Oslo.

Dear Sir:

I am sorry that it lasted so long time before I could send
You the mentioned picture - sending two for stereoscopic view.
Since, I would say, september 1991 I have not been well enough to
use my typewriter.

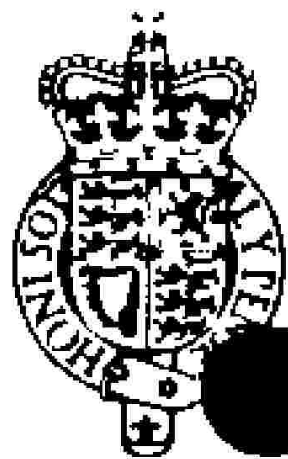
As I told You, my youngest daughter was for some years an air hostess
and the picture that I send You was taken on approach to Rhodos in
the year 1978.

By looking stereoscopic I hope that it is possible to see if the
UFO's are on the move.

Best Regards

Section 40

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



with the compliments of
MINISTRY OF DEFENCE

Sec (AS) 2a

D155 c -

Section 40

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

Section 40

MOD FORM 195

ANNEX A TO
SOP 502

91

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

Sec AS 2 A-45 2233

L.	To whom reported (Police, military, press etc)	local police
M.	Name & Address of Informant	Section 40
N.	Background of Informant that may be volunteered	Not been drinking - perfectly sane
O.	Other Witnesses	None Section 40
P.	Date, Time of Receipt	Inspector [redacted] Milestone Place 2130 z Fg Off [redacted], ATC Monston 2135 z
Q.	Any Unusual Meteorological Conditions	Section 40 None
R.	<u>Remarks</u>	None

Section 40

Date..... 4/2/92

.....
 Squadron Leader
 Duty Operations Officer
 AF Ops

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

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E10
TOP↑
FEED
DIRECTION

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

CWD046 03/1242 03401312

FOR CAB

ROUTINE 031145Z FEB 92

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 2 FEB 92. 17 TO 1800Z

B. DARK DELTA OBJECT WITH RIDGES 2 LIGHTS EITHER SIDE LIT UP, DOME ON
TOP LIT UP

C. GREEBA BRIDGE IN CAR

D. NAKED EYE

E. HOVERING OVER BRIDGE

G. 40-50FT AGL

H. HOVERING

J. CLEAR SKY

K. HOUSES

L. LOCAL POLICE

Section 40

ST JOHNS, ISLE OF

MAN

PAGE 2 RBD AID 0002 UNCLAS

O. NO

P. 031145Z FEB 92

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 1 DGSTI

C1

89

TOP

E9


 FEED
DIRECTION

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

CWD045 03/1241 034C1300

FOR CAB

ROUTINE 031130Z FEB 92

 FROM RAF WEST DRAYTON
 TO MODUK AIR

 U N C L A S S I F I E D
 SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 3 FEB 92. 0045. 10 TO 15 SECS

B. BLACK OBJECT. 1 LIGHT WHICH FLASHED TWICE ACCOMPANIED BY A LOUD BANG

C. BEDROOM LOOKING OUT OF WINDOW

D. NAKED EYE

E. BETWEEN TWO FORTH BRIDGES

G. ABOVE FORTH BRIDGES

H. MOVING TOWARDS EDINBURGH EASTWARDS THEN DISAPPEARED

J. CLEAR SKY

K. FORTH BRIDGES AND RIVER

L. LOTHIAN AND BORDERS POLICE HQ AT FETTES

Section 40

SOUTHQUEENSFERRY EDINBURGH

Section 40

PAGE 2 RBDAID 0003 UNCLAS

O. NONE

P. 3 FEB 92 1130

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 1 DGSTI

**FEED
DIRECTION**

88/2

[illegible]

Figure 1. *Phylogenetic tree of the 16S rDNA sequences of the 10 isolates. The scale bar represents 0.01 substitutions per site. The numbers at the nodes indicate the bootstrap values.*

NUMEROUS : 2000

NAME	DATE	TIME	LOCATION
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[illegible]

$\frac{d}{dt} \left(\frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}$

© 1999 John Wiley & Sons, Inc. *J. Polym. Sci. Part A: Polym. Chem.* 37: 1031–1041, 1999
Published online 1999 in Wiley InterScience (www.interscience.wiley.com). DOI: 10.1002/pola.10701

NO. 11061-11070C AND 72-92 FILED IN 611153

[illegible][illegible]

STATION: 100. Last 4 SIG: 00 11 14 15

① 1990年12月，在《中国环境报》发表《中国环境现状不容乐观》一文，指出中国环境现状不容乐观，呼吁全社会关注环境问题。

Figure 1. Model of the proposed system.

THE ABOVE COMBINATION LINE INDICATES THAT THE ABOVE METHOD IS NE-

Figure 1. The effect of the concentration of the Mg^{2+} ions on the rate of the reaction of the Mg^{2+} ions with the Mg^{2+} ions.

✓ **YES**

THE LITTLE SEATTLE AIR

J. 1471.

1948

Section 40

Prepared by: Shamir, David Date: 07.09.2017

Section 40

IN. DIC NO: SEE UNCLASIFIED AND THE LOW OF ADOPTION IN ABLES ON THE UNCLASIFIED
DISCLOSED

C. A. J. P. M.

P. 111,00 JAN 92 1991.

157

045961 93 01 01-11 2000

$$L_{\text{eff}} = \frac{1}{2} m (\dot{\phi})^2 + \frac{1}{2} k (\phi - \phi_0)^2 + \frac{1}{2} I (\dot{\theta})^2 + \frac{1}{2} J (\dot{\psi})^2 + \frac{1}{2} K (\dot{\chi})^2 + \dots$$

CITIZENSHIP Is it possible to become a citizen?

1. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 841.

$$x = \begin{pmatrix} x_1 \\ x_2 \\ x_3 \end{pmatrix} \quad \text{and} \quad y = \begin{pmatrix} y_1 \\ y_2 \\ y_3 \end{pmatrix}$$

LND

TOP


 FEED
DIRECTION

88/1

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

CAV070 06/1934 00602438

FOR CAV

ROUTINE 061630Z JAN 72

FROM RAF WEST DRAGON
TO MODER AIR

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

SIC 20F

SUBJECT: AERIAL PHOTOGRAPH

A. 6 JAN 72 0735Z 2 SECOND DURATION

B. BRIGHT CIRCULAR OBJECT

C. TRAVELLING IN VEHICLE EASTWARD ON M62. JUNCTION 11 ON M6 AND M602

D. NAKED EYE

E. NORTH TO SOUTH 90 DEGREES ALONG MOTORWAY

F. 30 DEGREES

G. VERY HIGH

H. SMOOTH. LEFT TO RIGHT

I. CLEAR CLOUD TO RIGHT HORIZON. HIGH BASE

K. NONE

L. MANCHESTER AIR. MANCHESTER TOWER

Section 40

N. DRIVING TO WORK FOR 15 MIN

PAGE 2 REPAIR 0005 BULLA-

Section 40

F. 6 JAN 1530

BT

DISTRIBUTION 20F

P

CAB 1 SECURITY ACTION 1 CAV 1 AFID 1

LYD 1 DE GE/ACW

CAV 1 PI 55

CAV 1 105511

*END

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



UFO file
pse

88
+1

UNCLASSIFIED

RESTRICTED
covering

CONFIDENTIAL

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

Disc 1 Attention

Section 40

RESPONSE TO ITP M AND S TASKING REQUESTS

Reference : ITP form dated 29 Nov 91

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

2. The following EPSS numbers have been allocated:

00920009

[Large handwritten flourish or signature]

Section 40

29 January 1992

Section 40

Lt Col (rtd) RA
Secretary ITP M&S

Attachments ITP dtd 29.11.91

UNCLASSIFIED

RESTRICTED
covering

CONFIDENTIAL

CLASSIFICATION

UNCLASSIFIED

UK CONFIDENTIAL

UK No:

Copy No of Copies

Page No of Pages

DIS(SP)OPS IMAGERY TASKING FORM

00920009

| | | |
|-----|--|---|
| A | INTELLIGENCE PROBLEM
(NUMBER AND TITLE) | 0092 |
| B | EXPLOITATION PROBLEM SET
(NUMBER AND TITLE) | 00 |
| C | EXPLOITATION PROBLEM SUB-SET
(NUMBER AND TITLE) | 09 |
| D | COUNTRY (TWO LETTER CODE) | ENCLOSED ARE 5 (FIVE) VU-FOILS
OF AN UNIDENTIFIED FLYING
OBJECT. PLEASE PRODUCE |
| E | TASK

To include:
BACKGROUND and
REASON For TASK | LINE DRAWINGS OF OBJECT WITH SIZE AND
DIMENSION WHERE POSSIBLE. THIS IS A
RE TASK OF AN ORIGINAL PASSED IN
SEPT 90. ORIGINAL NEGATIVES ARE NOT
AVAILABLE. |
| F | ESSENTIAL ELEMENTS OF INFORMATION | |
| 1. | Task already discussed with Ops 4 Sqn | |
| 2. | Section 40 | |
| 3. | Since remit exists official tasking would | |
| 4. | be in order, but sensitivity of material | |
| 5. | suggests very special handling. Suggest | |
| 6. | therefore an ad hoc on DISS's IP 4005 | |
| 7. | with minimum handling by listed personnel. | |
| 8. | - | |
| 9. | | |
| 10. | NSL 32/149 | |
| 11. | | |
| 12. | | |

UNCLASSIFIED

CLASSIFICATION

UK CONFIDENTIAL

CLASSIFICATION

UNCLASSIFIED

Page No

Pages

| G TARGETS: | | | | |
|-------------------------------|---------|-------|-----|------|
| INSTALLATION NAME DESCRIPTION | COUNTRY | BE No | LAT | LONG |
| 1. | | | | |
| 2. | | | | |
| 3. | | | | |
| 4. | | | | |
| 5. | | | | |
| 6. | | | | |
| 7. | | | | |
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| 11. | | | | |
| 12. | | | | |
| 13. | | | | |
| 14. | | | | |
| 15. | | | | |

H PURPOSE:

☐ DATABASE ☒ BRIEF ☐ CONFERENCE ☐ PRINTINGS ☒ OTHER

J DATE(S) REPORT(S) REQUIRED: 30 & 13 Feb 1992

K DISTRIBUTION: (Changes to normal distribution) 72-45. 25 Nov 91 ALL
AIRTEL 70 DISSEM

ORIGINATOR BRANCH: DISSEM

NAME Section 40 TEL No Section 40 DATE: 29 Nov 1991

ITP SECRETARY: ITP: Section 40 TEL No: Section 40

NAME Section 40 SIG: DATE: 17 December 1991

DIS(SP)OPS: TASK SENT TO

JARIC ON: 1135477

UNCLASSIFIED

OK CONFIDENTIAL

CLASSIFICATION:

ANNEX J TO
SDO ORDERS

94

REPORT OF AN UNIDENTIFIED FLYING OBJECTDate, time and duration of sighting. (Local times to be quoted).

26 Jan 92; 1805-1810 Hrs

87

Description of object. (Number of objects, size, shape, colours, brightness, sound, smell, etc). *one light, triangular in shape of medium brightness.*Exact position observer. (Geographical location. Indoors or outdoors, stationary or moving). *observer was outside his house, address below, and stationary.*How observed. (Naked eye, binoculars, other optical device, still or movie camera). *observed by naked eye.*Angle of sight. (Estimated heights are unreliable).*low in the sky, well below "star level".*Distance. (By reference to a known landmark wherever possible).*Not known, over a mile.*Movements. (Changes in E, F and G may be of more use than estimates of course and speed).*Very erratic in movement, violent changes of direction, not unlike a firefly.*Meteorological conditions during observations. (Moving clouds, haze, mist etc).*Clear.*Nearby objects. (Telephone lines; high voltage lines; reservoir, lake or dam; swamp or marsh; river; high buildings, tall chimneys, steeples, spires, TV or radio posts; airfields, generating plant; factories, pits or other sites with flood-lights or other night lighting).To whom reported. (Police, military organisations, the press etc).*SDO RAF Colindale.*Name and address of informant. Section 40*WYVERTON, HOLT. TEL*Any background on the informant that may be volunteered.*Electrical Contractor. Works for Coastguard.*Other witnesses*Wife only.*Date and time of receipt of report.

26 Jan 92 1905

Is a reply requested?*Yes.**CRO
Spoke to Ops, they say
this is 'our' pigeon. What
action is required?*Section 40

0245

28'

ANNEX A TO
SOP 502REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

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

Sec(AS)2A

Date... FEB 92...

Squadron Leader
Duty Operations Officer
AF Ops

Copies to:

Sec(AS)2

AEW/GE

DI 55

File AF Ops 1/5/1

} This aircraft is an illuminated workshop which has been flying over London
London recently - we saw it myself - we've had other info & signals

Section 40

17/2

A2

RL16

TOP

↑
FEED
DIRECTION

86

1. The first of the following is

2. The second is

3. The third is

4. The fourth is

5. The fifth is

6. The sixth is

7. The seventh is

8. The eighth is

9. The ninth is

10. The tenth is

11. The eleventh is

12. The twelfth is

13. The thirteenth is

14. The fourteenth is

15. The fifteenth is

16. The sixteenth is

17. The seventeenth is

18. The eighteenth is

19. The nineteenth is

20. The twentieth is

21. The twenty-first is

22. The twenty-second is

23. The twenty-third is

24. The twenty-fourth is

25. The twenty-fifth is

26. The twenty-sixth is

27. The twenty-seventh is

28. The twenty-eighth is

29. The twenty-ninth is

85

ANNEX A TO
SOP 502

84

REPORT OF AN UNIDENTIFIED FLYING OBJECT

| | | |
|----|--|--|
| A. | Date, Time &
Duration of Sighting | 230640 Z, c 30 secs |
| B. | Description of Object
(No of objects, size,
shape, colour, brightness) | 1 Object, flat and square,
blue, very bright, no noise |
| C. | Exact Position of Observer
Location, indoor/outdoor,
stationary/moving | Driving, we <u>assume</u> in the
Macclesfield area, but not stated. |
| D. | How Observed (naked eye,
binoculars, other optical
device, still or movie) | Naked Eye |
| E. | Direction in which object
first seen (A landmark may
be more useful than a badly
estimated bearing) | N/K |
| F. | Angle of Sight (Estimated
heights are unreliable) | N/K |
| G. | Distance (By reference to a
known landmark) | 50 - 100 metres away |
| H. | Movements (Changes in E, F & G
may be of more use than
estimates of course and speed) | Constant motion in one direction |
| J. | Met Conditions during Observations
(Moving clouds, haze, mist etc) | Clear sky, good visibility |
| K. | Nearby Objects (Telephone lines,
high voltage lines, reservoir, lake
or dam, swamp or marsh, river,
high buildings, tall chimneys,
steeples, spires, TV or radio masts,
airfields, generating plant,
factories, pits or other sites with
floodlights or night lighting) | N/K |

Sec AS 2

Section 40

| | | |
|----|---|--|
| L. | To whom reported (Police, military, press etc) | Macclesfield Express, who phoned AFDO |
| M. | Name & Address of Informant | Section 40
Section 40 Macclesfield, Cheshire Section 40 |
| N. | Background of Informant that may be volunteered | None |
| O. | Other Witnesses | None |
| P. | Date, Time of Receipt | 23/1/92 Jan 92 |
| Q. | Any Unusual Meteorological Conditions | None |
| R. | <u>Remarks</u> | Relaying report from sensible, genuine sounding lady. |

Section 40

Sec(AS)2a

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

Squadron Leader
Duty Operations Officer
~~AF Ops~~

23/1/92
Date.....

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

A2

R216

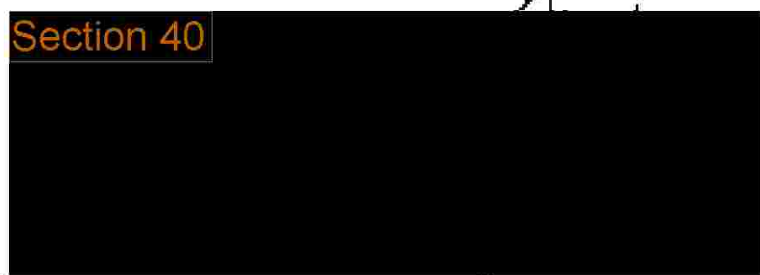


with the compliments of

MINISTRY OF DEFENCE

Sec (AS) 2a

Section 40



DT55C

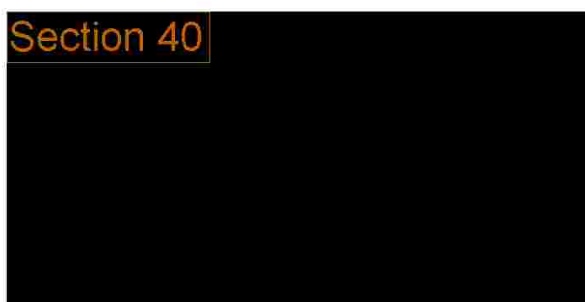
UFO file

Please

Another report, received via

HQ P-55, RAF Rudloe Manor.

Section 40



MOD FORM 195

RANDUM

MOD Form 4A

Section 40

From

Section 40

Sec(AS) 2a

83

Date

17/1/92

Tel.

Section 40

Your ref.

Our ref.

P/Sec(AS) 12/3

UFO REPORTS

Subject

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

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

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

Rank/
Appointment

E0

Name in
Block Letters

Section 40

Signature

Section 40



SCOTTISH & OCEANIC ATC CENTRE



Atlantic House
Sherwood Road
Prestwick
Ayrshire KA9 2NR

Telephone: Section 40
ext Section 40

82

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

14th January 1992

Dear Sir ,

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

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

Yours faithfully,

Section 40

OAC/Ops

Room Section 40

Atlantic House.

CALL SIGN

AMM 206.

14/CC

REPORT FORM

UNIDENTIFIED FLYING OBJECT

MANUAL OF AIR TRAFFIC SERVICE PART 1

CHAPTER 6 - 20 1.9.89

- A. Date, Time Duration of Sighting. 4/1/92 0525Z 1-2 SECS
- B. Description of Object SIMILAR TO SHEET LIGHTNING WHEN VIEWED FROM ABOVE
- C. Exact Position of Observer 55°N 26°W
- D. How Observed ON RIGHT HAND SIDE. BAD ISK ON TRUCK W. SAW UP TO THE MOUTH.
- E. Direction in which Object was first seen SOUTH OF TRACK
- F. Angular Elevation of Object —
- G. Distance of Object from Observer ABOUT 30 NM
- H. Movements of Object FLASH
- J. Meteorological Conditions During Observations. GOOD V.M.C. - SCATTERED
Moving Clouds, Haze, mist etc. AC ABOUT 5000' BELOW
- K. Nearby Objects —
- L. To Whom Reported. SCATCC S.26
- M. Name and Address of Informant. CAPT [REDACTED] Section 40
- N. Any Background Information on the Informant that may be Volunteered.
- O. Other Witnesses BAW ISK, AHL?
- P. Date & Time of Receipt of Report 4/1/92 0645Z.

DATE:04/01/92

SHANWICK DAILY TRACK SIGNALS**EAST BOUND 0100Z - 0800Z**

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

EAST BOUND ALTITUDES

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

WEST BOUND ALTITUDES

| ALT 1 | ALT 2 | ALT 3 | ALT 4 | ALT 5 |
|-------|-------|-------|-------|-------|
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WEST BOUND 1130Z - 1900Z DAY ROUTE 3

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

EAST BOUND ALTITUDES

| ALT 1 | ALT 2 | ALT 3 | ALT 4 | ALT 5 |
|-------|-------|-------|-------|-------|
| | | | | |
| | | | | |
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| | | | | |

WEST BOUND ALTITUDES

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

TOP


 FEED
DIRECTION

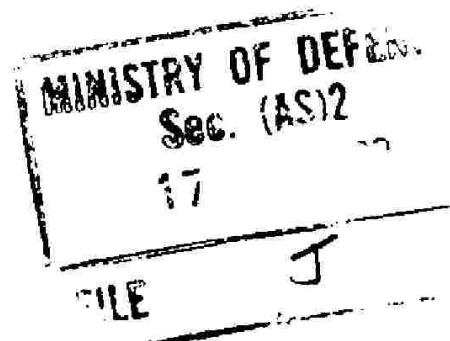
U N C L A S S I F I E D

CYD055 16/2141 01603676

FOR CAB

ROUTINE/ROUTINE 162025Z JAN 92

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



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

SIC Z6F/KGA

MOD AIR FOR AFDO, UNIDENTIFIED FLYING OBJECT REPORT

A. 14-15-16 JAN 92, 0730-0945L

B. SINGLE BRIGHT WHITE LIGHT WITH POSSIBLE TINT OF GREEN. INTENSITY OF LIGHT FADED SLIGHTLY AND THEN RETURNED. THIS HAPPENED SEVERAL TIMES. NO SOUND. NO SMELL.

C. OBSERVER INBOOKS, STATIONARY AT SMITH CROFT, ALER HILL, 11 ALFORD, CRAMPTON. (WEST OF ABERDEEN APPROX 25 MILES)

D. NAKED EYE ON 14-15 JAN. BINOCULARS ON 16 JAN. NO ON FILM.

E. SEEN OVER BRUNT HILL WHICH IS BETWEEN HUNTLY AND TARBOLM.

OS MAP NUMBER 37, GRID REFERENCE 13-46

PAGE 2 REDOWI 0015 UNCLAS

F. APPROX 20 DEGREES

G. FROM SMITH CROFT COTTAGE TO BRUNT HILL APPROX 1000 YARDS FURTHER THAN TELEGRAPH POLES WHICH ARE IN BETWEEN

H. MOVED RIGHT BETWEEN 2 TELEGRAPH POLES, THEN FURTHER RIGHT TO OTHER SIDE OF TELEGRAPH POLE. DURING THE 2 HRS OF SIGHTING LIGHT MOVED DOWNWARDS SLOWLY THEN THE LAST MINUTE OF SIGHTING CLIMBED HIGH AND FAST OUT OF SIGHT

J. 14 AND 15 JAN CLEAR SKY. 16 JAN LIGHT CLOUD

K. TELEGRAPH POLES, BRUNT HILL, RADIO/TV MAST NEAR BY BUT OBSERVER QUOTED DEFINITELY NOT ANYTHING TO DO WITH MAST, UNQUOTE

L. RAF BUCHAN

Section 40

N. AT COTTAGE WITH DAUGHTER OR DAUGHTER IN LAW, AND SON

O. LIGHT HAS BEEN SEEN BEFORE AND HAS BEEN REPORTED IN LOCAL PAPER (NAME OF PAPER UNKNOWN)

P. INITIAL REPORT 141300 JAN 92, COMPLETED REPORT 161900 JAN 92

Q. REPLY REQUESTED

BT

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

3 91 15539

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

Description of object (number of objects, size, shape, colours, brightness, sounds)
1. CIRCULAR OBJECT GREEN/BLUE WITH WHT, VERY BRIGHT BUT NO NOISE - ABOUT SIZE OF LARGE AIRCRAFT.

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

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

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

BY NAKED EYE AND BINOCULARS.

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

SOUTH OF HIS HOME - HOVERED FOR A TIME THEN SPED
AWAY SOUTH WARDS THEN TURNED WEST.

IT WAS EAST OF INVERNESS AT FIRST SIGHTING.

Angle of sight. (estimated heights are unreliable)

ESTIMATED 35° ANGLE.

PROBABLY 1000 FT IN AIR.

Distance. (By reference to a known landmark wherever possible)

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

WHEN IT DEPARTED IT TOOK ABOUT 30 SECONDS
TO DISAPPEAR AND THEY WATCHED IT FOR ABOUT
1/2 MILE.

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

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

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

THERE ARE 3 HOUSES ABOUT 1/2 MILE AWAY FROM
THEM. BUT THEY LOOK OUT ONTO A RIDGE. ON THE
OTHER SIDE OF THE RIDGE IS THE FIRTH.

to whom reported. (Police, military organisations, press)

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

Sheet No. 2M. Name and address of informant.

Section 40

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

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

O. Other witness

Section 40

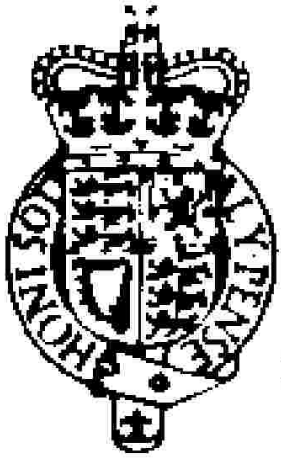
- SAME ADDRESS - WIFE

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

P. Date and time of receipt of report.

26 DEC 91 2230L.

Section 40



with the compliments of
MINISTRY OF DEFENCE

Sec (AS) 2a

Section 40

D155c

*UFO file
N se.*

*You may be amused by the attached.
I have already replied.*

Section 40

MOD FORM 195

From:

Section 40

16. January 1992

81

Dear M.O.D.

On my way home on the M1 South bound from Leeds on Tuesday 14 January approx 7.15 pm I was aware of 4 strange lights above me. The lights were of oval shape, quite large and hovered very slowly.

I know this was not an air-craft, Helicopter or weather Balloon because the lights were far too big to be any of them, and it moved to slow (A side to side motion rather than forward).

They were 3 other people in the car who witnessed this and they watched it for about 3 minutes above the motorway. I saw very little of this because I was driving and for obvious reasons couldn't gaze out. The Incident happened above Wakefield close to the Barnsley side.

I have not encountered anything unusual before and I'm not into U.F.O's.

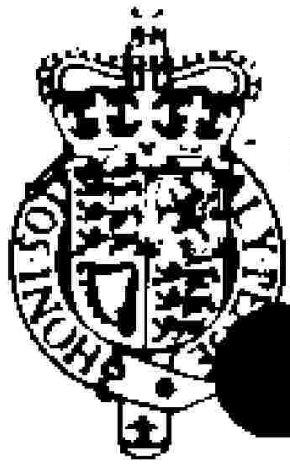
I work for the civil Service so I'm no freak and have my wits about me.

I wasn't going to report this incident but was persuaded by my work mates to do so, after mentioning the subject today.

I must point out that it was definatly not a plane or any other aircraft I could identify.

Yours faithfully,

Section 40



with the compliments of
MINISTRY OF DEFENCE

Sec(AS)2a

DI55c -

Section 40

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

Section 40

MOD FORM 195

↑
FEED
DIRECTION

80

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

CAS043 16/2141 016C3676

FOR CAV

ROUTINE/ROUTINE 162025Z JAN 92

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

U N C L A S S I F I E D
SIC Z6F/KGA

MOD AIR FOR AFDO. UNIDENTIFIED FLYING OBJECT REPORT

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

PAGE 2 RBDOWI 0015 UNCLAS

F. APPROX 20 DEGREES

G. FROM SMITH CROFT COTTAGE TO BRUNT HILL APPROX 1000 YRDS FURTHER
THAN TELEGRAPH POLES WHICH ARE IN BETWEEN

H. MOVED RIGHT BETWEEN 2 TELEGRAPH POLES, THEN FURTHER RIGHT TO
OTHER SIDE OF TELEGRAPH POLE. DURING THE 2 HRS OF SIGHTING LIGHT
MOVED DOWNWARDS SLOWLY THEN THE LAST MINUTE OF SIGHTING CLIMBED
HIGH AND FAST OUT OF SIGHT

J. 14 AND 15 JAN CLEAR SKY. 16 JAN LIGHT CLOUD

K. TELEGRAPH POLES, BRUNT HILL. RADIO/TV MAST NEAR BY BUT OBSERVER
QUOTED DEFINITELY NOT ANYTHING TO DO WITH MAST, UNQUOTE

L. RAF BUCHAN

Section 40

N. AT COTTAGE WITH DAUGHTER OR DAUGHTER IN LAW, AND SON

O. LIGHT HAS BEEN SEEN BEFORE AND HAS BEEN REPORTED IN LOCAL PAPER
(NAME OF PAPER UNKNOWN)

P. INITIAL REPORT 141300 JAN 92. COMPLETED REPORT 161900 JAN 92

Q. REPLY REQUESTED

BT

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

PAGE 2 UNCLASSIFIED

TOP

1603676

↑
FEED
DIRECTION

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 1 DGSTI

DISTRIBUTION KGA

F

CYD 1 DD GE/AEW ACTION (CXJ 1 AFDO)

CXJ 1 AFDO

*END

UNCLASSIFIED

TOP

 FEED
DIRECTION

79

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

CAS002 1370911 01300417

FOR CAV

ROUTINE 130800Z JAN 92

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 092359Z JAN AND 100045Z JAN 92

B. RED, BLUE AND YELLOW OBJECT FLYING AROUND IN CIRCLES

C. INDOORS, STATIONARY

D. NAKED EYE AND A PHOTOGRAPH WAS TAKEN ON 10 JAN

E. N/K

F. N/K

G. N/K

H. N/K

J. N/K

K. N/K

L. SWANSEA POLICE STATION

M. Section 40 SWANSEA Section 40

N. N/K

PAGE 2 RBDAD 0001 UNCLAS

O. N/K

P. 111435Z JAN 92

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDD)

CYD 1 DD GE/AEW

CAV 1 DI SS

CAV 1 DGSTI

END

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

UFO file
Please

78

Section 40

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

18th December 1991

Dear Sir,

Unidentified Flying Objects - evening of 17th August 1991

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

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

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

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

.... /cont.

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

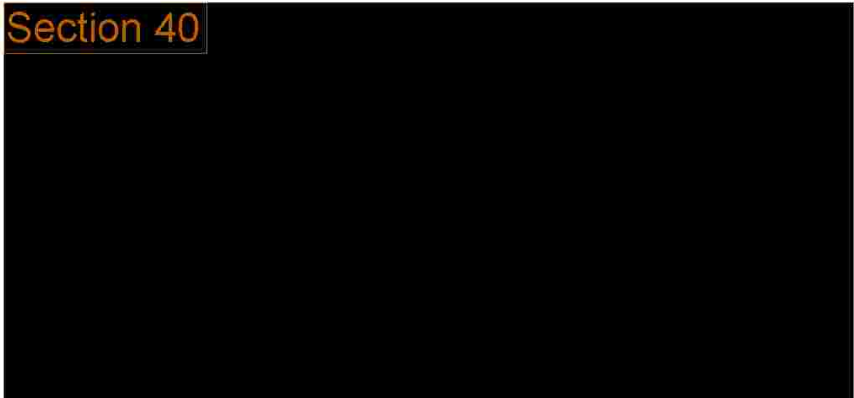
Its size was difficult to judge but given its apparent height it may have been 40 to 50 feet in diameter. I do not have flying experience so my judgement as to height, size and velocity will not be accurate. My impression though was that it was of a large size and at an altitude that was not immediately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

We watched as it progressed to a point where the nearby trees obscured it as it headed for the horizon. We were still in the garden at 11.50pm when an identical object flew over at exactly the same height and speed. The fireworks in Corsham had finished by this time.

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

Yours faithfully,

Section 40



TOP

 FEED
DIRECTION

77

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

CAS036 09/1611 00902279

FOR CAV

ROUTINE 091500Z JAN 92

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 21 DECEMBER 91. 0719Z. 2 TO 3 SECONDS

B. SINGLE OBJECT. BALL SHAPED. WITH TAIL. GREEN. BRIGHT

C. FROM OVERHEAD DAGENHAM. OBSERVED INSIDE A CAR. MOVING

D. NAKED EYE

E. GLIDEPATH TO HEATHROW AIRPORT

F. NIL

G. NIL

H. MOVING IN A LINE

J. CLOUDS IN SKY. SKY CLEAR WHERE UFO SIGHTED

K. NIL

L. POLICE STATION AT ENFIELD

M. Section 40 CHIGWELL ESSEX

N. POLICEMAN AT ENFIELD STATION-LONDON

PAGE 2 RBD AID 0004 UNCLAS

O. NIL

P. 9 JAN 92. 1445Z

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 BD GE/AEW

CAV 1 DI 55

CAV 1 DGSTI

*END

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

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

| | |
|--|---|
| K. To whom reported (Police, military, press etc) | Sec (AS) 2a, via switchboard. |
| L. Name & Address of Informant | Section 40
Hull, Yorks, Tel no. - Section 40 |
| M. Background of Informant that may be volunteered | Nmc. |
| N. Other Witnesses | N/k. |
| O. Date, Time of Receipt | 011540 Z Sep 92. |
| P. Any Unusual Meteorological Conditions | N/k. |
| Q. <u>Remarks</u> | Stories about black unmarked helicopters doing some sort of recon of an area where a UFO has been seen have cropped up before in the UFO community. |

Section 40

Sec (AS) 2a

copy to

PT55c

TOP


 FEED
DIRECTION

Section 40

File p-2.

108/15/1

UNCLASSIFIED

CAV010 16/0921 350C0452

FOR CAV

ROUTINE 160800Z DEC 91

FROM RAF WEST DRAYTON
TO MODUR AIR

UNCLASSIFIED

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 152210Z DEC 91. 1 MINUTE

B. ONE. 7 FEET LONG. CYLINDER IN SHAPE. BLUE. VERY BRIGHT. NO SOUND
OR SMELL

C. HOLMSDALE TUNNEL. OUTDOORS. MOVING

D. NAKED EYE

E. N/A

F. 20 FEET HIGH

G. VERY CLOSE

H. STEADY MOVEMENT

J. FOGGY

K. N/A

L. ENFIELD POLICE. WPC Section 40

Section 40

PAGE 2 RBDAD 0001 UNCLAS

N. N/A

O. NO OTHER WITNESSES

P. 152340Z DEC 91

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 1 DGSTI

END

UNCLASSIFIED

Section 40

75

LOOSE MINUTE

Sec(AS)12/3

10 December 1991

~~DI552~~
GE3(RAF)UFO SIGHTING - DYFED/HEREFORD - MONDAY 9 DECEMBER 1991

1. We have received information about a UFO sighting which occurred yesterday over South Wales/Hereford and Worcester.
2. The sighting occurred at approximately 1650Z yesterday, and reports were made to a number of different locations, including the police at Worcester and Dyfed, local fire brigade stations, the CRO at RAF Hereford (where there were a number of military witnesses), and Duty Officers at RAF Shawbury, RAF Brampton and in Main Building. The Distress and Diversion Cell at West Drayton also fielded a number of calls. I understand that the sighting was reported on local radio and television, and reports appeared in the Shawbury Star and the Manchester Evening News.
3. The object seen was a bright white light, at a high altitude, with flames (or an illuminated vapour trail) in its wake. Many witnesses believed that they were witnessing an aircraft accident, and some reports indicated that the object broke up. A few seconds after the sighting, a low rumbling sound was heard, and some windows were seen to be shaking.
4. A local reporter (ex-RAF) phoned the CRO at RAF Hereford to say that he had witnessed the object through binoculars, and believed it to be a Tornado flaming out and subsequently recovering power. IFS(RAF) are not aware of a flight safety incident, but if one has occurred, it would normally be reported by signal within 48 hours. I will advise if a report is made. Routine use of afterburners, however, would not be unusual at all.
5. For the time being we are treating this as a UFO incident. I would be grateful for any light addressees can shed on this sighting. I will advise of further developments, and forward any reports that have not been copied to you.

Section 40

Sec(AS)2a

Section 40

UNCLASSIFIED
RESTRICTED

LOOSE MINUTE

D/D Air Def/111/6/4

10 Dec 91

Sec(AS)2a

Copy to:

DI55c

UFO SIGHTING - DYFED/HEREFORD - MON 9 DEC 91

References:

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

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

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

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

Section 40

Wg Cdr
GE 3

Section 40

UNCLASSIFIED
RESTRICTED

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

CAS025 10/1341 34401772

Section 40

FM CAV

ROUTINE 101304Z DEC 91

FROM RAF WEST DEAYTON
TO POUK AIRU N C L A S S I F I E D
SI ZAF

SUBJECT: AERIAL PHENOMENA

A. 091615Z DEC 91 B. BRIGHTLY LIT. LOOKED LIKE AIRCRAFT WITH CONCENTRIC
LIGHTS ON C. 10 TO 15 MILES NW OF LEE RADAR OVERHEAD. MOVING PARALLEL
D. NAKED EYE C. NIL F. NIL G. NIL H. NO MOVEMENT FROM BELOW
STRAIGHT UP AND OUT OF VISUAL CONTROL J. NIL F. NIL L. CONSISTENT
LAIRCC M. REPORTED BY TWO AIRCRAFT COLLISIONS [REDACTED] HS125 FROM HAWKES LAY
TO NORTHOLT AND [REDACTED] HS125 FROM AND TO [REDACTED] M. NIL U. NIL
091700Z DEC 91
BT

Section 40

DISTRIBUTION ZAF

F

| | | | | | |
|-----|---|---------|--------|-----|------|
| CAF | 1 | SEC(AS) | ACTION | () | AFHQ |
| CYD | 1 | DD | GE/AFW | | |
| CAV | 1 | DI | SS | | |
| CAV | 1 | POST | | | |

TOP


 FEED
DIRECTION

END

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

SIGHTINGS AT ROTHERHAM + SHEFFIELD

(NOTE. Please cross-check with Sheffield sighting on 8 Nov!)

Section 40

REPORT OF AN UNIDENTIFIED FLYING OBJECT

72

1. Date, Time and Duration of Sighting. DEC 08 1800-1830 AND 1908
2. Description of Object. ORANGE & RED GLOWING LIGHTS TURNING TO SILVER THEN SPLIT BEFORE BLEEDING OFF.
3. Exact Position Observed.
4. How Observed. EYE
5. Direction in which Object was first seen.
6. Angle of Sight.
7. Distance.
8. Movements.
9. Meteorological conditions during observation. CLEAR STARLIT NIGHT
CLOUD FREE.
10. Search records.
11. To whom reported. CIVIL POLICE AT HACKNEY - SHEFFIELD
12. Name and address of informant. CIVIL POLICE Section 40
INCIDENT NR 769 8th DEC
13. Any recommendations on the information that may be collected.
14. Other witnesses. Section 40 Plus Friends 2 SIGHTINGS
15. Date and time of recording of report. ANSWERPHONE 9 Dec 0900
16. Is a reply requested. YES

Section 40

Signed

Section 40

Name

Rank

Section 40

Tel No

Section 40

Section 40

GPT-2

Date

9 Dec 91

UNCLASSIFIED

RESTRICTED

E117

ANNEX A TO
SOP 502REPORT OF AN UNIDENTIFIED FLYING OBJECT

| | | |
|----|---|---|
| A. | Date, Time &
Duration of Sighting | 6-12-91
1715-1745 |
| B. | Description of Object
(No of objects, size,
shape, colour, brightness) | ONE, LOTS OF LIGHT
ON BOTTOM. ONE ON
TOP, VERY BRIGHT |
| C. | Exact Position of Observer
Location, indoor/outdoor,
stationary/moving | Section 40
TEYNHAM
SITTING BOVINE |
| D. | How Observed (naked eye,
binoculars, other optical
device, still or movie) | NAKED EYE |
| E. | Direction in which object
first seen (A landmark may
be more useful than a badly
estimated bearing) | 965037 - 1955635 |
| F. | Angle of Sight (Estimated
heights are unreliable) | 45° (approx) |
| G. | Distance (By reference to a
known landmark) | 1/2 mile |
| H. | Movements (Changes in E, F & G
may be of more use than
estimates of course and speed) | Moved 1/2 a mile &
before disappeared |
| J. | Met Conditions during Observations
(Moving clouds, haze, mist etc) | Clear night |
| K. | Nearby Objects (Telephone lines,
high voltage lines, reservoir, lake
or dam, swamp or marsh, river,
high buildings, tall chimneys,
steeple, spires, TV or radio masts,
airfields, generating plant,
factories, pits or other sites with
floodlights or night lighting) | None |

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

Ref: 077
incident 0777 of 6-13-91 |

Date 9-12-91

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

Section 40

Squadron Leader
Duty Operations Officer
AF Ops

Section 40

Sec(AS)2

Section 40

UNCLASSIFIED

RESTRICTED

E110

FIN/2236/Or3

REPORT OF AN UNIDENTIFIED FLYING OBJECT

- A. Date, Time and Duration of Sighting. FRIDAY 8 NOV 91 2300 (1min)
- B. Description of Object. WHITE BLUE BALL WITH INTENSIVE WHITE BLUE BEAMS OF LIGHT ACTUALLY REACHING THE GROUND FROM A GREAT HEIGHT.
- C. Exact Position Observer. FILD/LINE MICKLEBRING, DONCASTER, YORKSHIRE
- D. How Observed. 2 LADIES (BY EYE)
- E. Direction in which Object was first seen. SE TO NW (BUT NOT SURE OF DIRECTIONS)
- F. Angle of Sight. 75°-80°
- G. Distance. UNKNOWN BUT CONTRAIL TYPE HC. SIMILAR TO HIGH FLYING JETS BUT NO SOUND. A JET WAS SEEN SOME TIME LATER (10mins) BUT WITH SOUND AT A SIMILAR HE.
- H. Movements. SLOW AT FIRST BUT RAPID EXCEL WITH WHITE/BLUE AFTERGLOW. OBJECT (SMALL) SEEN AHEAD OF GLOW.
- I. Meteorological conditions during observation. CLEAR STARRY NIGHT
- J. Nearby objects. TALLER SOME HOUSES
- K. To whom reported. CRO RAF FINNINGLEY
- L. Name and Address of informant. Section 40
- M. Any background on the informant that may be volunteered. Section 40
- N. Other witnesses. HILL FRIEND WHILE WALKING DOGS WITH HER BUT... in SHEFFIELD (A FRIEND) ALSO SAW THIS WHILE WALKING IN SHEFFIELD AT 2300HRS.
- O. Date and time of receipt of report. 12 NOV 91 1500HRS
- P. Is a reply requested. YES PLEASE

MINISTRY OF DEFENCE

Sec. (AS)

15 NOV 1991

FILE

Signed

Name

Rank

Tel No

Date 12 NOV 91

UNCLASSIFIED

RESTRICTED

TOP

 FEED
DIRECTION

Section 40

File pse

108/15/1

Section 40

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

71

CAS005 09/0922 343C0451

FOR CAV

ROUTINE 090745Z DEC 91

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 062145 DEC 91

B. ONE, OBJECT, VARIOUS SHADES WITH PULSATING GREEN, BLUE, RED WHITE
LIGHTS. NO SOUND OR SMELL

C. B4425 ROAD AND Section 40

D. NAKED EYE AND BINOCULARS

E. NIL

F. NIL

G. NIL

H. STEADY MOVEMENT

J. CLEAR NIGHT

K. NONE

L. CIRENCESTER POLICE

M. PC Section 40 BUXBURY POLICE

PAGE 2 RBDAID 0001 UNCLAS

N. NIL

O. 3 PEOPLE IN HOUSE AND PEOPLE NEXT DOOR

P. 062245Z DEC 91

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDD)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 1 DGSTI

END

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

TOP

Section 40

FEED
DIRECTION108/15/1
70

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

CAV080 03/1731 33702747

FOR CAV

ROUTINE/ROUTINE 031033Z DEC 91

FROM RAF LEUCHARS
TO MODUK AIR
INFO HQSTC

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

SIC 26F

FOR AFOR(RAF). REPORT ON UNIDENTIFIED FLYING OBJECT.

A 27 NOV 91 2230HRS 20 SECS

B ONE, BEVELLED STRIP LIGHTS. LIGHTS ONLY SEEN. NO SOUND

C BELLSDYKE ROAD. CARRON SHORE. BY FALKIRK

D NAKED EYE

E BETWEEN FALKIRK AND STIRLING

F GREATER THAN 45 DEGREES

G UNABLE TO JUDGE

H SLOW MOVING. HEADING FALKIRK TO STIRLING

J CLOUDY WITH CLEAR BREAKS

K NONE

L RAF LEUCHARS OPS

M Section 40

PAGE 2 RBDOXJ 0031 UNCLAS

N NONE

O Section 40

P 27 NOV 91 2310Z

Q YES

BT

DISTRIBUTION 26F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFID)

CYD 1 DD GE/AEW

CAV 1 DI SS

CAV 1 DGSTL

*END

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

MEMORANDUM

MOD Form 4A

To Section 40 [redacted] [redacted]

From

Sec (AS) 2a 69

Date 28/11/91

Tel.

Section 40 [redacted]

Your ref. —

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

UFO REPORT

Subject.....

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

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

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

Grateful for views!

Rank/
Appointment EoName in
Block LettersSection 40 [redacted]

Signature

Section 40 [redacted]

S.R.U.F.O.

Scottish Research into Unidentified Flying Objects

Section 40

ufo File
Pse.108/15/1
124
68

Section 40

Section 40

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

Section 40

22nd November 1991

Dear Sir,

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

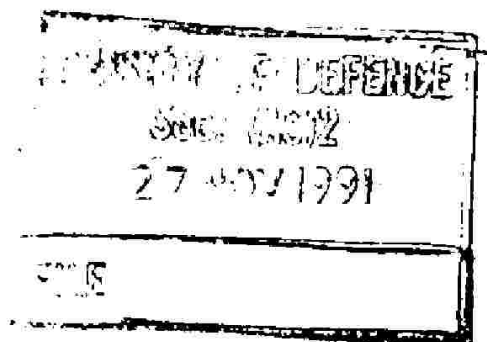
The witnesses have described the following incident:

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

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

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

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



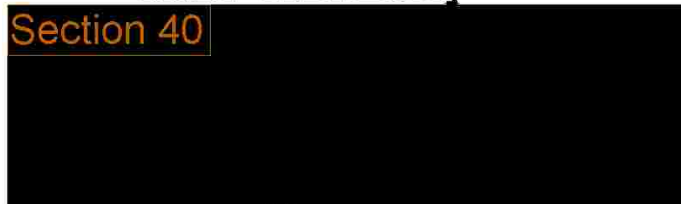
S.R.U.F.O. MEMBER OF B.U.F.O.R.A. Section 40

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

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

Yours faithfully

Section 40



Chairman

TOP

↑
FEED
DIRECTION

108/15/1

67

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED
UNCLASSIFIED
UNCLASSIFIED
UNCLASSIFIED

UNCLASSIFIED
SIC 28F/13F/13F
UNCLASSIFIED
UNCLASSIFIED UNIDENTIFIED FLYING OBJECT REPORT
A. BETWEEN 1 AND 2 OCT 91 SOMETIME BETWEEN 2000 AND 2100 HRS
IN SECS
B. LARGELY LOW FLYING BUT MUCH BIGGER. SPARKED MASSIVE SPARKS
WHEN OVER THE HORIZON. SILENT
C. BACK GARDEN OF HOUSE IN STAINORP 20 MILES FROM DARLINGTON
D. MARKED LIE
E. SPARK SPARKS
F. APPROX 20 - 30 MILES
G. SPARK SPARKS SPARKS IN TWO HUNDRED MILES FROM DUNDEE
H. SPARK SPARKS SPARKS FROM NORTH TO SOUTH

UNCLASSIFIED
UNCLASSIFIED
UNCLASSIFIED

Section 40

UNCLASSIFIED
UNCLASSIFIED
UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED
UNCLASSIFIED
UNCLASSIFIED
UNCLASSIFIED
UNCLASSIFIED

UNCLASSIFIED

UNCLASSIFIED

FEED DIRECTION

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

$$\frac{1}{\Gamma(\alpha)} \int_0^x (x-t)^{\alpha-1} f(t) dt = \frac{1}{\Gamma(\alpha)} \int_0^x (x-t)^{\alpha-1} \left(\frac{1}{\Gamma(\alpha)} \int_0^t (t-s)^{\alpha-1} f(s) ds \right) dt = \frac{1}{\Gamma(\alpha)^2} \int_0^x \int_0^t (x-t)^{\alpha-1} (t-s)^{\alpha-1} f(s) ds dt = \frac{1}{\Gamma(\alpha)^2} \int_0^x \int_s^x (x-t)^{\alpha-1} (t-s)^{\alpha-1} f(s) dt ds = \frac{1}{\Gamma(\alpha)^2} \int_0^x \frac{(x-s)^{\alpha} - s^{\alpha}}{\alpha} f(s) ds = \frac{1}{\Gamma(\alpha)} \int_0^x (x-s)^{\alpha-1} f(s) ds = I_{\alpha}^{\alpha} f(x).$$
$$f_1(t) = f_2(t) = \begin{cases} 1 & \text{if } t \in [0, 1] \\ 0 & \text{if } t \in [1, 2] \end{cases}$$
$$(\mathcal{C}_1, \mathcal{C}_2) \in \mathcal{C} \iff \exists \mathcal{C}_3 \in \mathcal{C} \text{ such that } \mathcal{C}_1 \sqcup \mathcal{C}_2 = \mathcal{C}_3 \text{ and } \mathcal{C}_1 \cap \mathcal{C}_2 = \emptyset$$

Section 40

Section 40

TOP

FEED
DIRECTION

ufo plane

66

H5004 23/09/2010 14:44:11

700 200

ROUTINE 23/09/2010 14:44:11

FROM 001 001 001 001 001
TO 001 001 001 001 001

1. 001 001 001

2. 200

3. 001 001 001 001 001

4. 200 001 001

5. 001 001 001 001 001

6. 001 001 001

7. 001 001 001 001 001

8. 001 001 001

9. 001 001 001 001 001

10. 001 001 001

11. 001 001 001

12. STEADY AND UP TO 1000 FT. 001 001 001 001 001

13. 001 001 001 001 001

14. CLEAR 001

15. NONE

16. 001 001 001 001 001 001 001

PAGE 2 001 001 001 001 001

1. MR Section 40

2. NONE

3. NONE

4. 241100Z NOV 00

BT

DISTRICT 001 001 001

1

CAB 1 001 001 001 001 001 001 001

CAB 1 001 001 001

CAB 1 001 001

CAB 1 001 001

END

008/15/1

Section 40

Section 40

Ufo file
per

65

TOP

Section 40

↑
FEED
DIRECTION

64

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

LAV009 1171000 31000592

FOR LAV

ROUTINE 110000Z NOV 91

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. 082200Z NOV 91 ONWARDS
- B. RED WHITE AND BLUE LASER TYPE LIGHTS FLASHING BACKWARDS AND FORWARDS BETWEEN TWO POINTS. VERY BRIGHT LIGHTS. RED MIST/SMOKE ALSO OBSERVED
- C. NORTH, NORTH EAST AND MID POINTS
- D. NAKED EYE
- E. LIGHTS SEEN OVER LARGE AREA
- F. UNKNOWN
- G. UNKNOWN
- H. STEADY, CHANGING, ERRATIC
- I. CLEAR SKY
- K. NONE
- L. NEWTOWN POLICE STATION

Section 40

PAGE 2 000000 UNCLAS

M. PC Section 40 NEWTOWN POLICE STATION. NUMEROUS PEOPLE HAD REPORTED LIGHTS TO NEWTOWN POLICE STATION

N. NONE

O. TWO SEPERATE MOBILE POLICE PATROLS AT 2250Z SAW A HUGE LIGHT FOLLOWED BY AN EXPLOSION

P. 082300Z NOV 91

BT

DISTRIBUTION 26F

F

| | | | | | | | |
|-----|---|--------|--------|---|-----|---|------|
| CAB | 1 | SECAS) | ACTION | (| CXJ | 1 | AFDD |
| CYD | 1 | DD | GE/AEW | | | | |
| CAV | 1 | DI | 55 | | | | |
| CAV | 2 | DGSI | | | | | |

END

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

ANNEX A TO
SOP 502

63

REPORT OF AN UNIDENTIFIED FLYING OBJECT

| | | |
|----|---|---|
| A. | Date, Time &
Duration of Sighting | 1830-2130-45
9 NOV 1952 |
| B. | Description of Object
(No of objects, size,
shape, colour, brightness) | VERY BRIGHT
FLASHING - 25-30 TIMES - 1000
SEEMED TO GIVE NO NOISE -
LARGE 25-30 FT |
| C. | Exact Position of Observer
Location, indoor/outdoor,
stationary/moving | MOORS - 3/4 N N DE 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 easily
estimated bearing) | SOUTH WEST
(NEAR PHARM CONSTRUCTION) |
| F. | Angle of Sight (Estimated
heights are unreliable) | N/A - JUST HIGH |
| G. | Distance (By reference to a
known landmark) | 100'S OF MILES |
| H. | Movements (Changes in E, F & G
may be of more use than
estimates of course and speed) | VEERED NORTHWARD |
| J. | Met Conditions during Observations
(Moving clouds, haze, mist etc) | CLEAR - DRY |
| K. | Nearby Objects (Telephone lines,
high voltage lines, reservoir, lake
or dam, swamp or marsh, river,
high buildings, tall chimneys,
steeple, spires, TV or radio masts,
airfields, generating plant,
factories, pits or other sites with
floodlights or night lighting) | DART MOOR |

| | | |
|----|---|---|
| L. | To whom reported (Police, military, press etc) | PRESS, EXTED AIRPORT, POLICE |
| M. | Name & Address of Informant | Section 40 |
| N. | Background of Informant that may be volunteered | Section 40 |
| O. | Other witnesses | |
| P. | Date, Time of Receipt | 0730 - 11 NOVEMBER |
| Q. | Any Unusual Meteorological Conditions | PARTICLES OF DUST HAVE BEEN SEEN - REPORTED ON LOCAL NEWS |
| R. | <u>Remarks</u> | STATE SEEMED CONVINCED - WILL BE REPORTING SIGHTING TO PRESS AND WRITING TELS FOR MORE INFO |

Section 40

Date... 11 NOV

Squadron Leader
Duty Operations Officer
AF Ops

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

ANNEX A TO
SCP 502

62

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

| | | |
|----|---|---|
| L. | To whom reported (Police, military, press etc) | Report to Police and Newcastle Airport. |
| M. | Name & Address of Informant | Section 40 |
| N. | Background of Informant that may be volunteered | Runs shop |
| O. | Other witnesses | Wife Wife + Daughter |
| P. | Date, Time of Receipt | 081350Z NOV 91 |
| Q. | Any Unusual Meteorological Conditions | None. |
| R. | <u>Remarks</u> | |

Date.....8/11/91.....

Copies to:

~~Sec (AS) 2~~

AEW/GE

DI 55

File AF Ops/1/11

Section 40

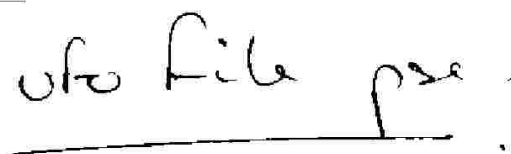
Sec (AS) 2

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

TOP

Section 40


 FEED
DIRECTION



UNCLASSIFIED

61

CAV016 28/0900 301C0410

FOR CAV

ROUTINE 280810Z OCT 91

FROM RAF WEST DRAYTON
TO MODUK AIR

UNCLASSIFIED

SIC 26F

SUBJECT: AERIAL PHENOMENA

A. 272345L OCT 91. FIVE MINUTES

B. ONE. (SIX RED INTERCONNECTED CIRCLES). WIDTH OF MINOR ROAD.

CIRCULAR. RED. VERY BRIGHT. BEEPING

C. HAMPSTEAD HEATH, HAMPSTEAD LANE. WINNINGTON ROAD. OUTDOORS MOVING

D. NAKED EYE

E. NIL

F. NIL

G. VERY CLOSE

H. CHANGING

J. CLEAR

K. NIL

L. HAMPSTEAD POLICE

Section 40

PAGE 2 R00AID 0001 UNCLAS

Section 40

N. NIL

O. YES

P. 280015L OCT 91

BT

DISTRIBUTION 26F

F

CAB 1 SEC(AS) ACTION (CXJ. 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 2 DGSTI

END

UNCLASSIFIED

ANNEX A TO
DEF 202

60

REPORT OF AN UNIDENTIFIED FLYING OBJECT

| | | |
|----|--|--|
| A. | Date, Time & Duration of Sighting | 1500 HRS - 2200 HRS
7 NOVEMBER |
| B. | Description of Object
(No of objects, size, shape, colour, brightness) | 3-5 SEPARATE LIGHTS
GOING ROUND IN A CIRCLE
- EXACT INDIVIDUALS NOT
KNOWN TRIANGULAR. FUZZY
BLUE/WHITE - QUITE LARGE |
| C. | Exact Position of Observer
Location, indoor/outdoor,
stationary/moving | OUTDOOR, STATIONARY -
DOCKSIDE. |
| D. | How Observed (naked eye,
binoculars, other optical
device, still or movie) | NAKED EYE |
| E. | Direction in which object
first seen (A landmark may
be more useful than a badly
estimated bearing) | TRAVELLING AROUND IN
A CIRCLE. |
| F. | Angle of Sight (Estimated
heights are unreliable) | OVER HEAD / 45° - 70°
ABOUT CLOUDS. |
| G. | Distance (By reference to a
known landmark) | ABOVE CLOUDS |
| H. | Movements (Changes in E, F & G
may be of more use than
estimates of course and speed) | - |
| J. | Met Conditions during Observations
(Moving clouds, haze, mist etc) | - SOME CLOUD. |
| K. | Nearby Objects (Telephone lines,
high voltage lines, reservoir, lake
or dam, swamp or marsh, river,
high buildings, tall chimneys,
steeples, spires, TV or radio masts,
airfields, generating plant,
factories, pits or other sites with
floodlights or night lighting) | CRYSTAL PALACE (TOO
FAR THROUGH). |

| | | |
|----|---|----------------------------|
| L. | To whom reported (Police, military, press etc) | |
| M. | Name & Address of Informant | Section 40
WEST WICKHAM |
| N. | Background of Informant that may be volunteered | RESPECTABLE |
| O. | Other witnesses | HUSBAND SON |
| P. | Date, Time of Receipt | 11-00 NOVEMBER |
| Q. | Any Unusual Meteorological Conditions | - |
| R. | <u>Remarks</u> | |

Section 40

Section 40

Date

Section 40

11-00 NOVEMBER 1991

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

Copies to:

~~Sec(AS)2~~

AEW/GE

DI 55

File AF Ops/1/11



ROUTING AND TRANSMITTAL SLIP

Date

24-10-91

| TO: | | Initials | Date |
|-----|--|----------|------|
| 1. | Section 40 [redacted] <i>File pse.</i> | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |

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

REMARKS

Section 40 [redacted]

Section 40 [redacted]

*in Karate**Data Base place*

*Could this be lasers? - or
perhaps of interest to you*

Section 40 [redacted]

FROM:

Section 40 [redacted]

Room No — Bldg

Phone No

Section 40 [redacted]

22 Oct 91

SU/1209 D/2

SWB

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

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

[4]

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

[5]

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

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

LOOSE MINUTE

Sec(AS)12/1

24 October 1991

DI55c - Section 40

UFOs - PHOTOGRAPHS

1. We spoke recently about the possibility of trying to obtain the photographs of the UFO seen over Porlock by Section 40
2. We have given this very careful consideration, but regret that we do not believe we should follow this up.
3. There is a very good chance that any efforts we make to obtain photographs or videos of UFOs will come to the attention of the press and/or the UFO lobby, and this could be seen as MOD investigation of UFOs - something that we (and, far more importantly, Ministers) have said we will not do.
4. Having said this, we will continue to look at each such request on its merits. Additionally, if we are ever directly offered photos/videos, we will say that we are prepared to have a look at them.

Section 40

Sec(AS)2a

Section 40

Section 40

ufo file
pse.
54

TOP


 FEED
DIRECTION

53

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

CAVVID 210010 2700000

FOR CAV

ROUTINE 210000Z OCT 71

FROM AIR WEST GATION
TO HOPER HIB

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

SIL 20F

SUBJECT: AERIAL PHENOMENON

A. 201810Z to 201900Z OCT 71

B. LARGE 3 TO 10 SILVER LIGHTS. ORANGE

C. OUTDOORS. STATIONARY. **Section 40** LINDSEY HEAD. GTON

D. BAKED EYE

E. OVERHEAD

F. VERTICAL

G. 500FT E

H. N/K

I. CAVOK

K. N/K

L. TERMINAL DUTY MANAGER LUTON AIRPORT AT 2040Z

Section 40

M. N/K

PAGE 2 200010 0001 UNCLAS

D. N/K

F. 202100Z ATCO D AND F

BT

DISTRIBUTION 20F

F

LAE 1 200000Z ALUTON X 000 1 HEAD

CYL 1 DO GE/NEW

CAV 1 01 00

CAV 2 00001

END

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

TOP

↑
FEED
DIRECTION

52

CAS014 187111Z 110000

FOR CAV

MIDTIME 180950Z 110000

FROM GAF WELL ORATION
TO MODIS AIR

UNCLAS S I E D

SEC Z6F

SUBJECT: ALKRA. PULHUPA

A. 180650Z 110000 110000

B. TWO VEH. APPROX. 110000 110000 110000

OTHER

C. INDOOR. 110000 110000 110000

D. MARK. 110000 110000 110000

E. EAST

F. NW

G. NZE

H. STEADY

I. LLEGE

J. NZE

L. POLICE. 110000 110000 110000

Section 40

PAGE 2 180950Z 110000

A. NW

B. HUSBAND

P. 180950Z 110000

BT

DISTRIBUTION 100

F

CAB 1 BELONGS ACTION 110000 110000

CYD 1 BB 110000 110000

CAV 1 110000 110000

CAV 2 110000 110000

END

UFO file

Section 40

51

Section 40

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

17 October 1991

Dear

Section 40

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

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

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

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

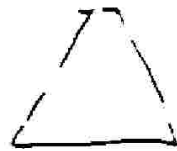
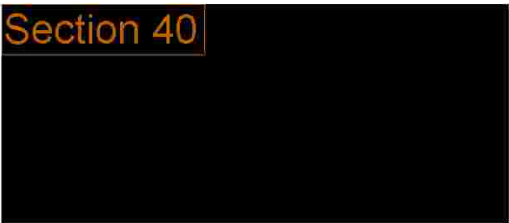
With many thanks in advance,

Yours sincerely

Section 40

encl.

Section 40



Section 40



Section 40

18th Oct. '91

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

Dear Sir,

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

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

I thank you for your attention,

Yours Faithfully,

Section 40

TOP

↑
FEED
DIRECTION

50

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

CAV071 17/1610 290C2442

FOR CAV

ROUTINE 171429Z OCT 91

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 16 OCTOBER 91

B. MAIN BLAZE OF LIGHTS WITH TWO EITHER SIDE. A FLOURESCENT BANANA
SHAPE OF LIGHTS UNDERNEATH MAIN SECTION OF LIGHTSC. SWANSEA VALLEY. IN CAR. THE CAR WAS IN VALLEY AND THE OBJECT WAS
SIGHTED ON TOP OF HILL OF VALLEY

D. NAKED EYE

E. NIL

F. NIL

G. LESS THAN A QUARTER OF A MILE

H. IT REMAINED STILL FOR APPROXIMATELY TWO MINUTES THEN SHOT STRAIGHT
UPWARDS INTO CLOUDS

I. WINDY, CLOUDY

K. NIL

PAGE 2 R00AID 0012 UNCLAS

L. PONY'S POLICE STATION

Section 40

LOWER CWMYRCH, SWANSEA

Section 40

N. NIL

O. NO

P. 17 OCTOBER 1991 MORNING

BT

DISTRIBUTION Z6F

F

LAB 1 SEC(AS) ACTION (CXJ) 1 AFDD

CYD 1 DD GE/AEW

CAV 1 01 55

CAV 2 06511

END

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

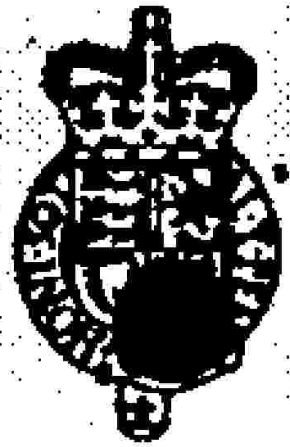
UFO file
pse.

Section 40

Section 40

50

49



with the compliments of
Ministry of Defence

Sec(AS)2a

D155c -

Section 40

Further to our recent chat, Section 40 completed

UFO report from has now been received. Hope it helps!

Section 40

MOD Form 195 (Revised 6/89)

48/1

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

1092

FILE

| | | |
|----|---|---|
| L. | To whom reported (Police, military, press etc) | NOT REPORTED |
| M. | Name & Address of Informant | Section 40 |
| N. | Background of Informant that may be volunteered | Section 40 |
| O. | Other Witnesses | about as normal as one can be these days
only the helicopter on the tape
as far as I knew |
| P. | Date, Time of Receipt | ... |
| Q. | Any Unusual Meteorological Conditions | |
| R. | <u>Remarks</u> | |

TOP

↑
FEED
DIRECTION

Section 40

48
+1

J H O L N S I I I L

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TOP


 FEED
DIRECTION

ufo file
[708]

47

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

CAS015 08/0957 281C0847

FOR CAV

ROUTINE 080000Z OCT 91

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT AERIAL PHENOMENA

A. 7 OCT 91 2201-2212 LOCAL

B. CLUSTER OF LIGHTS. 3 UPTURNED (ONE SHARPER THAN OTHERS). MOVED IN A SERIES OF BLUE AND WHITE FLASHES AROUND 11. DROPE 5 FEET. NO SOUND

C. EAST CALDER WEST LOTHIAN. INDOORS AND OUTDOORS

D. NAKED EYE. BINOCULARS

E. OBJECT MOVED BETWEEN RATHO AND EDINBURGH AIRPORT

F. 1-2000FT DESCENDING

G. APPROXIMATELY 5 MILES

H. MOVED VERTICALLY UPWARDS. HOVERED FOR 3 MINS. MOVED SLOWLY TO THE SOUTH EAST. HOVERED FOR 2 MINS. DROPPED SLOWLY OUT OF SIGHT

J. CLEAR NIGHT

K. NIL

L. LIVINGSTON POLICE. EDINBURGH AIRPORT

PAGE 2 RBDAID 0005 UNCLAS

Section 40

N. Section 40

O. HIS WIFE

P. 072210Z OCT 91. SIMILAR INCIDENT OCCURRED ON 2 OCT 91 (1990-1991) LOCAL

BT

DISTRIBUTION Z6F

F

CAB 1 SECURITY ACTION 1 CAB 1 INFO

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 2 DGSI

END

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

TOP

 FEED
DIRECTION

46

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

CAV015 04/0739 277C0390

FOR CAV

ROUTINE 040730Z OCT 91

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT AERIAL PHENOMENA

A. 031926L OCT

B. ONE. SPLIT INTO TWO. WHITE. NO SOUND. NO SMELL

C. 7 TO 10 MILES SOUTH OF SOUTH MAULTON. STATIONARY

D. NAKED EYE

E. FROM NORTH WEST

F. NIL

G. NIL

H. NIL

J. NIL

K. NIL

L. ORDERLY OFFICER RAF CHIVENOR

M. Section 40

N. NIL

PAGE 2 RSDAID 0002 UNCLAS

O. NIL

P. NIL

BT

DISTRIBUTION Z6F

F

| | | | | | | |
|-----|---|-----------|--------|-------|---|--------|
| LAB | 1 | SEC(AS) | ACTION | (CXJ | 1 | AFDD) |
| CYD | 1 | DD GE/AEW | | | | |
| CAV | 1 | DI 55 | | | | |
| CAV | 2 | DCSTI | | | | |

END

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

M4

→ SS0
45

APS/US of S(AF)

Copy to:
D Air Def
SRAFL0
DI55c
Sec(AS)1a

1. I attach at E6 a self-explanatory draft response to the letter at E5.
2. Given that a three metre long object seen from a distance of 1000 feet would have appeared very small to the naked eye especially at 9 o'clock in the evening when the light would have been failing. The estimated length of the object must also be treated with caution as, despite the undoubted experience of the crew, it is notoriously difficult to assess dimensions when no references are available. Hence it is probable that the object was not a missile; indeed it may have been another aircraft which, incidentally, would not have required Air Traffic Control clearance to fly at that height if it was clear of controlled airspace such as airways.

Section 40

30 September 1991

Sec(AS)2

Section 40

D/US of S(AF)/ADG 5597

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

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

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

I hope this is helpful.

The Earl of Arran

Paul Murphy Esq MP

TOP

Section 40

 FEED
DIRECTION

44

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

CAV105 30/1902 27303002

FOR CAV

PRIORITY/PRIORITY 301800Z SEP 91

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

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

SIC Z6F/KGA

UFO SITING REPORT

A. 292036A LESS THAN ONE SECOND

B. V BRIGHT WHITE LIGHT

C. DRIVING POSITION OF LORRY A968 HDG SOUTH 6046N 00050W

D. NAKED EYE

E. 050T FROM PARA C

G. 15 UP

G. 2NM

H. AWAY AND DOWN THEN GONE

J. 35KM VIS 3/8 CUSC BASE 2000FT

K. LIGHTHOUSE ON BALTA ISLAND OBSCURED BY LAND. UNST AIR PORT CEASED

PAGE 2 RBDOXN 0009 UNCLAS

FLYING 291935A

L. DUTY CONTROLLER RAF SAXA VORD

M. SAC  RAF SAXA VORD

N. NIL

O. CPL  RAF SAXA VORDP. 292130A SEP 91 

Q. YES PLEASE

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 2 DGSTI

DISTRIBUTION KGA

F

CYD 1 DD GE/AEW ACTION (CXJ 1 AFDO)

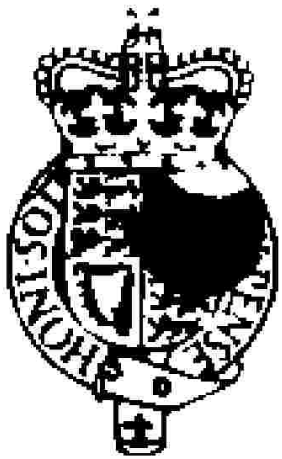
U N C L A S S I F I E D

TOP

PAGE 2 UNCLASSIFIED

7503002
FEED
DIRECTION

CXJ 1 AFDO



with the compliments of
MINISTRY OF DEFENCE

Sec (AS) 2 a

Section 40

DT55c

Section 40

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

Section 40

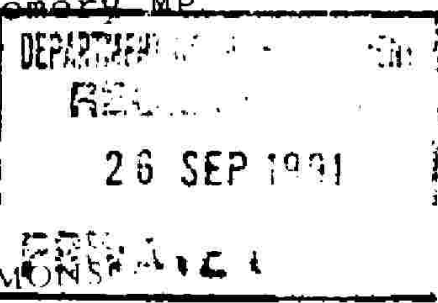
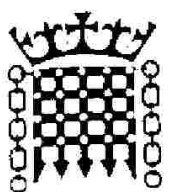
MOD FORM 195

Ufo file pro...

43

Sir Fergus Montgomery MP

XHO



HOUSE OF COMMONS
LONDON SW1A 0AA

Ref: 7425

25 September 1991

Dear Michael,

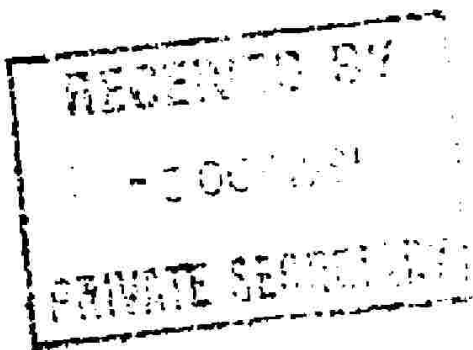
I enclose a letter I have had from

Section 40

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

Yours,

Michael Heseltine



The Rt Hon Michael Heseltine MP

-1425

Section 40

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

Dear Sir Fergus,

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

Yours faithfully
P.P.

Section 40

TOP

 FEED
DIRECTION

42

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

CAV076 25/1343 268C1956

FOR CAV

ROUTINE 251110Z SEP 91

FROM RAF WEST DRAYTON
TO MODUR AIR

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

SIL 26F

SUBJECT: AERIAL PHENOMENA

A. 23 SEP 91 1938L 3 TO 7 MINS LONG

B. 1 BY MAIN CIGAR SHAPED PURPLE/RED HOVERED. 2 SMALLER OF SAME
COLOUR DROPPED FROM 11 AND MOVED OFF AND FADED INTO CLOUD. NO SMELL
NO SOUND

C. OUTDOORS BURMAN/OFTS LEEDS

D. NAKED EYE

E. E TO W FROM YORK TO LEEDS AIRPORT

F. 5 DEGREES ABOVE HORIZON

G. 2 TO 3 MILES 1000 TO 2000FT

H. NIL

J. SLIGHTLY CLOUDY CLEAR WEATHER CLOUD HIGH

K. TOWER BLOCKS 10 STORY HIGH

L. LEEDS POLICE

PAGE 2 REDAID 0006 UNCLAS

Section 40

N. NIL

Section 40

P. 232000L SEP 91

BT

DISTRIBUTION 26F

F

CAB 1 SEC(AS) ACTION & CAS 1 AFDD

CIB 1 DB GE/AEW

CAV 1 DI 55

CAV 2 DCSII

END

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

FEED
DIRECTION

41

$$\lim_{n \rightarrow \infty} \frac{1}{n} \log \frac{1}{n} \sum_{i=1}^n \frac{1}{i} = 0.$$

1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 26

[illegible]
$$\begin{array}{l} \text{SiO}_2 \\ \text{Ti} \end{array} \quad \begin{array}{l} \text{SiO}_2 \\ \text{Si}_3\text{N}_4 \end{array} \quad \begin{array}{l} \text{Fe}_2\text{O}_3 \\ \text{Fe}_2\text{O}_3 \end{array} \quad \begin{array}{l} \text{Fe}_2\text{O}_3 \\ \text{Fe}_2\text{O}_3 \end{array}$$

U N I T 1 4 5

556

$$\frac{\partial}{\partial t} \left(\frac{1}{\rho} \frac{\partial \rho}{\partial t} \right) = \frac{1}{\rho} \frac{\partial^2 \rho}{\partial t^2} - \frac{1}{\rho^2} \left(\frac{\partial \rho}{\partial t} \right)^2 \quad (15) \quad \frac{\partial}{\partial t} \left(\frac{1}{\rho} \frac{\partial \rho}{\partial t} \right) = \frac{1}{\rho} \frac{\partial^2 \rho}{\partial t^2} - \frac{1}{\rho^2} \left(\frac{\partial \rho}{\partial t} \right)^2$$

NOTING

170 *Journal of*

• If C is a closed convex cone, then $C^* = C^\circ$.

161 1610

$$\alpha \left(\frac{1}{2} \right) \Gamma(\frac{1}{2}) \Gamma(\frac{1}{2}) = \Gamma(1) = 1 \quad \text{and} \quad \beta(0) = 1 \quad \text{as } x \rightarrow 0^+.$$

- [illegible]

The Sibley 1997 UC15 54.7°

$$\mathbb{C}^{n \times n} \ni \mathbf{A} = \begin{pmatrix} a_{11} & \cdots & a_{1n} \\ \vdots & \ddots & \vdots \\ a_{n1} & \cdots & a_{nn} \end{pmatrix} \in \mathbb{C}^{n \times n} \rightarrow \mathbf{A}^H = \overline{\mathbf{A}}^T = \begin{pmatrix} \overline{a_{11}} & \cdots & \overline{a_{n1}} \\ \vdots & \ddots & \vdots \\ \overline{a_{1n}} & \cdots & \overline{a_{nn}} \end{pmatrix} \in \mathbb{C}^{n \times n}$$

TOP

FEED
DIRECTION

Section 40

40

R E S T R I C T E D
UNCLASSIFIED

CXJ033 24/0840 267C0629

FOR CXJ

PRIORITY 240750Z SEP 91

FROM RAF WADDINGTON
TO BROAD SHIELD
MODUK AIR

R E S T R I C T E D

SIC I3F/IBJ

MODUK AIR FOR AFDO. HQSTC FOR UKRAOC AND WG CDR GE

SUBJECT REPORT OF AN UNIDENTIFIED FLYING OBJECT

A. 240322Z SEP 91

B. 1 OBJECT-BRIGHT LIGHT HOVERING

C. HOWDALE ROAD JUNCTION WITH LINNET DRIVE OUTSIDE IN A STATIONARY
POSITION

D. NAKED EYE

E. SOUTHEAST

F. 30 DEGREES

G. 5 MILES

H. MAINTAINED SAME HEIGHT BUT MOVED 10 DEGREES SOUTH SOUTHEAST
TOWARDS SOUTH

8. VERY GOOD VISIBILITY

PAGE 2 RBD0XR 0003 R E S T R I C T E D

J. NO OBJECT CLOSE

Section 40 HULL POLICE STATION

M. NIL

Section 40 HULL POLICE STATION

O. 240340Z SEP 91

BT

DISTRIBUTION I3F

F

CXJ 1 AFDO ACTION (CXJ 1 AFDO)

DISTRIBUTION IBJ

F

CYD 1 DD EW&R ACTION (CXJ 1 AFDO)

SEC (178) 2
AKW/GE
DIS

LOOSE MINUTE

D/Sec(AS)12/4

17 September 1991

D Air Def
SRAFLO

Copy to:
Sec(AS)1a
DI55c

AIR INCIDENT OVER KENT

1. I attach a copy of a Parliamentary Enquiry that we have received from Paul Murphy MP.
2. Some addressees may already be aware of the "Alitalia incident", in which the pilot of an Alitalia aircraft reported a near-miss with a missile-type object on 21 April 1991, over Lydd in Kent, at a height of approximately 22000 feet. I have attached a copy of the pilot's report and a newspaper article about the incident for ease of reference.
3. Although an object was seen on radar, subsequent enquiries were not able to identify it.
4. Could SRAFLO confirm that the object was not connected with any USAF activity.
5. I would be grateful if D Air Def could supply some unclassified sentences to cover the MP's point about a response from warning systems, and the possibility of a hostile response being triggered.
6. In order to meet our Parliamentary deadline, can I ask for responses by cop Wednesday 25 September.

Section 40

Sec(AS)2a

Section 40

Section 40

Ufo file . 39



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

Desk Phone
Messages
Pontypool Office

FAX Numbers:

Section 40

5 September 1991

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

Dear Lord Arran

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

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

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

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

cont...../2

The Earl of Arran

5 September 1991

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

I look forward to your reply.

Yours sincerely



PAUL MURPHY, MP

cc:

Section 40

NEAR COLLISION - AIR TRAFFIC INCIDENT REPORT FORM

NOTE: To be filled in printed characters and in English language.
 1. Chosen boxes contain items to be included in an initial report by radio.
 2. Items marked this * must be deleted as appropriate.

SECTION 1 - GENERAL INFORMATION

| | | |
|---|---|--|
| TYPE OF INCIDENT | A | INCIDENT (NEAR COLLISION) PROCEDURAL FACILITY * |
| NAME OF PILOT IN COMMAND | B | Section 40 |
| OPERATOR | C | ALITALIA |
| IDENTIFICATION MARKINGS OF AIRCRAFT | D | 1 - DAWC |
| AIRCRAFT TYPE | E | MD 80 |
| RADIO CALL SIGN (IN COMMUNICATION WITH FREQUENCY AT TIME OF INCIDENT) | F | AZ 284 - LON 124.1 - AT ~ 2000/2 |
| AERODROME OF DEPARTURE | G | MILAN - LINATE |
| AERODROME OF FIRST INTENDED LANDING AND DESTINATION, IF DIFFERENT | H | LONDON - HEATHROW |
| TYPE OF FLIGHT PLAN | I | FP |
| POSITION AT TIME OF INCIDENT: HEADING OR ROUTE, TRUE AIRSPEED | J | ~ 30 NM SOUTH BIGGIN VOR - HEADING 320° TAS 380 |
| FL, ALTITUDE OR HEIGHT, ALTIMETER SETTING, ALTITUDE | K | LEVEL FLIGHT CLIMBING <u>DESCENDING</u> TURNING * FL 222 - ALT 1013 - RATE 2000 ft/min |
| FLIGHT WEATHER CONDITIONS AT TIME OF INCIDENT | L | MC VMC
(Indicate above/below cloud fog haze)
VMC 30 Km NM
(Indicate horizontally from cloud between cloud layers in cloud rain snow sleet fog haze flying into/out of sun Reported/estimated flight visibility)
30 Km NM |
| DATE AND TIME OF INCIDENT, IN GMT | M | REPORTED BY RADIO TO LON 124.1 FMS TWR APP ACC FIC * AT 04/21/91 ~ 2000/2 |

SECTION 2 - DETAILED INFORMATION

| | | |
|--|---|---|
| DESCRIPTION OF OTHER AIRCRAFT, IF RELEVANT | N | Type, high/low wing, No. of engines
Radio call sign, registration
Markings, colour, lighting
Other identifying marks |
| DESCRIPTION OF INCIDENT | O | OBJECT SIMILAR MISSILE - WITHOUT EXHAUST FLAME - UNKNOWN
LIGHT BROWN - SIMILAR DESERT COLOUR
ABOUT 3 METERS LENGTH - ROUND SHAPE -
DURING DESCENT, AT FL 222 I SAW FOR ABOUT 3-4 SECONDS A FLYING OBJECT, VERY SIMILAR TO A MISSILE, LIGHT BROWN COLOUR - RED, WITH A TRACK OPPOSITE THEN MINE WHICH WAS 320° - IT WAS HIGHER THAN US ABOUT 1000 ft. |

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

| | | | |
|----------------|--------------|--|---|
| DATE: 04/22/91 | TIME: 8 P.M. | FUNCTION AND SIGNATURE OF PERSON SUBMITTING REPORT | FUNCTION AND SIGNATURE OF PERSON RECEIVING REPORT |
| PLACE: LONDON | | Section 40 | |

SECTION 3 - SUPPLEMENTARY INFORMATION

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

| | | |
|-----------------------|---|---|
| HOW REPORT RECEIVED | P | RADIO TELEPHONE TELEPRINTER * AT ARO AFIS TWR APP ACC FIC * |
| DETAILS OF ATC ACTION | Q | |

* Delete as appropriate

SIGNATURE OF ATC OFFICER

DATE TIME GMT

Inquiry into pilot's sighting of missile

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

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

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

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

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

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

By Stephen Ward

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

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

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

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

'The Independent'

6 May 1991

TOP

 FEED
DIRECTION

Section 40

38

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

LAVES1 15/1312 2500037Z

FOR LAV

ROUTINE/ROUTINE 151035Z 01 91

FROM RAF LEULHARD

TO BUCK AIR

INFO BUSTL
SQUAD SHIELD

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

OIL LOP

FOR ATIN BUCK CRAP

REMARK ON AN UNIDENTIFIED FLYING OBJECT.

A. 150700Z SEP 91

B. ONE BLACK BALL WHICH BECAME LIGHTER THEN BECAME DARK AGAIN

C. BILHIL-N13679. OUTSIDE. STATIONARY

D. BAKLE EYE

E. LOOKING TOWARDS BUCKHAVEN-N13578

F. NOT KNOWN

G. NOT KNOWN

H. MOVED TOWARDS COASTLINE

I. VISIBILITY GOOD. VERY LITTLE CLOUD COVER

K. NIL

PAGE 2 KBDUXJ 0002 UNLLAS

L. WIND CFS. RAF LEULHARD

Section 40

FIVE

M. NIL

N. NIL

O. 150700Z SEP 91

P. TBS

Q.

DISSEMINATION ZOP

P

LAV 1 UNCLAS ACTION : LAG 1 ALPH 1

LAV 1 RE BL/ALB

LAV 1 BL SE

LAV 2 BUSTL

UNIT

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

ANNEX A TO
SOP 502

37

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

L. To whom reported (Police,
military, press etc)

RAF Fylingdale (2255A)

M. Name & Address of Informant

Not given in case he was thought
to be a crank

N. Background of Informant that
may be volunteered

- Care worker

O. Other Witnesses

- None

P. Date, Time of Receipt (in AFOR)

2310A Sep 91

Q. Any Unusual Meteorological
Conditions

- None

R. Remarks:

None

Section 40

Date: 14 Sep 91

Distribution:

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

R02
Duty Ops Officer
AF Ops

FEED
DIRECTION

File per 36

FOR CRY

ROUTINE ROUTINE: $\log_{10} \frac{1}{1 - \frac{1}{2} \left(\frac{1}{2} \right)^{1/2}}$

FROM RAN FT: IN DELETED
TO POLAR GLE
INFO BROAD FIELD
FOR 11 16 DELETED 10/10/10

Q N U L A E S I " I r B

SIC: 266 / 33F / 1E...

SUBJECT OF REF: UNK

A. APPROX 142205, LOCAL CL: 1.5, A: 3.0, C: 1.0, D: 1.0

B. STEADY WHILE LIGHT LINE POSITION.

C. OBSERVER STANDING OUTSIDE OF THE GATE

D. S. L. N. O. L. T. H. N. A. K. A. R. E. E.

E. OBJECT FIRST SEEN DIRECTLY by Friend

F. APPROX 50 DEGREE

6. NOT ABLE TO RECALL DATE OF DEATH

H. SMOOTH MUSCLE WITH NO TEND:

J. C. CLEGG, M. B. GRIFFIN

K. M. M. A

[illegible]

DECLASSIFIED BY: 6032 PJA/STW/MLL

Theorem 1.1 (see [2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 83

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U. N. O. JHEP01(2016)018

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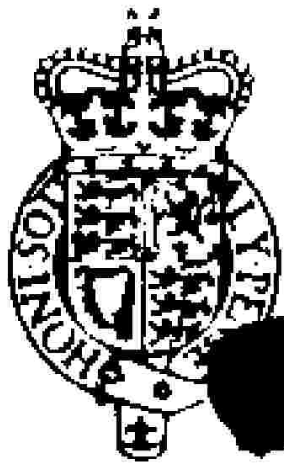
1 CYB 1 100 1000 1000 1000 1000

END

Section 40

File Pre.

35



with the compliments of

MINISTRY OF DEFENCE

Sec (AS) 2a UFO file

D155c

Section 40

*You may be interested in the
attached ...*

Section 40

MOD FORM 195

CONFIDENTIAL
UNCLASSIFIED

Copy No
of 37 Copies

AIR FORCE OPERATIONS

34

6/3
Summary of Activity No 176
for 24 hour period ending
0001Z 11th September 1991

Duty Officer
ROE

Section 40

SOVIET AIR ACTIVITY -----

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

POSSIBLE MISSILE SIGHTING -----

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

SEARCH AND RESCUE -----

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

Section 40

We have already discussed this with Sec(AS).

Section 40

UNCLASSIFIED
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33

Section 40

UFO file
per.

32

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† The following are the authors' names in Chinese: 1. 王德成, 2. 王德成, 3. 王德成, 4. 王德成, 5. 王德成, 6. 王德成, 7. 王德成, 8. 王德成, 9. 王德成, 10. 王德成.

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Section 40

of file

30

2

21

TOP

↑
FEED
DIRECTION

Section 40

UNCLASSIFIED

29

CAV011 0270830 24500410

FOR CAV

ROUTINE 020630Z SEP 91

FROM RAF WEST DRAYTON
TO MODUK AIR

UNCLASSIFIED

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 31 AUG 91 1545-1555L

B. ONE. ORANGE WITH WHITE LIGHTS

C. PORT ST MARY HARBOUR. ISLE OF MAN. OUTDOORS. STATIONARY

D. NAKED EYE AND BINOCULARS

E. SOUTH EAST

F. BETWEEN 1500 AND 2000FT

G. N/K

H. DRIFTING IN WIND

J. 7KM IN HAZE

K. NOTHING SIGNIFICANT IN AREA

L. ATC RONALDSWAY

Section 40

ISLE OF MAN

N. NONE

PAGE 2 KBDAID 0002 UNCLAS

Section 40

P. 3176/91 1558L

BT

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| CAF | 1 | SEC(AS) | ACTION | (CXJ | 1 | AFDO) |
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| CAV | 2 | DGSTI | | | | |

END

UNCLASSIFIED

TOP

Section 40

FEED
DIRECTION

Section 40

ufo file

28

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

CAS067 27/1316 23901360

RUB GAV

ROUTINE 270747Z AUG 91

FROM RAF WEST DRAGON
TO MODUR AIR

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

SIC 26F

AERIAL PHENOMENA

A. 261250Z AUG 91 30 HRS

B. ONE CANNOT TELL POSSIBLY CIRCULAR REVOLVING MOSTLY WHITE FLASHES
GREEN/RED/YELLOW BRIGHT STARS NO SOUND NO SMELL

C. TONBRIDGE WELLS. 3000 YRS. STATIONARY

D. NORTH EAST

E. NAKED EYE

F. 45-50 DEGREES FROM HORIZONTAL

G. POSSIBLY 3 FILES

H. MOVING SLIGHTLY LEFT TO RIGHT (TO AND FRO MOTION)

I. CLEAR SKY/MOONLIGHT

K. NO

L. NONE

Section 40

TONBRIDGE WELLS. RENT

PAGE 2 REPAID 0001 001 LAS

M. ALL

N. WIFE. BROTHER. MOTHER

P. 260225Z AUG 91

BT

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VFO File

27

CDSR
SACT

UNCLASIFIED

H 190017Z AUG 91

ROR CKE

PRIORITY 191300Z AUG 91

FROM RAF LYNEHAM
TO MOD

UNCLASIFIED

TOP SECRET

MODUR FOR AFOS

SUBJECT: REPORT OF AN UNIDENTIFIED FLYING OBJECT

H 191030Z AUG 91 - 7-8 SECONDS

E DARK, BLACK WITH NO REFLECTION, ONE ONLY

C STATIONARY IN BACK GARDEN

D SEEN WITH NAKED EYE

E MOVING WEST TO EAST

F 45 DEGREES OVER HORIZON

G NOT KNOWN

H MOVED IN STRAIGHT LINE AT HIGH SPEED

I CLOUDLESS BLUE SKY

K NO NEAR BY OBJECTS

L RAF LYNEHAM OPERATIONS, SAC **Section 40**M **Section 40** MOD UN CLASIFIED

PAGE 2 RBDQYF 0030 UNCLAS

Section 40

IN NO OTHER INFORMATION GIVEN

D ALSO OBSERVED BY WIFE OF INFORMANT

P 191150Z AUG 91

BT

MINISTRY OF DEFENCE

20 AUG 1991

AIR FORCE OPERATIONS

DISTRIBUTION 26F

C

NO SCL

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CXX 1 ROR STACT ACTION 1 CXX 1 CDSR

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AEW/GC

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RESTRICTED

26

LOOSE MINUTE

DI55c1/108/15/1

14 August 1991

Sec(AS)2a

Copy to :

D/D Air Def/111/6/4

LETTER FROM

Section 40

UFO's

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

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

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

Section 40

Wg/Cdr
DI55

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TOP

 FEED
DIRECTION

ufo file

25

UNCLASSIFIED

CAV025 12/0903 2240502

FOR CAV

ROUTINE 100715Z AUG 91

FROM RAF WEST DRAYTON
TO MODUK AIR

UNCLASSIFIED

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 082230 TO 080015L AUG 91

B. 7 STAR SHAPED OBJECTS. VERY BRIGHT WHITE

C. OUTDOORS. STATIONARY. Section 40 STANLEY. WAKEFIELD

D. BINOCULARS

E. ABOVE HOUSE

F. VERTICAL 90 DEGREES

G. SAME HEIGHT AS STARS

H. CHANGING

J. CLEAR SKY

K. NO

L. Section 40 EVENING POST

Section 40

N. EX POLICE CONSTABLE

PAGE 2 RBD AID 0001 UNCLAS

Section 40

P. 091600Z AUG IN AIS(M)

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 2 DGSTI

END

UNCLASSIFIED

Section 40

ANNEX A TO
SOP 502UFO File

24

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

2. To whom reported (Police,
military, press etc)

Milton Keynes Police.

M. Name & Address of Informant

Section 40

Section 40

Newport Pagnal
Bucks Section 40

N. Background of Informant that
may be volunteered

O. Other Witnesses

P. Date, Time of Receipt (in AFOR) 092320A Aug 91.

Q. Any Unusual Meteorological
Conditions

R. Remarks:

Ht difficult to judge but object
completely silent.

Section 40

Date: 09 Aug 91

Distribution:

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

R02
Duty Ops Officer
AF Ops

TOP

Section 40

FEED
DIRECTION

23

Y ufo file p22

UNCLASSIFIED

TAVOAS 06/1233 21500700

FOR CAV

ROUTINE 060720Z AUG 91

FROM RAF WEST DRAYTON
TO MODUR AIR

UNCLASSIFIED

ZIC ZSF

SUBJECT: AERIAL PHENOMENA

A. 7 AUG 91. 2230Z. 10 MINUTES

B. ONE VERY BRIGHT WHITE AND RED LIGHT. PYRAMID SHAPE

C. 100000Z. 01AT 0000Z. 01EPRANK. 010000Z. 010000Z

D. 010000Z

E. 010000Z

F. N/A

G. 3 MILES

H. CHANGING

I. VERY STILL. VERY FEW CLOUDS

J. N/A

K. RAF WEST DRAYTON

Section 40

N. NIL

PAGE 2 REPEAT 0004 UNCLAS

Section 40

TAVOAS 06/1233 21500700

BT

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CAB 1 SEC(AS) ACTION (EXJ 1 AFDO)

CVD 1 DP GE/AEW

CAV 1 DI SE

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18. The eighteenth is the

CL
Section 40ANNEX A TO
SOP 502
21REPORT OF AN UNIDENTIFIED FLYING OBJECT

| | | |
|----|--------------------------------------|----------------|
| A. | Date, Time &
Duration of Sighting | 29th Jul 2123Z |
|----|--------------------------------------|----------------|

| | | |
|----|--|--|
| B. | Description of Object
(No of objects, size,
shape, colour, brightness) | Very Bright, Flashing, 2 or 3 blue
lights at rear, 1 or 2 white lights
at front. |
|----|--|--|

| | | |
|----|--|---------------------------|
| C. | Location, indoor/outdoor,
stationary/moving | Outdoors, driving vehicle |
|----|--|---------------------------|

| | | |
|----|---|------------|
| D. | How Observed (naked eye,
binoculars, other optical
device, still or movie | Naked eye. |
|----|---|------------|

| | | |
|----|--|------------------------------|
| E. | Direction in which object
first seen (A landmark may
be more useful than a badly
estimated bearing) | Coming from NE travelling SW |
|----|--|------------------------------|

| | | |
|----|--|------------|
| F. | Angle of Sight (Estimated
heights are unreliable) | Not known. |
|----|--|------------|

| | | |
|----|---|------------|
| G. | Distance (By reference to a
known landmark | Not known. |
|----|---|------------|

| | | |
|----|---|----------------|
| H. | Movements (Changes in E, F & G
may be of more use than
estimates of course and speed) | No information |
|----|---|----------------|

| | | |
|----|--|---------------------|
| J. | Met Conditions during Observations
(Moving clouds, haze, mist etc)
(Moving clouds, haze, mist etc) | Clear bright night. |
|----|--|---------------------|

| | | |
|----|---|--|
| K. | Nearby Objects (Telephone lines,
high voltage lines, reservoir, lake Over A 68.
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) | |
|----|---|--|

To whom reported (Police,
military, press etc)

Local Police. Section 40
Melrose, Lothian Police

M. Name & Address of Informant

Section 40

Lowood
Melrose

N. Background of Informant that
may be volunteered

Local woman, did not seem like a
crank.

O. Other Witnesses

Nil

P. Date, Time of Receipt (in AFOR)

292245Z Jul 91.

Q. Any Unusual Meteorological
Conditions

NIL.

R. Remarks:

Nil.

Section 40

R02
Duty Ops Officer
AF Ops

Date: 29 Jul 91

Distribution:

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

20

LOOSE MINUTE

D/D Air Def/111/6/4

28 Jul 91

Sec (AS) 2a

Copy to :

DI 55c

LETTER FROM Section 40 UFOS

Reference:

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

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

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

Section 40

Wg Cdr
GE 3

Section 40

M2

→ 55c 19

APS/US of S(AF)

Copy to:

GE3(RAF)
DI55c

1. I attach at E3 a self-explanatory draft response to the letter at E1.
2. A copy of our response to Section 40 mentioned in E3, is also attached at E2.

Section 40

26 July 1991

Sec(AS)2

Section 40

E3

D/US of S(AF)/ADG 5597

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

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

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

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

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

I hope this is helpful.

THE EARL OF ARRAN

Mr Paul Murphy MP

E2

MINISTRY OF DEFENCE
Main Building Whitehall London SW1A 2HB

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

87

Section 40

Your reference

Our reference D/Sec(AS)12/3 ←

Date 8 July 1991

Section 40

Dear

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

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

Yours sincerely,

Section 40

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





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

US
S/7
SL441

Desk Phone
Messages
Pontypool Office

Section 40

FAX Numbers:

INCL No.
1

5 July 1991

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

Dear Secretary of State

Section 40

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

Yours sincerely

Paul Murphy

PAUL MURPHY, MP

Enc

Section 40

10th June 1991.

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

Dear Mr Murphy,

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

Yours sincerely,

Section 40

ystery missile' over Kent coast

IGHT

secret," said Cleo Proctor, duty controller.

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

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

A rogue missile was the sus-

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

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

The CAA publicly confirmed the sighting over Lydd only last Friday. It said the pilot had described a "missile-shaped" object. But Zaghetti

was specific in his account to air traffic controllers that what he had seen was a missile.

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

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

Reid said it was conceivable that the pilot might have seen

an optical illusion and that the radar trace could have been a cloud. "We're really flummoxed," he said.

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

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

080200

Section 40

18

17

TOP

FEED
DIRECTION

16

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99

$$e^{-\frac{1}{2}(\frac{1}{2}x^2 + \frac{1}{2}y^2)} = \frac{1}{\sqrt{2\pi}} e^{-\frac{1}{2}x^2} \frac{1}{\sqrt{2\pi}} e^{-\frac{1}{2}y^2} = \frac{1}{2\pi} e^{-\frac{1}{2}x^2} e^{-\frac{1}{2}y^2}$$

4. SP 1 m

Page : 311 Date : 20/03/2020 Page : 71

1. REPORT FROM SECRET DEPARTMENT
2. TO ATTENTION OFFICE

[illegible]

1997年12月16日 星期一 晴

Received 15 November 2005; revised 12 January 2006; accepted 12 January 2006
Published online 12 February 2006 in Wiley InterScience (www.interscience.wiley.com). DOI: 10.1002/anie.200525311

3. THE DESIGN IS 4 METRES LONG, 1.65 SHARP AND SILVER-METALLIC COLOUR

19. ANALYSIS

1. *Phragmites australis* (Cav.) Trin. ex Steud.

1. $\frac{1}{2}$ 2. $\frac{1}{3}$ 3. $\frac{1}{4}$ 4. $\frac{1}{5}$

$$f = \sum_{j=0}^{\infty} f_j(x) = \sum_{j=0}^{\infty} P_j(x) \frac{d^j}{dx^j} g(x),$$
$$\frac{d}{dt} \left(\frac{\partial L}{\partial \dot{x}} \right) = \frac{\partial L}{\partial x}, \quad \frac{d}{dt} \left(\frac{\partial L}{\partial \dot{y}} \right) = \frac{\partial L}{\partial y}$$
$$P_{\text{eff}} = \frac{1}{2} \left(\frac{1}{\rho} + \frac{1}{\rho'} \right) \frac{1}{\left(\frac{1}{\rho} + \frac{1}{\rho'} \right) + \frac{1}{\rho''}}$$

1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840. 84

RESEARCH DESIGN

Section 40

WITTING AND KINGSLEY

Figure 10: $\mathbb{R}^2$ and $\mathbb{R}^3$ with the usual metric

Section 40

$$I_{\text{eff}} = \frac{\langle I^2 \rangle}{\langle I \rangle^2} = \frac{\int_0^\infty I^2 P(I) dI}{(\int_0^\infty I P(I) dI)^2}$$

Figure 1

PLATE 103 104 261

1

1170 *Journal of Interpersonal Violence 28(6)*

三、四、五、六

644 191 535

$$\frac{1}{2} \left(\frac{1}{2} \right)^2 = \frac{1}{8} \quad \frac{1}{2} \left(\frac{1}{2} \right)^2 = \frac{1}{8} \quad \frac{1}{2} \left(\frac{1}{2} \right)^2 = \frac{1}{8}$$

4. 1948. 7. 16.

U N I T 1 0 5

TOP

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FEED
DIRECTION

15

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

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

ANNEX A TO
SOP 502REPORT OF AN UNIDENTIFIED FLYING OBJECT

14

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

L. To whom reported (Police, Local Police.
military, press etc)

M. Name & Address of Informant

Section 40

Ryde

Isle of Wight

Tel No:

Section 40

N. Background of Informant that Nil
may be volunteered

O. Other Witnesses Neighbour.

P. Date, Time of Receipt (in AFOR) 232115Z Jul 91.

Q. Any Unusual Meteorological NIL.
Conditions

R. Remarks: Nil.

Section 40

R02

Duty Ops Officer
AF Ops

Date: 23 Jul 91

Distribution:

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

UNCLASSIFIED
RESTRICTED

Printout
6 good intercepts
Reply
Aircraft Weekly
13

00SE MINUTE

D/Sec(AS)12/3

18 July 1991

GE3(RAF)
DI55cLETTER FROM **Section 40** - UFOS

1. Please find attached a copy of a letter from **Section 40** together with a copy of an article from FSR (Flying Saucer Review ?).
2. The letter asks for confirmation of the report by Tornado pilots of seeing lights over the North Sea on 5 November. Having checked our files I have found the attached report (RAF WEST DRAYTON Z6F 061340Z Nov 90) which corresponds in terms of time and place to the incident reported in the article.
3. It is part of our stated policy that when a correspondent can identify a particular incident, we are prepared to answer specific queries on that incident if it has been reported to us. In this case, you will notice that **Section 40** has mentioned that 'DoD sources' had linked sightings in Northern Europe on 5 November to a satellite re-entry whereas the RAF aircrew who made the report identified their sighting as a possible Stealth aircraft.
4. I have a note on file of having spoken to AIS West Drayton on 6 November. They had spoken to **Section 40** and mentioned reports which had been made of a sighting outside the UK. This, of course, means that **Section 40** is aware we have a report, although he is probably not aware of what is in it.
5. I would appreciate your advice regarding the level of detail we should use in our response to **Section 40**. Would there be any objections to our including the possible identification of a Stealth aircraft in our reply, especially bearing in mind that someone **Section 40** 'DoD sources' ?) seems to have explained the phenomena seen on that day as being due to satellite re-entry ?

Section 40

Please advise

2/8

Section 40**Section 40**

Sec(AS)2a

Section 40UNCLASSIFIED
RESTRICTED

Ministry of Defence.

Section 40

Secretariat (Air Staff) 2a,
Room Section 40
Main Building Whitehall
London, SW1A 1HE

Section 40

July 9th. 1991

Dear

Section 40

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

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

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

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

Looking forward to hearing from you, I remain,

Section 40

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

POSTSCRIPT BY EDITOR, FSR

I have not seen a single report about any more such deaths in any British newspaper! I therefore recently asked Mr Tony Collins what he thought about this, and it seems that he too knows of no new cases. But, since the only official "explanation" for such cases so far has been "STRESS", the situation now becomes astounding. For there has been a continued severe deterioration in the British economic situation

over the past year, and consequently "STRESS" must now be far more prevalent here than ever! Mr Collins admitted that he had not thought of this, and found my suggestion startling.

If, then, "STRESS" has truly been the cause, we must then have to accept that, since the end of 1982, the British authorities have been censoring the situation so closely that not one single further report of the existence of a Britain as a list has got into our newspapers!

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

SPECIAL REPORT TO FSR (MAY 1991)

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

By Paul Whitehead, FSR Director and Consultant

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

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

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

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

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

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

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

But it was the BA captain's further comments that are causing amazement and intense interest. SIGAP

has released the information to UFO researcher and writer Tim Good, and we hope to have more comprehensive details this year.

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

The accompanying Tornado pilot was so concerned that they were on collision course with the lights (*apparently none of them were seen*) that he "broke away" and took "violent evasive action". This same pilot later added that he thought he was heading directly for a C-5 Galaxy, a giant US transport plane. The formation of UFOs carried "straight on course and shot off ahead at speed — they were nearly supersonic. Some C-7, he said, indicating that they were going faster than the speed a C-5 can achieve. *Some C-5!*

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

It is to be noted that the North Sea lies to the east of Britain and just north of Belgium, and the Belgian Air Force have recently pursued and filmed UFOs over land close to the North Sea, and possibly over the North Sea itself. See Reports on "Huge Unmanned Craft Over Belgium" in FSR 35/2 and 36/1. The attention of readers is also specially drawn to John Fowler's report of an extremely similar case, "UFO SEEN FROM 'FRIDENT' NEAR LISBON" in July 1976, which was published in FSR 22/4 1977.

TOP

FEED
DIRECTION3L 20
64/2

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

CWD197 06/1542 31002587

FOR CAB

ROUTINE 061340Z NOV 90

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 5 NOV 1800Z

B. ONE LARGE AEROPLANE (SHAPE). 5 TO 6 WHITE STEADY LIGHTS. 1 BLUE STEADY LIGHT. CONTRAILS FROM BLUE AREA

C. IN THE AIR M.C.6 AREA. FL270 YPENBURG

D. NAKED EYE

E. HEADING 100 DEGREES. SAME ALT FL270

F. INTO OUR 12 OCLOCK

G. ONE QUARTER MILE AHEAD

H. STEADY

J. N/K

K. N/K

L. WORKING DUTCH MILL RADAR

M. SQNLDR **Section 40** 2 AC SQN

PAGE 2 RBDAID 0009 UNCLAS

N. NIL

O. 2 OTHERS FROM LAARBRUCH

P. OTHER INFO. AIRCRAFT WAS UNDER DUTCH MIL CONTROL UFO APPERRED IN OUR RH SIDE SAME LEVEL. WE WERE TRAVELLING AT MACH POINT 8. IT WENT INTO OUR 12 OCLOCK AND ACCLLERATED AWAY. ANOTHER 2 TORNADOS SEEN IT AND POSSIBLE IDENTED IT AS A STEALTH AIRCRAFT

BT

DISTRIBUTION Z6F

F

| | | | | | | | |
|-----|---|----------|----|----|---|---|----|
| 248 | 1 | SEC 1001 | 31 | 00 | 1 | 1 | 00 |
| 249 | 1 | CC 001 | 00 | 00 | 1 | 1 | 00 |
| 240 | 1 | 01 00 | | | | | |
| 240 | 2 | 0000 | | | | | |

END

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

ANNEX A TO
COP 502

12

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

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

Date..17 Jul 91.....

Copies to:

~~Sec (AS) 2~~

AEW/GE

DI 55

~~AEW/GE~~

Section 40

.....
Squadron Leader
Duty Operations Officer
AF Ops

Sec (AS) 2a

TOP

 FEED
DIRECTION

11

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

CAS015 17/0825 198C0665

FOR CAV

ROUTINE 170615Z JUL 91

FROM RAF WEST DRAYTON
TO MODUR AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 170154L JUL 91. DURATION UNKNOWN

B. ONE OBJECT BULLET SHAPED

C. Section 40 EALING, OUTDOORS, STATIONARY

D. OPTICAL NIGHT LENSES. STILL PHOTOS OBTAINED

E. FROM EALING TO WATFORD ALONG OSTERLY PARK

F. UNKNOWN

G. DIPPED BEHIND TREES. QUITE LOW

H. CARRIED OUT SOME MANOEUVRES

J. CLEAR SKY

K. FACTORY NEARBY

L. POLICE. PRESS. D AND D FLT RAF WEST DRAYTON

M. Section 40 ADDRESS AS ABOVE

N. SOUNDED NORMAL NOT HYSTERICAL

PAGE 2 RBD01D 0001 UNCLAS

O. FAMILY

P. 170225L JUL 91

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 2 DGSTI

END

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

C113

HEADQUARTERS MILITARY AIR TRAFFIC OPERATIONS

Section 40



Hillingdon House Uxbridge Middlesex UB10 0RU

554
Section 40

DDI:
GPTN:
FAX:
FAX GPTN:

Section 40

10

12/2

Please reply to
Your Reference

Air Officer Commanding

Our Reference

MATO/13/4/8/RS3a

See Distribution

Date

16

Jul 91

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

Reference:

A. CAA 91/01151 dated 10 May 91.

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

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

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

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

Section 40

// LtCdr RN
for AOC

Distribution:

External:

Action:

SDAU

Information:

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

Sec(AS) copy to:

GE3
DI53c

Section 40

TOP

 FEED
DIRECTION
ufo file

9

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

Section 40

CAV079 01/1148 18201327

FOR CAV

ROUTINE 011031Z JUL 91

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIG Z6F

SUBJECT AERIAL PHENOMENA

A. 290121L JUN 91 FOR 10 MINS
 B. 1 SMALL ROUND OBJECT, LIKE A STAR
 C. WEST DRAYTON, MIDDLESEX. OUTDOORS. STATIONARY
 D. NAKED EYE
 E. SOUTH/SOUTH EAST
 F. N/K
 G. VERY HIGH
 H. STEADY THEN TURNED
 J. CAVOK, NO SIG
 K. N/K
 L. POLICE/HEATHROW/LAICC

Section 40

N. NIL

PAGE 2 R5DAID 0001 UNCLAS

O. NO

P. 290200L JUN 91

BT

DISTRIBUTION Z6F

F

| | | | | | | | | |
|-----|---|---------|--------|---|-----|---|------|---|
| CAB | 1 | SEC(AS) | ACTION | (| CXJ | 1 | AFDD |) |
| CYD | 1 | DD | GE/AEW | | | | | |
| CAV | 1 | DI | SS | | | | | |
| CAV | 2 | DCSII | | | | | | |

END

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

TOP

 FEED
DIRECTION

8

UNCLASSIFIED
R E S T R I C T E D

Section 40

CAV114 08/2056 189C3471

FOR CAV

ROUTINE/ROUTINE 081444Z JUL 91

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

R E S T R I C T E D

SIC I3F/Z6F

REPORT ON SIGHTING OF AN UFO

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

UNCLASSIFIED

PAGE 2 RBDOWL 0008 R E S T R I C T E D

M. MEMBER OF ROC
N. NIL
P. 081341(Z) JUL
BT

DISTRIBUTION I3F

F

CXJ 1 AFDO ACTION (CXJ 1 AFDO)

DISTRIBUTION Z6F

F

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

UNCLASSIFIED

*END

R E S T R I C T E D

ANNEX A TO
SOP 502

7

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

L. To whom reported (Police,
military, press etc)

Reported to Police. Newport, Isle of
Wight

M. Name & Address of Informant

Section 40

N. Background of Informant that Nil
may be volunteered

O. Other Witnesses

Section 40

A 2nd person not known

P. Date, Time of Receipt (in AFDR) 071725Z Jul 91.

G. Any Unusual Meteorological
Conditions

NIL.

R. Remarks:

Specifically requested that name
should NOT be associated if
classified as a UFD sighting

Section 40

Date: 7 Jul 91

Distribution:

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

R02
Duty Ops Officer
AF Ops

TOP



FEED
DIRECTION

Section 40

b

info file

TOP

Section 40

FEED
DIRECTION

ufo file

S

UFO FILE - 1000000000

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OFO file

4

ANNEX A TO
JOP 212REPORT OF AN UNIDENTIFIED FLYING OBJECT

| | | |
|----|--|--|
| A. | Date, Time &
Duration of Sighting | 032035 L JULY 41 |
| B. | Description of Object
(No of objects, size,
shape, colour, brightness) | Long thin tube in wings
Silver - no bright nose,
Sound small |
| C. | Exact Position of Observer
Location, indoor/outdoor,
stationary/moving | Devonmoor, 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 poorly
estimated bearing) | Over Devonmoor W-E
towards Exeter |
| F. | Angle of Sight (Estimated
heights are unreliable) | high in sky |
| G. | Distance (By reference to a
known landmark) | / |
| H. | Movements (Changes in E, F & G
may be of more use than
estimates of course and speed) | Steady |
| J. | Met Conditions during Observations
(Moving clouds, haze, mist etc) | Clear Sky |
| K. | Nearby Objects (Telephone lines,
high voltage lines, reservoir, lake
or dam, swamp or marsh, river,
high buildings, tall chimneys,
steeples, spires, TV or radio masts,
airfields, generating plant,
factories, pits or other sites with
floodlights or night lighting) | |

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

Section 40

Date... 5 June 91...

Copies to:

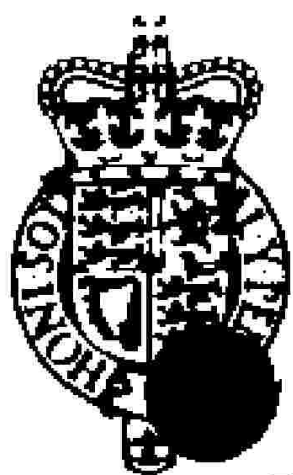
~~Sec(AS)2~~

AEW/GE

DI 55

~~File AF Cps 1741~~~~Squadron Leader~~~~Duty Operations Officer~~~~AF Cps~~

Sec(AS) 2a



From: See(AS) *La*
 with the compliments of
MINISTRY OF DEFENCE

To: *DISSE*

Section 40

Please see attached report to
 CAA of an air occurrence.
 I have asked GE3 (RAF)
 whether anything unusual appeared
 on AD radars on 17 June,
 but do not intend to take
 this any further unless asked
 by the CAA.

Section 40

Section 40

3/7/91

Section 40

MOD FORM 195

①

CAA

NEW OPEN OCCURRENCE REPORT

OCCURRENCE NUMBER

91/02019X

3

AIRCRAFT TYPE

UNKNOWN

BRIEF TITLE :

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

OPERATOR

UNKNOWN

SDAU COORDINATOR

OFS3

EXT.

Section 40

SDAU COMMENTS

Sheets 1A & B attached.

EXECUTOR

RS3 MATO

LOCK-HILLINGDON HOUSE

INFORMEE

LOCATION

ATCI AVIATION House

CAP6 (CAP) CAA HOUSE

CAP4B CAA HOUSE

Section 40

Section 40

MSU - CAA House

MOD RAP (ATE2)

SIGNATURE

Section 40

PP

NAME

Section 40

DEPT/SECTION

Safety Data & Analysis Unit

DATE

27th June, 1991

GTS25N
040489DATE OF ADMIN
ACTION

(1A)

Civil Aviation Authority

OCCURRENCE REPORT

PLEASE COMPLETE IN BLACK INK

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

Section 40

Complete all sections where information is relevant.

For multi-choice boxes, indicate which entry is appropriate.

If the report is submitted direct to SDAU and reporter considers it essential that it be Confidential —
annotate report prominently and complete Boxes 47 and 52. SDAU will respect your wish.

CAA Occurrence No.

9102019X

| | | | | | | | | | | | | | | | |
|--|--|-----------------------------------|-----------------------|---|--|---|--|--|--|--------------------------------------|--|---|--|--|--|
| Aircraft Type and Series
1 B737 200 | | Registration
2 G-WGEL | Operator
3 DAN AIR | Date of Occurrence
4 17 JUN '91 | | Flight Phase
22
PARKED
TAXYING
TAKE-OFF
INIT CLIMB
CLIMB
CRUISE
DESCENT
HOLDING
APPROACH
LANDING
CIRCUIT
AEROBATICS
HOVER | | Nature of Flight
23
PAX
FREIGHT
SURVEY
PLEASURE
AGRICULTURAL
BUSINESS
CLUB/GROUP
PRIVATE
POSITIONING
FERRY
TEST
TRAINING
PARACHUTING
TOWING | | | | | | | |
| FLIGHT AND WEATHER DETAILS | | | | | | | | | | | | | | | |
| Flight No.
5 Section 40 | | DAY
6 XXY
7 XXY
8 XXY | | Wind (CLIMB)
12 190/20
IAS
250 kts | | Runway
Used
16 26L
State | | Precipitation
18
RAIN
SNOW
SLEET
HAIL | | Icing
19
LIGHT
MOD
HEAVY | | Turbulence
20
LIGHT
MOD
SEVERE
EXTREME | | | |
| From
6 LGW | | Time
9 1735
10 GMT | | HT/ALT/FL
14 5000ft | | DRY
WET
ICE
SNOW
SLUSH | | Cloud Type
CUMULUS
Height/ft TOPS APPROX 4000'f
21 Amount/8ths 7/8 | | | | | | | |
| To
7 HAM | | Visiblity
11 ABOVE
12 CLOUD | | OAT
15 +8 °C | | | | | | | | | | | |
| Geog. Position
8 SEE NARRATIVE | | | | | | | | | | | | | | | |

NARRATIVE

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

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

PTO

24

Continue on back

| | | | | | | | | | | | | | | | |
|---|--|--|--|----------------------|--|---|--|---|--|--|--|---------------------|--|-----------------------------------|--|
| ENGINEERING DETAILS | | Aircraft Constructor's No. | | Engine Type & Series | | Ground Phase Maintenance
Ground Handling
Taxi
Unattended | | AIRCRAFT BELOW 5700 kg ONLY
Maintenance Organisation
27(a)
Tel. No.
27(b) | | | | | | | |
| 25 | | 26 | | 27 | | 28 | | 29 | | | | | | | |
| Component/Part | | Location on aircraft | | Manual Reference | | Overhaul/Repair Agency | | 32 Maintnce. Prog.
O.C. C.M. H.T. | | Reliability
Prog.
Cat 'A' Item
YES/NO | | | | | |
| 28 | | 29 | | 30 | | 31 | | 32 | | 33 | | | | | |
| Manufacturer | | Part No. | | Serial No. | | HOURS/
CYCLES/
LANDINGS | | Total | | Since O/H
or repair | | Since
inspection | | Manufacturer
Advised
YES/NO | |
| 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | | 41 | |
| Is there any published Airworthiness and/or Operational information or control procedures relevant to this occurrence (e.g. AN, SB, AIC etc)? | | Reference No. and Compliance Status of Aircraft or Equipment | | | | | | | | | | | | | |
| 42 YES/NO | | 737-13-91 | | | | | | | | | | | | | |

| | | | | | | | |
|--------------------------------|--|---|--|-------------------------------------|--|---|--|
| Report
ORIGINAL/SUPPL. | | If report is submitted voluntarily i.e. not subject to mandatory requirements | | Organisation
48 DAN AIR SERVICES | | Address and Tel. No. (if reporter wishes to be contacted privately) | |
| Reporter's Investigation
43 | | 46 | | Position
49 CAPTAIN | | 52 | |
| Flight Data
44 | | Can the information be disseminated in the interests of safety | | Reference No.
DAS | | Date
17 JUN 1991 | |
| | | | | Name
Section 40 | | Signature | |

(13)

17.6.91

1930. - 39 HRS

HAMBURG TIME

Hamburgs Zeit



FLYING BODY

Flugkörper

LEFT UNDERNEATH

links unterhalb

THE AIRCRAFT

des Flugzeuges

CLOSE ABOVE THE CLOUDS

dicht über den

Wolken

Section 40

Rostock - Rostock

Section 40

TOP

↑
FEED
DIRECTION

Section 40

2

UFO file

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

CAV012 26/0054 177C0182

FOR CAV

ROUTINE 250700Z JUN 91

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 250027L JUN 91

B. ONE BIG IN SIZE FLAT SHAPE WHITE AND VERY BRIGHT

C. INDOORS AND MOVING

D. NAKED EYE

E. NOT SURE

F. UNKNOWN

G. UNKNOWN

H. COULD NOT SAY

J. CLEAR SKY

K. HOUSES

L. GRAMPIAN POLICE SERIAL 8

Section 40 [REDACTED] ABERDEEN
[REDACTED] ROAD ABERDEEN

PAGE 2 RBD AID 0001 UNCLAS

Section 40 [REDACTED] WAS AT A FRIENDS ADDRESS WHEN THEY BOTH SAW IT

O. FRIENDS NAME NOT KNOWN

P. 252344Z JUN 91

BT

DISTRIBUTION Z6F

F

CAB 1 SEC(AS) ACTION (CXJ 1 AFDO)

CYD 1 DD GE/AEW

CAV 1 DI 55

CAV 2 DGSTI

*END

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

5702-15

UNCLASSIFIED
CONFIDENTIAL

HD DI 55

To Head ITAU
AD52
DI(ST)

Reference DI52/TMCK/1

Wednesday 19th June 1991

Report by **Section 40** (DI52)

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

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

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

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

STATIONARY

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

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

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

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

UNCLASSIFIED
CONFIDENTIAL

B7C2-35

UNCLASSIFIED
CONFIDENTIALRecommendations

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

Section 40

2d/6/9.



with the compliments of
Ministry of Defence

Sec(AS)2e

DT55c - Wg Cdr

Section 40

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

Section 40

MOD Form 195 (Revised 6/89)

Maickenhead.

ANNEX A TO
SOP 502

9.4

1/1A

REPORT OF AN UNIDENTIFIED FLYING OBJECT

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

| | | |
|----|---|---|
| L. | To whom reported (Police, military, press etc) | Not reported it. |
| M. | Name & Address of Informant | Section 40 |
| N. | Background of Informant that may be volunteered | Maidenhead.
Son Archibald Reid.
Section 40
Scientist is |
| O. | Other Witnesses | Seen by Son |
| P. | Date, Time of Receipt | 23 July 11.15 am. |
| Q. | Any Unusual Meteorological Conditions | |
| R. | Remarks | Would like reply
- any other reports -
any aircraft flying.
White Waltham airfield
quite close. |

Note: Suggested bright light might have been flare from airfield. Moved 00 on parachute?

Section 40

Date 23/7/90.....

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

Squadron Leader
 Duty Operations Officer
 SE Ops

See (AS) 2a