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MINISTRY OF DEFENCE

MOD Form 329D
(Revised 8/03)
PPQ = 100

Date opened (Date of first enclosure)
25 JUNE 2001

Registered file reference
D/DAS/64/3

Part No. 1

1. Attention is drawn to the notes on the inside flap.
2. Enter notes of related files on page 2 of this jacket

DIVISION/ESTABLISHMENT/UNIT/BRANCH
DAS(LA) OPS+POL 1

[FULL ADDRESS & TELEPHONE NUMBER]

SUBJECT "UFOS"

PUBLIC CORRESPONDENCE & REQUESTS FOR INFORMATION

[BLOCK CAPITALS]

RECORD OF KEYWORD

DO NOT DESTROY
For permanent preservation in
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Referred to	D	Date	Min/ Encl

CLOSED
CONTINUED ON
PT 2
LAST ENC 33

Last - 13-11-02

FOR DRO USE ONLY

1st Review date

2nd Review date

PA ACTION

(MOD Form 262F must be completed at the time of file closure)

2025

Produced by Forms Design Section
Design Studio DSDA (PC) KY ☎ 0117 9376256

ENC NO	NAME	DATE RECD	DATE REPLIED	CODE REQUEST	ANSWERED WITHIN 20 WORKING DAYS?	OA LETTER?	SOURCE OF CODE REQT	OPS LEAFLET USED?
30	[redacted] Section 40	29/10/02	1/11/02	NO	YES	YES.		
31		18/09/02	5/11/02	YES	YES	NO.		
30/1		22/10/02	04/11/02	NO	YES	YES		
32		30/10/02	13/11/02	NO	YES	NO		
33		11/11/02	13/11/02	YES	YES	NO		

ENC NO	NAME	DATE RECD	DATE REPLIED	CODE REQUEST	ANSWERED WITHIN 20 WORKING DAYS?	OA LETTER?	SOURCE OF CODE REQT	OPS LEAFLET USED?
15	[redacted] Section 40	02/08/02	19/08/02	NO	YES	NO		
16		01/08/02	20/08/02	NO	YES	NO		
17		19/08/02	28/08/02	NO	YES	NO		
18		15/08/02	30/08/02	NO	YES	NO		
19		28/08/02	02/09/02	NO	YES	YES		
20		04/09/02	09/09/02	NO	YES	NO		
21		04/09/02	09/09/02	NO	YES	NO		
22		09/09/02	10/09/02	NO	YES	NO		
23		04/09/02	10/09/02	NO	YES	NO		
24		09/09/02	12/09/02	NO	YES	NO		
25		11/09/02	12/09/02	NO	YES	YES		
26		1/10/02	10/10/02	NO	YES	NO		
27		19/9/02	30/10/02	YES	NO	NO		
28		14/10/02	31/10/02	NO	YES	NO		
29		22/10/02	1/11/02	NO	YES	NO		

ENC NO	NAME	DATE RECD	DATE REPLIED	CODE REQUEST	ANSWERED WITHIN 20 WORKING DAYS?	OA LETTER?	SOURCE OF CODE REQT	OPS LEAFLET USED?
1	[redacted] Section 40	20/06/02	25/06/02	NO	YES	NO		
2		07/06/02	27/06/02	NO	YES	NO		
3		31/05/02	28/06/02	NO	YES	NO		
4		12/06/02	01/07/02	NO	YES	NO		
5		27/06/02	02/07/02	[redacted] NO	YES	YES		
6		19/06/02	03/07/02	YES	YES	NO		
7		08/07/02	NFA	NO	NFA	NO		
8		26/06/02	05/07/02	NO	YES	NO		
9	[redacted] Section 40							
10	[redacted] Section 40	09/07/02	29/07/02	NO	YES	NO		
11		15/07/02	30/07/02	NO	YES	NO		
12	ANON	—	—	—	—	—		
13	[redacted] Section 40	22/07/02	09/08/02	NO	YES	NO		
14	ANON	—	—	NO	NFA	NO		

COPIES OF 3 REDACTED PAPERS 25/7/02

EXCLUDED

Registered File Disposal Form

MOD Form 262F
(Revised 8/95)

FILE TITLE: (Main Heading - Secondary Heading - Tertiary Heading etc)

UFOs.
Public Correspondence & Requests for Information.

Reference:
(Prefix and Number): D/DAS/64/3
Part: Y

PROTECTIVE MARKING (including caveats & descriptors):

Date of last enclosure: 13 November 2002

Date closed: 13 November 2002

PART 1. DISPOSAL SCHEDULE RECOMMENDATION
(To be completed when the file is closed)

	✔
~~Destroy after ____ years~~	
Forward to CS(RM) after 10 years	
FOR PERMANENT RETENTION	
~~No recommendation~~	

FOR CS(RM) USE ONLY

Date of 1st review	Date of 2nd review	Forward Destruction Date

Reviewer's Signature: _____ Reviewer's Signature: _____

PART 2. BRANCH REVIEW
(To be completed not later than 4 years after the date of the last enclosure)
(Delete as appropriate)

a. Of no further administrative value and not worthy of permanent preservation. DESTROY IMMEDIATELY (Remember that TOP SECRET and Codeword material cannot be destroyed locally and must be forwarded to CS(RM)). ☐ ✔

b. (i) To be retained for ~~INDEFINITE~~ years (from date of last enclosure) for the following reason(s):

	✔		✔
LEGAL	☐	DEFENCE POLICY	☐
CONTRACTUAL	☐	ORIGINAL COMMITTEE PAPERS	☐
FINANCE	☐	OTHER (Specify)	☑ [Public Interest]
AUDIT	☐		

For Permenant Retention by agreement with The National Archives.

(Continued overleaf)

(ii) Key enclosures which support the recommendation are:

(iii) At the end of the specified retention period the file is to be:

Destroyed ☐

Considered by CS(RM) for permanent preservation ☐

c. Of no further administrative value but worthy of consideration by CS(RM) for permanent preservation. ✔

PART 3. BR

Signature: [redacted]

Name: [redacted]
(Block Capitals)

Grade/Rank: B2. Date: 28/6/04
(Not below HEO/equivalent)

PART 4 DESTRUCTION CERTIFICATE

It is certified that the specified file has been destroyed.

Signature: _____

Name: _____
(Block Capitals)

Grade/Rank: _____ Date: _____

Witnessed by (TOP SECRET* and SECRET only)

Signature: _____

Name: _____
(Block Capitals)

Grade/Rank: _____ Date: _____

*(FOR CS(RM) USE ONLY)

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

Wakefield
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
13 November 2002

Dear Section 40

Thank you for your letter of 7 November regarding your request for information on 'UFO' sighting reports made to the Ministry of Defence by Police Officers between 1 January and 31 December 1980.

It appears from your letter that there is some misunderstanding about the material we hold and what our search fee would cover. I apologise if this was not clear in my last letter, but I will now clarify our position.

The six files that I mentioned in my last letter are not "police files" and do not contain only reports from Police Officers. We receive reports from a number of sources. The vast majority come from members of the public, but we do sometimes receive them from policemen and women, civil and military pilots or personnel, and air traffic controllers. These reports are not computerised, but filed on Branch files in the order in which they are received. They are not segregated according to source, thus a file may contain a mixture of reports from a variety of sources. The six files that I identified are UFO report and correspondence files containing reports received in 1980. The charge of £240 is what we estimate it would cost for staff to manually examine these six files to identify any reports from Police Officers, photocopy any found and remove personal details in accordance with the Data Protection Act 1998. We do not currently have sight of the files because they are held in archives, so we have based our estimate on the assumption that each file could contain 100 enclosures. In advance of conducting the search this remains an estimate and the final cost may be lower. If it appears the cost may be in excess of this sum we would let you know so that you may decide whether you wish the work to continue.

With regard to the information requested in your latest letter, it is clear that you expect these files to contain more details than is likely to be the case, so before embarking on research that would attract a fee, I think it would be helpful if I explain the MOD's position with regard to the handling of reports of 'UFO' sightings.

The MOD examines any reports of 'UFOs' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat to the United Kingdom from an external military source, and to date no 'UFO' report has revealed such evidence, we do not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit. This means that our files are unlikely to contain an explanation of what was actually seen in any given case.

In your letter you also requested that we supply the names of Police Officer's who have made reports. While we are willing to supply a copy of any relevant reports we find during our search, the name and any other personal details would be removed in accordance with the Data Protection Act 1998.

I hope this explains the MOD's position. If you would like us to proceed with this search, I would be grateful for confirmation that you are willing to meet the charges set out in my previous letter.

Yours sincerely,

Section 40 [redacted]

Section 40 [redacted]

POLICE REPORTING UFO SIGHTINGS
FOUNDED 2001

Section 40
Directorate of Air Staff (Lower Airspace)
Operations and Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building
Northumberland Avenue
LONDON WC2N 5BP

07/11/02

Thank you for your reply dated 31st October.

You have indicated that there are six police files recorded during 1980. In an effort to save on costs could I restrict the extent of the information I seek to the following areas.

1. The date of the sighting/incident.
2. The name of the officer involved in the sighting/incident.
3. Any police report/statement from each particular case.
4. A brief summary of the incident as a whole.
5. Whether the MOD investigated the sighting/incident.
6. Whether any conclusions were reached as to what the object involved in the sighting/incident was.
7. An approximate number of pages contained within each of the six cases.
8. The MOD classification of the relevant six files.

Given you will allow me four hours of free investigation time I believe the above information would fall within that time frame.

I am extremely grateful for your cooperation in this matter and hope that the above requests subject to your criteria are acceptable to you.

Yours s Section 40 [redacted]

Section 40 [redacted]

[redacted] Sec 40(2)

DIRECTORATE OF AIR STAFF (LOWER AIRSPACE)
OPERATIONS AND POLICY 1.
MINISTRY OF DEFENCE
ROOM 6/73 METROPOLE BUILDING
NORTHUMBERLAND AVENUE
LONDON
WC2N 5BP

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone	(Direct dial)	Section 40
	(Switchboard)	020 7218 9000
	(Fax)	
	(GTN)	Section 40
CHOts		DAS-LA-Ops+Pol1
E-Mail		das-laopspol1@defence.mod.uk

Section 40
Corporate Communications
Press Office
CAA House
45-59 Kingsway
London
WC2B 6TE

Your Reference

Our Reference
D/DAS/64/3
Date
13 November 2002

Dear Section 40

Please see attached a copy of the letter concerning airmiss reports which we discussed on the telephone yesterday, and my reply.

Thank you for assistance.

Yours sincerely,

Section 40

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40
National Aviation Reporting Center
on Anomalous Phenomena
Section 40
California
94023-880 USA

Your Reference

Our Reference
D/DAS/64/3
Date
13 November 2002

Dear Section 40

Thank you for your letter of 30 October in which you requested copies of several airmiss reports.

This Department is the focal point within the Ministry of Defence for correspondence regarding 'unidentified flying objects' and we do not hold details of airmiss reports. Copies of airmiss reports relating to incidents involving civil aircraft, within UK airspace, can usually be obtained from the Civil Aviation Authority and I am sorry that you were not advised of this when you contacted the CAA. I have however, passed your letter to the following Department, who should be able to assist you.

Corporate Communications
Press Office
CAA House
45-59 Kingsway
London
WC2B 6TE

With regard to the incidents which occurred in Germany and Italy, these would have been dealt with by the German and Italian authorities and you may wish to contact them separately.

I hope this is helpful.

Yours sincerely,

Section 40

Section 40

CAP.ORG

National Aviation Reporting Center on Anomalous Phenomena

- Established to enhance aviation safety and scientific knowledge -

Section 40
www.narcap.org

Section 40
California
Section 40

Executive Advisors
Section 40

Executive Staff
Section 40

National Technical Advisors
Section 40

International Advisors
Section 40

Secretariat (AS2)
Room 8245
Ministry of Defence
Main Building, Whitehall
London SW1A 2HB

October 30, 2002

Dear sir:

This letter was prepared at the suggestion of Section 40, Corporate Affairs, Safety Regulations Group of the CAA who also provided us with your address. Our organization is pursuing scientific research on a variety of atmospheric phenomena that may impact flight safety. We have identified several near miss occurrences in the U.K. that are of possible interest and I am writing to determine if you would be so kind as to provide any available background information on them. They include:

Occ Num.	Date	Location	Other I.D. Information
199602532	June 17, 1996	Warwick	at FL80
199702022	Apr. 18, 1997	Goles	Cruise phase of flt.
199705960	Nov. 6, 1997	TLA 30N	Cruise phase of flt.
199803283	June 9, 1998	Heathrow	Climb phase, MD-80
8201614C	June 12, 1982	Dinkelsbuhl, Germany	Dan Air, FL 410
8302525A	Aug. 18, 1983	Florence, Italy	BCAL, BAC-111

Of course we are not interested in the crew's names or other personal information but only data that is scientifically related. We will be most pleased to remit payment for any copying fees involved if you will let us know the amount and to whom to send them. Also, should we uncover anything of value we will be pleased to send you copies of all relevant final NARCAP reports.

On behalf of our executive board I take this opportunity to express my personal appreciation for your consideration of this request.

Very sincerely yours,

Section 40

Chief Scientist

cc: Section 40
files

[redacted] Calif. 94123-0630

Section 40

Section 40

AIR MAIL

SAN FRANCISCO CA
FRI
12 OCT
2012

Secretariat (AS2)
Room 8245
Ministry of Defence
Main Building, Whitehall
London, SW1A 2HB

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

ENCLOSURE NUMBER 31

Section 40
Hessle
East Yorkshire
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
5 November 2002

Dear Section 40

Further to my letter of 8 October, I am now able to give a substantive reply to your letter of 17th September 2002. Please accept my apologies for the delay in replying.

First you asked about the re-entry of the Gorizont/Proton 4 Rocket Booster. RAF Fylingdales have confirmed that the rocket body (SCC No. 20924) that carried Gorizont 21 into orbit decayed on the 4th November 1990. Records of the actual time of this event are not available.

With regard to your request for papers on the aircraft accident of 8 September 1970, involving Captain W Shaffner, please find enclosed a copy of the accident card and the Aircraft Accident Report, both of which provide details of the events leading to the tragic loss of Captain Shaffner. These documents were made available to the makers of the BBC 'Inside Out' programme and due to the public interest in this particular accident, a copy has been earmarked for preservation in the Public Record Office in the near future.

I hope this is helpful.

Yours sincerely,

Section 40

AIRCRAFT TYPE	MARK	NUMBER	UNIT	CMD	BASE	DATE	SEVERITY
LIGHTNING	F-6	XS-894	5 SQN	11GP STR	BINBROOK	8-9-70	NO

FATAL

NARRATIVE OF EVENTS

	TIME	PLACE	NO	TIME	HEIGHT	SPEED	NO	TIME	HEIGHT	SPEED
TAKE OFF	2120A	BINBROOK	1	2147A MAXOX	170 Ft	Kts	3		15 Ft	Kts
LANDING			2		Ft	Kts	4		Ft	Kts

I was USAF Ld Charge officer, classified as "limited Combat ready" + was nominated to participate in a Tactical Evaluation exercise. At 1834Z he was Called to readiness + ordered to scramble at 1947Z but was denied take to disposal shortly after taxying out. After some delay he asked the Ground Crew to expedite the turn-around servicing because he had been informed that he would be scrambled as soon as his A/C was ready. He started up before the servicing was Complete + without signing the turn-around Certificate + taxied out at 2035Z. The turn-around board holding the Certificate fell off the A/C as he entered the R/W. A/C took off Carrying live missiles in contravention of the Air Staff Orders applicable to the type of sortie ordered. The Plan was Ventured onto a Shackleton A/C flying as a low speed target at 1500' off the Yorkshire Coast, with the requirement to shadow and in a Certain eventuality, to shepherd it on its approach to the coast. The P lacked training in these tactics. He canvassed Visual Contact with the target but no further messages were received. His A/C was subsequently discovered to have crashed into the sea from which it was salvaged almost intact. The body of the P had not been recovered.

Wing Commander Group Aviation Safety

SPEC. REC.	SEE ATTACHED CARD
F.1022 ACTION	
MS. STATE	

F765B	F765C	F1669	F412	HON. BOV	CHECKED
		17/11/70	17/11/70	23/11/70	CASUALTY INDEX

LIGHTNING	F6	XS 194	56SQN	11 Grp	BINBROOK	8.9.70	FATAL W/O
AIRCRAFT TYPE	MARK	NUMBER	UNIT	CMD	BASE	DATE	SEVERITY

NARRATIVE OF EVENTS

	TIME	PLACE	NO	TIME	HEIGHT	SPEED	NO	TIME	HEIGHT	SPEED
TAKE OFF			1		Ft	Kts	3		Ft	Kts
LANDING			2		Ft	Kts	4		Ft	Kts

A Combination of a difficult task, unsuited Crew-pairing + lack of training in the low speed Visident + shepherding techniques, led to a situation where the pilot failed to monitor the height of his A/C whilst slowing down + acquiring his target and that he had inadvertently flown his A/C into the sea. The pilot had attempted to recover the situation by selecting nebaile, which failed to take effect, & if the A/C had skimming on the water. He had then initiated an ejection which was unsuccessful because of the interruption of the sequence by the failure of the Canopy to jettison. He then manually abandoned the A/C but because he had not been found he was presumed to have drowned during or after his escape. The lightning impression strike on the Canopy of the Cartridge occurred because of negligent servicing in that the firing cable was incorrectly seated because of damaged screw threads. Previous stories + omissions in orders, instructions + the training syllabus, concerning low speed Visident + the shadowing and shepherding techniques

SPEC. REC.

F.1022 ACTION						
MODS. STATE						
F5 3a ACTION	F765B	F765C	F1669	F412	FIN. REV.	CHECKED

Lightning F6 XS894
5 Squadron
8 September 1970

ROYAL AIR FORCE
AIRCRAFT ACCIDENT REPORT

Date:	8 September 1970
Aircraft:	Lightning Mk F6 XS 894
Crew:	One
Sortie:	Tactical Evaluation Exercise – Night Shadowing and Shepherding of Low Speed Targets
Casualties:	One killed
Aircraft Damage:	Category 5
Unit:	No 5 Squadron, RAF Binbrook

Circumstances

1. No 5 Squadron was participating in a Strike Command Tactical Evaluation (Taceval) exercise at RAF Binbrook. The pilot of the accident aircraft was a USAF exchange officer whose experience included two tours of duty on USAF F102 all weather fighter aircraft. He had accumulated 121 hours on Lightning aircraft, of which 18 were at night, and had obtained a Green Instrument Rating. He had been categorised as "limited combat ready" after 8 weeks on the Squadron. This was an unusually short period but the category was justified by his USAF experience as squadron pilot and OCU instructor, and by his results in simulator training and dual flying tactical and weapons checks on the Lightning. The limitation on his operational status was due to his need for further training in maximum effective use of the Lightning weapons system and because he had not yet met the requirement for full visident missions, he had completed only two of the specified three phases of preparation. In consequence at his stage of training at the time of the accident he would only have been cleared for shadowing and shepherding tasks with the target in full visual contact. The Squadron Commander cleared the pilot to participate in the Taceval, therefore, in the belief that he would not be involved in a shadowing or shepherding mission.

2. On the day of the accident the pilot was ordered to his aircraft at 1834Z hours, and, after waiting on readiness, was scrambled at 1947Z hours. He started taxying, however his scramble was cancelled and he was ordered back to dispersal. On return he ordered fuel only and no turnround servicing. According

to standing instructions the engineer officer on duty ordered a full turnround. The turnround was delayed, and during this delay the pilot was warned that he would be scrambled as soon as he was ready. He asked the groundcrew to expedite the turnround, however, before it was completed he called for engine starting, failed to sign the servicing certificate and taxied out at 2025Z hours. As he entered the runway the metal turnround board and attached servicing certificate fell off the aircraft.

3. Unknown to the station and squadron, the Taceval team had just changed the exercise scenario from normal interceptions to interception, or shadowing or shepherding on slow speed low flying targets. The targets were Shackleton aircraft flying at 160 knots, and at the minimum authorised height of 1500 feet as specified in Group Orders. The minimum speed for Lightning aircraft for visident practices is 200 knots, which was not specified as an order, but was referred to in the Lightning squadron training syllabus. The syllabus made no reference to shadowing or shepherding techniques. Shadowing and shepherding are however included in the war task of Lightning squadrons and, thus, were theoretically subject to Taceval.

4. The pilot took off at 2030Z and was ordered to climb to FL 100; he was still unaware of the type or height of his target. He was handed over to the MRS and was given in a short space of time, the QNH, and height of target (1,500 ft), and a shadowing task with target speed of 160 knots. He was told to accelerate towards the target which was 28 nms away. At 2039Z, the pilot acknowledged instructions to accelerate to 0.95M to effect a rapid take over from another Lightning, this in a tone of surprise. He was given various alterations to heading until he announced that he was in contact with lights but would have to manoeuvre to slow down; his voice sounded strained as though he was affected by 'G'. At 2040Z the MRS broadcast that the Controller was being changed; at this time the Lightning was turning port at about 220 knots. At 2041Z the aircraft was seen by the other Lightning pilot, who had just broken away from the target, to be at about 2,000 yards astern and 500 to 1,000 feet above the Shackleton, in a port turn. The Shackleton crew then saw the aircraft, apparently very low. The MRS Chief Controller had appreciated that this was a difficult interception, and had monitored the latter stages very closely. When at 2042Z the Lightning pilot failed to acknowledge instructions, he instituted

emergency procedures, however, he experienced difficulty in making contact with the Shackleton because he did not have immediate access to 243.0 Mhz. An immediate air search by the target Shackleton, and subsequent air/sea search the following day, failed to detect any trace of the aircraft or pilot.

Determination of Causes

5. From calculations provided by the Board of Inquiry and expert sources, a search by a RN minesweeper "located" the wreckage nearly 2 months later. The aircraft was in a complete state except that the port wing had broken off and buckled under the fuselage, and some fuselage panels were missing. The cockpit canopy was attached but not closed and there was no sign of the pilot. Examination of the wreckage showed that the aircraft had struck the sea at a low speed, in a tail-down attitude with a minimal rate of descent. It appeared to have planed on the surface and come to rest comparatively slowly. Both throttles were in the reheat gates, there was a nose-up trim of 6°, undercarriage was up, flaps down and airbrakes out. There was no sign of fire or explosion and expert examination revealed no indication that the aircraft was other than serviceable at impact.

6. The ejection seat lower handle had been pulled to the full extent allowed by the interrupter link on the main gun sear. The canopy gun sear had been withdrawn, but the canopy gun cartridge had received only a light percussion strike and had not fired. The canopy had been released by the normal operating lever, the harness QRB was undone, the PEC disconnected and the PSP lanyard had been released from the life preserver and was lying tangled in the cockpit.

7. The Board concluded that a combination of a difficult task in rushed circumstances and lack of training in the low speed visident and shepherding techniques, led to a situation where the pilot failed to monitor the height of his aircraft whilst slowing down and acquiring his target, and that he had inadvertently flown his aircraft into the sea. The pilot had attempted to recover the situation by selecting reheat, which failed to take effect, with the aircraft tail skimming on the water. He had then initiated an ejection which was unsuccessful because of the interruption of the sequence by the failure of the canopy to jettison. He then manually abandoned the aircraft but because he has not been found, he was presumed to have drowned during or after his escape.

8. The light percussion strike on the canopy gun cartridge occurred because of negligent servicing, in that the firing unit was incorrectly seated because of damaged screw threads.

9. The Board made a number of recommendations relating to inconsistencies and omissions in orders, instructions and the training syllabus, concerning low speed visidents and the shadowing and shepherding techniques. They also made recommendations concerning the access of MRSs to emergency frequencies, and for remedial action concerning Lightning canopy ejection guns.

Remarks of the Air Officer Commanding-in-Chief

10. The AOC-in-C stated that in common with so many accidents, this accident had no single root cause, and he agreed with the Board's conclusions. He said that the pilot made an error of judgment in allowing his aircraft to get into a position from which he was unable to recover. Because of mitigating circumstances, his error was excuseable.

11. The AOC-in-C's comments on the Board's recommendations are covered below.

Subsequent Action

12. The Board's recommendation concerning access to the emergency radio frequency by the MRS was not accepted by the AOC-in-C, who stated that MRSs already have the facility to select 243.0 Mhz although they do not normally monitor it. He considered that the allocation of a safety frequency for use during all peacetime exercises had more merit.

13. The hitherto undetected weakness in training for the identification, shadowing and shepherding of low altitude, low speed targets, have been rectified as follows:

a. No 11 (Fighter) Group Air Staff Orders now specify a minimum speed for visident targets, and minimum target speeds and heights for shadowing and shepherding operations by day and night.

b. New tactics have been devised and published in the Lightning Tactics Manual.

c. Shadowing and shepherding tasks have been included in the Annual Training Syllabus for Lightning Squadrons.

d. Pilots of aircraft under GCI control must now read back altimeter settings before descending to low level.

e. A radio safety frequency is allocated for all exercises.

f. During all pertinent exercises, a target radio frequency plan will be available so that two way communication between the MRS and target aircraft can be established rapidly in any emergency situation.

14. Servicing procedures for the inspection, re-arming and servicing of canopy firing units have been amended.

15. All ejection seat firing units of a type similar to that which prevented ejection in this accident have been inspected for signs of damage.

16. The design of the canopy firing unit has been examined. No change will be made, however, the Design Authority has been made aware of the failure for consideration in future designs.

17. The deficiencies revealed by the change of controller at the MRS and the over-rapid attempt to effect the changeover of the intercepting aircraft, have been drawn to the attention of the MRS.

18. The effect of the false scramble and the interrupted turnround in producing conditions of stress, has been drawn to the attention of all 11 Group Stations.

19. The deficiencies in planning, and liaison with the station operations staff concerning the change of exercise scenario, have been investigated with the MRS and Taceval Team.

20. Negligence in the fitting of the canopy jettison firing unit could not be attributed to any specific person. The Corporal who was responsible for servicing the unit was found excusably negligent. No disciplinary action was taken against him because of the involvement of other personnel, the lack of clear servicing instructions and guidance on the acceptable degree of burring of the screw threads, the lack of evidence that he had caused the damage to the threads, and because he did not finally fit the unit to the jettison gun.

DFS(RAF) Cause Coding

21. Main Cause Group: Aircrew Error.

22. Codes:

690.6	Inadequate orders.
330.5	Servicing error.
470.3	Inexperience on aircraft type.
716.4	Rushed operation.
410.9	Distraction.
540	Error of skill (failed to monitor altitude during low level exercise at night) - MAIN
232.12	Ejection seat, miscellaneous (canopy firing unit)

Ministry of Defence
30th June 1972
See Distribution List

F O BARRETT
Air Commodore
Director of
Flight Safety (RAF)

DAS-LA-Ops+Pol1

To: DAO ADGE1
Subject: RE: RAF Fylingdales

-----Original Message-----
From: DAO ADGE1
Sent: 04 November 2002 15:44
To: DAS-LA-Ops+Pol1
Subject: FW: RAF Fylingdales
Importance: Low

Section 40

At last an answer!! I hope it is what you need.

Section 40

-----Original Message-----
From: 2GP-ASACS-Ops1-SO2
Sent: 04 November 2002 13:40
To: DAO ADGE1
Subject: RE: RAF Fylingdales
Importance: Low

Sir,

The rocket body (SCC No 20924) that carried Gorizont 21 into orbit decayed on the 4th Nov 1990, no actual time available.

Section 40

-----Original Message-----
From: DAO ADGE1
Sent: 04 November 2002 11:48
To: 2GP-ASACS-Ops1-SO2
Subject: FW: RAF Fylingdales

-----Original Message-----
From: DAO ADGE1
Sent: 21 October 2002 16:37
To: 2GP-ASACS-Ops1-SO2
Cc: DAS-LA-Ops+Pol1
Subject: FW: RAF Fylingdales

Section 40

Any sign of a response to my message of 24 Sep looking for a possible input by 1 Oct?

Section 40

-----Original Message-----
From: DAS-LA-Ops+Pol1
Sent: 21 October 2002 16:08
To: DAO ADGE1
Subject: RAF Fylingdales

Section 40

Section 40 sent you a Loose minute on 23 September in which he asked if you could check with Fylingdales as to whether the Gorizont/Proton 4 Rocket Booster was re-entering the atmosphere at around 18.00 on 5 Nov 1990. I have to write to our correspondent soon so wondered if you had had any luck?

Section 40

DAS-LA-Ops+Pol1

From: DAS-LA-Ops+Pol1
Sent: 22 October 2002 15:14
To: BEP-DAS-BOIA1
Subject: Aircraft Accident Report - Captain Shaffner

Following our telephone conversation, I have established that AAR's do not generally end up in the Public Record Office. However Section 40 in Info(Exp)-Records 1 has confirmed that because of the notoriety of this case he has earmarked a copy of this AAR for the PRO. It is on his draft list of documents to go to the PRO and is awaiting PRO clearance which I understand can take several months. Iain said that while the PRO could refuse to accept items listed, it is unusual and he can see no reason why they should do so in this case. There is therefore every likelihood of this AAR being open to the public in the PRO sometime in the near future, although we can not be sure exactly when. In light of this and the fact that this particular AAR is already over 30 years old, please could you let me know whether you are content for me to release it now to my two correspondents.

Section 40
DAS-LA-Ops+Pol1

DAS-LA-Ops+Pol1

From: DAO ADGE1
Sent: 21 October 2002 16:37
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Cc: DAS-LA-Ops+Pol1
Subject: FW: RAF Fylingdales

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[redacted]
DAS-LA-Ops+Pol1

FILE NOTE

18 Oct 2002
Sqdn Ldr [redacted] telephoned re my e-mail of 17 Oct. He does not know what happens to their files. He was not sure if AARs went on files. 1500 copies are made and distributed to all RAF, RN and Army flying stations so that aircrew may learn lessons from them. DASC keep a copy of each one. They are not normally given to the public. The Military Aircraft Accident Summary (MAAS) produced by DAS-Sec is a shorter (less technical) version given to MPs and copies placed in the House of Commons library (therefore in the public domain). Sqdn Ldr [redacted] knew that the BOI files are passed to Hayes after two years but did not know whether they went to the PRO.

I spoke to [redacted] DAS-Sec about a possible MAAS for this accident. He confirmed the MAAS is a more recent invention which was not in existence in 1970. He did not know whether AARs or BOI files went to the PRO. Suggested we check with Hayes for any files for DASC predecessor Directorate of Flight Safety (DFS(RAF)).

Hayes archive do hold some files for DFS(RAF) but did not know what the files contain or whether they will be selected for the PRO.

21 Oct 2002
I telephoned [redacted] Info(Exp)-Records 1. He does not believe that all AARs are preserved in the PRO, but confirmed that following the BBC's enquiries about this event and the fact that this particular accident has such a public interest, he has earmarked a copy of the AAR on Captain Shaffner for permanent retention in the PRO. It is currently on his draft list awaiting PRO approval and has been selected for PRO class AIR 2. Approval of the list can take months but [redacted] said the PRO very rarely reject items on the list and he could see no reason for them to do so in this case.

I spoke to [redacted] again about the AAR on Capt Shaffner and its release to the two enquirers. Although these are not normally released to the general public, this one is over 30 years old and will be open in the PRO at some time in the near future. [redacted] therefore saw no reason why we could not release it now to those who have requested it.

22 Oct 2002
Before release I sent an e-mail to Sqdn Ldr [redacted] DASC to check his approval of this action.

DAS-LA-Ops+Pol1

From: DAS-LA-Ops+Pol1
Sent: 17 October 2002 14:47
To: BEP-IFS-BOIA1
Subject: Aircraft Accident Report - Captain Shaffner

A few months ago I was in discussion with DCC(RAF)-SO1 EC [redacted] about a programme the BBC were making about the crash of a Lightening aircraft on 8 September 1970 which resulted in the death of the pilot, USAF exchange officer, Captain Shaffner. I was involved because I am the MOD focal point for correspondence on 'unidentified flying objects' and this event has become a famous case amongst 'ufologists' who believe a 'UFO' was involved and that Capt Shaffner's body was not found because he was abducted by aliens. I understand from [redacted] that the reason Capt Shaffner's sons had agreed to take part in this programme was to dispel these stories.

The programme "Inside Out" apparently went out on the 16th September and I have received two letters from members of the public, one requesting a copy of the "general Board of Inquiry" report as shown on the programme, and the other requesting "any documents relating to the disappearance of Capt Shaffner". [redacted] said he did not release anything directly to the BBC, but that the Shaffner family were given a copy of the Aircraft Accident Report, the transcript of the RT between the aircraft and the ground controller and approximately 8 photos which I believe you supplied. I would be grateful if you could advise me on the following;

a) Do Aircraft Accident Reports (AAR) go to the Public Record Office when they are 30 years old?
b) If so, will the AAR in this case be open to the public soon (possibly January 2003)?
c) We have a copy of the AAR on one of our files. Would you be content for us to release it now to these two enquiriers? We are not seeking to supply the other material given to the Shaffner family.

I am grateful for your help. Please give me a call if you need any further information.

[redacted]
DAS-LA-Ops+Pol1
MT6/73 [redacted]

DAS-LA-Ops+Pol1

From: DCC(RAF)-SO1 EC [redacted]
Sent: 15 October 2002 08:30
To: DAS-LA-Ops+Pol1
Subject: RE: BBC Enquiry about aircraft accident

Hi [redacted]

the information released was as agreed with [redacted] and the Defence Aviation Safety Centre - a copy of the Aicraft Accident Report (about 6 or so pages), the transcript of the RT between the aircraft and the ground controller, and approximately 8 photos. The information was released to the Schaffner family, and not to the BBC per se. Clearly the Schaffner family have made this material available to the BBC, but the point is we did not release this directly. The copy of the AAR that I used has been returned to DASC (BEP-DASC-BOIA1 - Sqn Ldr [redacted]

Rgds,

[redacted]

-----Original Message-----
From: DAS-LA-Ops+Pol1
Sent: 10 October 2002 11:50
To: DCC(RAF)-SO1 EC
Subject: BBC Enquiry about aircraft accident

You may recall that a few months ago you visited [redacted] (DAS(Secretariat) 1) and myself, concerning a programme the BBC was making about the crash of a Lightning aircraft on 8 September 1970 which resulted in the loss of the pilot, USAF exchange officer, Captain Shaffner. The programme 'Inside Out' apparently went out on the 16th September and I have received two requests from members of the public for copies of the information supplied to the BBC (the Board of Inquiry report was mentioned by one) as shown on the programme. We have contacted [redacted] at the AIB(RAF) who provided us with a copy of the accident card which he supplied to the BBC, but I would be grateful if you would contact me asap with details of exactly what was released to the BBC.

[redacted]
DAS-LA-Ops+Pol1
MT6/73 [redacted]

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

Hessle
East Yorkshire
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
8 October 2002

Dear Section 40

Thank you for your letter of 17th September regarding a 'UFO' sighting report of 5 November 1990 and a Lightning aircraft accident on 8 September 1970.

We are currently checking with the appropriate authorities to see if they hold details of a rocket or satellite re-entry on 5 November 1990. As soon as we have received a reply, I will write to you again.

With regard to the aircraft accident of 8 September 1970 involving Captain W Schaffner, we are making enquiries as to the material released to the BBC and I will include a copy of this with my next letter.

Yours sincerely,

Section 40

D/DAS/64/3

23 September 2002

DAO ADGE 1

LETTER FROM Section 40 CONCERNING 'UFO' SIGHTING OVER NORTH SEA ON 5 NOVEMBER 1990

1. We have received a letter from Section 40 (copy attached) concerning the sighting of a 'UFO' on 5 November 1990 over the North Sea by Tornado pilots. As you know, we have corresponded extensively with Section 40 on this matter; however Section 40 seems to be approaching it from a different angle (Re-entry of satellite debris) which has not been covered, as far as I can tell, by any of our responses to Section 40

2. Would it be possible to check with RAF Fylingdales if the Gorizont/Proton 4 Rocket Booster was re-entering the atmosphere at around 18:00 on 5 Nov '90? Also, who might be advise Section 40 about the "satellite components final transits"?

3. Many thanks in advance for any assistance you can provide in this matter.

Section 40

DAS(LA)OPS&POL1A
RM6/73MT Section 40
CHOTS: DAS-LA-OPS+POL1A

Reminder sent to ADGE1 – 21/10/2002

Q: DAO.

Did Fylingdales or other UK radar track the re-entry of the Gorizont/Proton 4 Rocket Booster 18:00 5 Nov '90.

Q DAO - who might be able to advise Section 40 about the "satellite components final transits".

To Section 40
Directorate of Air Staff (lower Airspace)
Operations & Policy 1
Ministry of Defence
Room 6/73,
Metropole Building,
Northumberland Avenue,
London.
WC2N 5BP.

Section 40
Section 40 Hessle.
East Yorkshire.
Section 40

Tuesday 17 September 2002.

Dear Section 40

Thanks for your reply of 19 August, 2002, answering questions about Section 40 alleged UFO photograph with Lancaster bomber at Withernsea (featured in a recent edition of UFO Magazine). I've since been able to locate Section 40 Section 40 and learn more details from him directly about his digital photograph.

Noting recent public interest in RAF Tornado aircraft sightings of a UFO on 5 November, 1990, I am confident that I may be able to provide you with a simple verifiable (possible) explanation for this and other alleged UFO observations made on this evening around 18:00 GMT. **Re-entry of the Gorizont/Proton 4 Rocket Booster**. This explanation could reduce some of the enquiry traffic sent to your office, if verified? I am aware of certain things that are and are not within your remit, I can inform you assuredly however that information about this rocket booster re-entry is kept on record by U.S. Space Command and perhaps notably was picked up by Fylingdales and logged by them? At the time (Nov 1990) Fylingdales may have known what the event was and were able to dismiss it readily; though subsequent later interest and your office in particular may not have required to have a note of this? Could you check out the possibility that the aforementioned and probably relevant 're-entry' was tracked and find out what data (if any) may be available about the satellite components final transits?

On a separate matter, I am searching for information regarding a Lightning aircraft (XS 894) crash on 8 September 1970; off the east coast of the United Kingdom near Flamborough Head with the loss of life of U.S.A.F Captain William O Schaffner (Then stationed at RAF Binbrook). I understand the General Board of Inquiry report of the crash incident has now been released, and featured on the BBC 'Inside Out' programme yesterday evening. I hereby request a copy of this report under the Code of Practice for Access to Government Info. The Lightning crash report featured in local media in 1970, prominently in the Hull Daily Mail newspaper and it is from a local historical viewpoint that I am curious about it. If you are not the correct office to apply to for information regarding this, could you please point me in the right direction or pass on my request? Thanks.

DAS(Sec) info awaited.

Yours sincerely

Section 40
Section 40

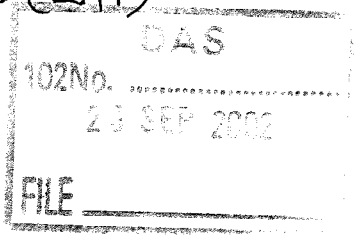
DAS
E 15 DAYS 8 Oct

With the Compliments

of

Section 40 [redacted]

HD AHB (RAF)



You also asked for information regarding the Lightning aircraft which crashed off Flamborough Head in 1970 and I have enclosed a copy of the accident card which is held by the Air Historical Branch. The details on this card were passed to the BBC for the programme that you saw.

AIRCRAFT ROLE	F
PURPOSE OF FLIGHT	TACTICAL EVALVATION SORTIE
PHASE OF FLIGHT	1F
PLACE OF INCIDENT	54 12 N 00 02° W
	WREK SALVAGED AT 0760 FLAMBOROUGH HEAD 4·8 MILES
CREW UNIT/CMD	5 SQN/5T
MAIN GROUP	AE
ALL CAUSES	540 690·6 330·5 470·3 716·4 410·9 232·12
AGGRAVATING CONDITIONS	

CASUALTIES AND DAMAGE

1ST PILOT	2ND PILOT	OTHER CREW	OTHER OCCUP'TS	NON. OCCUP'TS	A/C CAT	ENG. CAT.	RAF PROPERTY	OTHER PROPERTY
K					5	5		

CREW DATA

	RANK	NAME & INITIALS	NUMBER	SERVICE	NAT'Y
1P	CAPT	SCHAFFNER W O	2F736356	FER	USAF
2P					

	CREW STATUS	INSTRUCTOR CATEGORY	INSTRUMENT RATING	ASSESSMENT	AGE	COST
1P	CAT	NIL	GREEN	AVERAGE	24	A/c £ 634,358
2P						Crew £ N/K

	TOTAL FLYING HOURS			HOURS ON TYPE			NIGHT HOURS		
	TOTAL	L6M	L30D	TOTAL	L6M	L30D	TOTAL	L6M	L30D
1P	1796	104	46	107	104	46			
2P									

AIRCRAFT DATA

	AIRFRAME	ENGINE/S TYPE No. 1	No. 2	No. 3	No. 4
		AVON MK 302 01			
HOURS SINCE NEW	651	304	113		
HOURS SINCE LAST MAJOR	N/A	N/A	N/A		
ENGINE NUMBERS R.A.F.		A65494	A66323		
ENGINE NUMBERS MANUFACTUR'RS		4961	4733		

SPECIAL SELECTIONS

- False F.W.
- Engine Failure
- Parts Detached
- Foreign Objects
- Icing
- Asymmetric
- Collision with Airborne Object
- Collision with Ground or Gd. O
- Forced Landing
- Landing U/C Up
- Undershoot
- Overrun
- Ditching
- Climatic Conditions
- Abortive Flight
- Other Forces Involved
- A.T.C.
- Unsatisfactory Equipment
- A/C Away from Base
- Night
- Low-level
- Co - Pilot Error
- Swing
- Abandonment ATTEMPTED

Kalamazoo B-541565-7¾x7¾

MAJOR ACCIDENT RECORD CARD D.F.S. (R.A.F.)

MAIN CAUSE GROUP

ALL CAUSES (Cont'd above)

T.D. SUB-GROUPS: A F B | A F S | E N G | E L E C | I N S T | R A D | H E L I | O T D | A

A.E. SUB-GROUPS: D I S | P & T | C P T | E & O | ERRORS OF SKILL: T O O | O O C | L | O S H | O E S | S H E | O A C E

Final Review | Check | Trailer

LIGHTNING	F-6	XS-894	5 SQN	11GP STR CMD	BINBROOK	8-9-70	NO
AIRCRAFT TYPE	MARK	NUMBER	UNIT	CMD	BASE	DATE	SEVERITY

FATAL

NARRATIVE OF EVENTS

	TIME	PLACE	NO	TIME	HEIGHT	SPEED	NO	TIME	HEIGHT	SPEED
TAKE OFF	2130A	BINBROOK	1	2142A APPROX	170 Ft	Kts	3		Ft	Kts
LANDING			2		Ft	Kts	4		Ft	Kts

I was USAF in charge officer classified as "limited combat ready" + was nominated to participate in a Tactical Evaluation exercise. At 1824Z he was called to readiness + ordered to scramble at 1947Z but was ordered back to dispersal shortly after taxying out. After some delay he asked the Ground crew to expedite the turn round servicing because he had been informed that he would be scrambled as soon as his A/C was ready. He started up before the servicing was complete + without signing the turn-round certificate + taxied out at 2035Z. The turn round board holding the certificate fell off the A/C as he exited the R/W. A/C took off carrying live missiles in contravention of the Air Staff Orders applicable to the type of sortie ordered. The F was vectored onto a Shackleton A/C flying as a low speed target at 1500' off the Yorkshire Coast, with the requirement to shadow and in a certain eventuality, to shepherd it on its approach to the coast. The F looked turning in these tactics. He announced Visual Contact with the target but no further message was received. His A/C was subsequently discovered to have crashed into the sea from which it was salvaged almost intact. The body of the F has not been recovered.

Board Convened Group Director Bracon

SPEC. REC.	SEE ATTACHED CARD
F.1022 ACTION	
U.S. STATE	

F765B	F765C	F1669	F412	FDN. 849	CHECKED	CASUALTY INDEX
		11/9/71	11/9/71	2 4/9/71		

AIRCRAFT TYPE	MARK	NUMBER	UNIT	CMD	BASE	DATE	SEVERITY
LIGHTNING	F6	XS 894	56 SQN	11G Gp C	BINBROOK	9.70	FATAL W/O

NARRATIVE OF EVENTS

	TIME	PLACE	NO	TIME	HEIGHT	SPEED	NO	TIME	HEIGHT	SPEED
TAKE OFF			1		Ft	Kts	3		Ft	Kts
LANDING			2		Ft	Kts	4		Ft	Kts

A combination of a difficult task, unsuited Circumstances & lack of training in the low speed Visual & shepherding techniques, led to a situation where the pilot failed to monitor the height of his a/c whilst slowing down & acquiring his target and that he had inadvertently flown his a/c into the sea. The pilot had attempted to recover the situation by selecting reheat, which failed to take effect, with the a/c tail skimming on the water. He had then initiated an ejection which was unsuccessful because of the interruption of the sequence by the failure of the canopy to jettison. He then manually abandoned the a/c but because he had not been towed he was pressured to have drowned during or after his escape. The light percussion strike on the canopy from Cartridge occurred because of negligent servicing in that the firing unit was incorrectly seated, because of damaged screw threads. Recommendations + comments in orders, instructions + the training syllabus, concerning low speed Visual + the shadowing and shepherding techniques

SPEC. REC.

F.1022 ACTION

MODS. STATE

FS 3a ACTION	F765B	F765C	F1669	F412	FIN. REV.	CHECKED	

Q.: Q (CAT4,CAT5,PI)-NONRAF?
SUBQ.:
SORTED BY: DATE

551 hits

DATES: ALL

IDENTIFICATION

ACCIDENT CAT5
08SEP70 TIME: 2142A
LIGHTNING F6
5 SQN
CL:AIRCREW FACTOR

ACC.NO.: 70:0054
USN: BIN\5\\70
TAIL NO.: XS894
BINBROOK
SAFETY EMERGENCY EQUIP

SUMMARY(CONTD.)
OTHER THAN SERVICEABLE AT IMPACT. THE BOARD CONCLUDED THAT A COMBINATION OF A DIFFICULT TASK IN RUSHED CIRCUMSTANCES AND LACK OF TRAINING IN THE LOW SPEED VISIDENT AND SHEPHERDING TECHNIQUES, LED TO A SITUATION WHERE THE PILOT FAILED TO MONITOR THE HEIGHT OF HIS A\C WHILST SLOWING DOWN AND ACQUIRING HIS TARGET, AND THAT HE HAD INADVERTENTLY FLOWN HIS A\C INTO THE SEA. THE PILOT HAD ATTEMPTED TO RECOVER THE SITUATION BY SELECTING REHEAT; WHICH FAILED TO TAKE EFFECT, WITH THE A\C TAIL SKIMMING ON THE WATER.
Cause group.
Aircrew error.
Contributory factors.
Probably maint.
Lack of skill.
Inadequate orders or briefing.
Error of skill.

ACCIDENT CAT5
17SEP70 TIME: 0946A
JET PROVOST T5
1 FTS
CL:AIRCREW FACTOR

ACC.NO.: 70:0057
USN: LIN\\70
TAIL NO.: XW297
LINTON ON OUSE

SUMMARY
6NM FROM LECONFIELD. No casualties.
During air combat. In formation. 10000ft. SNR. Disorientation. Loss of control. Ejection abandonment.
THE SECOND TAIL-CHASE WAS FLOWN WITH THE OTHER QFI OCCUPANT OF THE LEAD A\C AT THE CONTROLS, AND WITH EACH OF THE TWO FORMATING PILOTS IN THE POSITION PREVIOUSLY OCCUPIED BY THE OTHER DURING THE FIRST TAIL-CHASE EXERCISE. THE LEAD A\C ENTERED A WING-OVER TO THE LEFT AND IMMEDIATELY REVERSED INTO A WING-OVER IN THE OPPOSITE DIRECTION; NOT MORE THAN 90 DEG OF BANK WAS USED AND THE AIRSPEED DID NOT FALL BELOW 130 KNOTS AT ANY TIME. THE NO 2 FOLLOWED THE LEADER THROUGH THE LEFT-HAND WING-OVER, SAW THE LEADER REVERSE, BUT, AS HE TRIED TO TURN QUICKLY, HE HIT THE LEADERS SLIPSTRESM. THE NO 2 A\C FLICKED VICIOUSLY AND THE NOSE DROPPED, AND ALTHOUGH THE CONTROLS WERE CENTRALISED THE NO 2 PILOT WAS UNABLE TO IDENTIFY THAT A RECOVERY HAD BEEN INITIATED. THE PILOT THEN CONCLUDED THAT HIS A\C WAS IN A SPIN TO THE LEFT AND APPLIED SPIN RECOVERY ACTION, BUT THE ROTATION TIGHTENED UP. THE PILOT EJECTED USING THE TOP HANDLE. THE A\C WAS DESTROYED WHEN IT STRUCK THE GROUND IN A SHALLOW, LEFT WING LOW DESCENT AFTER APPARENTLY RECOVERING FROM THE SPIN AT APPROX 3,000 FEET AGL. THE BOI CONSIDERED THAT BY HIS MISHANDLING OF THE CONTROLS, THE STUDENT PILOT INDUCED A STALLED CONDITION OF THE A\C AND FAILED TO TAKE CORRECT RECOVERY ACTION.
Cause group.
Aircrew error.
Contributory factors.
Poor airmanship.

E 30/1

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1a
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax) [redacted]
E-Mail das-laopspol1a@defence.mod.uk Section 40

Section 40
Blackburn
Section 40

Your Reference
Our Reference D/DAS/64/3
Date 4 November 2002

Dear Section 40

I am writing with reference to your e-mail of 18 October, which was passed to this office as we are the focal point within the Ministry of Defence for correspondence of this nature.

You asked if there was any government organisation which you could join that investigates 'UFO' sightings and 'strange phenomena'. I am afraid that there is no organisation within the MOD of the kind you describe and perhaps it would be helpful if I explain more fully our position on these matters. The MOD examines any reports of 'unidentified flying objects' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat, and to date no 'UFO' report has revealed such evidence, MOD does not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

Finally, the MOD does not have any expertise or role in respect of 'UFO/flying saucer' matters or to the question of the existence or otherwise of extraterrestrial lifeforms, about which it remains totally open-minded. I should add that to date the MOD knows of no evidence which substantiates the existence of these alleged phenomena. However, should wish to pursue your interest, you may find it helpful to contact a civilian "UFO" research organisation, the details of which you can find in the numerous "UFO" magazines sold in many newsagents. I hope this is helpful.

Yours sincerely
Section 40

** TO BE GIVEN A HIGH PRIORITY **

E-MAIL

TREAT OFFICIAL CORRESPONDENCE

To DAS (UK) Corps Exec TO Ref No 5500 /2002

Date 22.10.02

The Prime Minister/SofS/Min(AF)/Min(DP)/USofS/MOD* has received the attached correspondence from a member of the public, which this office has neither retained nor acknowledged. Please send a reply on behalf of the PM/Minister/Department*.

Ministers attach great importance to correspondence being answered promptly, and your reply should be sent **within 15 working days** of the above date. If, exceptionally, this should prove impossible, an interim reply should be sent within the same timescale. You should be aware that No 10 periodically calls for a sample of letters sent by officials on the PM's behalf for his perusal.

An *Open Government Code of Practice on Access to Government Information* came into force in 1997. All replies to members of the public must be in accordance with the procedures set out in the Code (a full explanation is contained in DCI(Gen) 232/01; further information is available from DG Info on Section 40

Under *Service First*, all Departments and Agencies must ensure that they have simple systems to record and track correspondence received from members of the public (including details of the correspondent and the nature and date of the reply). This information should be regularly monitored and reviewed against published targets. In addition, we are required to keep information on the number of **requests for information, which specifically refer to the Code of Practice.**

As part of our monitoring procedure, random spot checks on the accuracy of your branch records on correspondence will be performed throughout the year.

Ministerial Correspondence Unit
Room 222, Old War Office Building, Whitehall, SW1A 2EU
Section 40 Section 40
CHOTS: Ministerial Correspondence; e: ministers@defence.mod.uk;
w: http://main.chots.mod.uk/min_parl/

** TO BE GIVEN A HIGH PRIORITY **

* Delete as appropriate.

Ministers

From: Section 40
Sent: 18 October 2002 19:44
To: public@ministers.mod.uk

Dear Sir/Madam,
I have what you may call a slgihtly weird question. But here goes: Does the British Government (you guys, the Armed Forces etc), have any, no matter how secret, organisation which investigates UFO sighting and Strange Phenomona? If so I want to join.

I believe in UFOs and am interested in Strange Phenomona, and if there is an orgainsation which invetsigates them then I would like to join it. I realise, due to defence purposes, that you will probably deny that an organisation like this exists - a sort of British version of he X Files, but if there is one, no matter how top secret then I would like to join. At least consider me, Please.

I read an article on the internet which said the organisation which is incharge of UFO reports etc is called the Aerospace Intelligence. I have searched for it on your site but it has not come up with anything possible.

Please, if there is such an organisation, anywhere in the British Government, no matter how small, please put my name down for joining it.

Thank you for taking time to read my email,

Section 40

Blackburn
Section 40

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

ENCLOSURE NUMBER 30 + 1

Section 40
Wantage
Oxon
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
1 November 2002

Dear Section 40

Thank you for your letter of 11 October addressed to Mr Hoon regarding 'unidentified flying objects'. Your letter has been passed to me as this office is the focal point within the MOD for correspondence of this nature. I have been asked to reply.

First it may be helpful if I explain that the Ministry of Defence examines any reports of 'unidentified flying objects' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat to the United Kingdom from an external military source, and to date no 'UFO' report has revealed such evidence, we do not attempt to identify the precise nature of each sighting reported to us. We believe that rational explanations, such as aircraft lights or natural phenomena, could be found for them if resources were diverted for this purpose, but it is not the function of the MOD to provide this kind of aerial identification service. It would be an inappropriate use of defence resources if we were to do so.

With regard to your comments about reports from Police Officers, the MOD receives reports from a variety of sources and they are all examined in light of our defence interests as described above. The MOD does not have any expertise or role in respect of 'UFO/flying saucer' matters or to the question of the existence or otherwise of extraterrestrial lifeforms, about which it remains totally open-minded. I should add that to date the MOD knows of no evidence which substantiates the existence of these alleged phenomena.

Yours sincerely,

Section 40

** TO BE GIVEN A HIGH PRIORITY **

TREAT OFFICIAL CORRESPONDENCE

To DAS SGC
attn Section 40

TO Ref No 5413 /2002

Date 29 10 02

The Prime Minister/SofS/Min(AF)/Min(DP)/USofS/MOD* has received the attached correspondence from a member of the public, which this office has neither retained nor acknowledged. Please send a reply on behalf of the PM/Minister/Department*.

Ministers attach great importance to correspondence being answered promptly, and your reply should be sent **within 15 working days** of the above date. If, exceptionally, this should prove impossible, an interim reply should be sent within the same timescale. You should be aware that No 10 periodically calls for a sample of letters sent by officials on the PM's behalf for his perusal.

An *Open Government Code of Practice on Access to Government Information* came into force in 1997. All replies to members of the public must be in accordance with the procedures set out in the Code (a full explanation is contained in DCI(Gen) 232/01; further information is available from DG Info on Section 40

Under *Service First*, all Departments and Agencies must ensure that they have simple systems to record and track correspondence received from members of the public (including details of the correspondent and the nature and date of the reply). This information should be regularly monitored and reviewed against published targets. In addition, we are required to keep information on the number of **requests for information, which specifically refer to the Code of Practice.**

As part of our monitoring procedure, random spot checks on the accuracy of your branch records on correspondence will be performed throughout the year.

Ministerial Correspondence Unit
Room 222, Old War Office Building, Whitehall, SW1A 2EU
Section 40 Section 40
CHOTS: Ministerial Correspondence; e: ministers@defence.mod.uk;
w: http://main.chots.mod.uk/min_parl/

** TO BE GIVEN A HIGH PRIORITY **

* Delete as appropriate.

** TO BE GIVEN A HIGH PRIORITY **
** TO BE GIVEN A HIGH PRIORITY **

** JOB STATUS REPORT ** AS OF 29 OCT 2002 11:18 AM PAGE. 01

PARLIAMENTARY BRANCH

JOB #319

	DATE	TIME	TO/FROM	MODE	MIN/SEC	PGS	STATUS
001	10/29	11:17A	DAS(SEC)	EC--S	00'26"	002	OK

MINISTRY OF DEFENCE
PARLIAMENTARY BRANCH
ROOM 221, Old War Office

FROM: Section 40

Telephone(GTN): Section 40

Facsimile: Section 40

****

DATE: 29 October 2002

TO: DAS

FAX NO:

NO OF PAGES: 2

Can you let me know if this is for you to deal with?

TO: Section 40 Letter dated 18/10/02

Section 40

to accept

Section 40 21/10

MINISTRY OF DEFENCE
PARLIAMENTARY BRANCH
ROOM 221, Old War Office

FROM: Section 40

Telephone(GTN): Section 40

Facsimile: Section 40

****

DATE: 29 October 2002

TO: DAS

FAX NO:

NO OF PAGES: 2

Can you let me know if this is for you to deal with?

TO: Section 40 Letter dated 18/10/02

Section 40
Wantage
OXON
Section 40

Dear Mr Hoon,

Last month, September, I picked up a copy of the UFO magazine at our local newsagents.
One article describes forty-one accounts of Police Officers seeing or in one case being abducted by UFO's. I would hope that you already know of the cases and I wonder what you intend to do about the situation. Either forty-one of our police officers are not all there or something quite frightening is happening in our country, that is being hidden from the general public.

Looking forward to your reply

Section 40 11/10/02

Section 40

MINISTRY OF DEFENCE
PARLIAMENTARY BRANCH
ROOM 221, Old War Office

FROM: Section 40

Telephone(GTN): Section 40

Facsimile: Section 40

****

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NO OF PAGES: 2

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Section 40
Wantage
OXON
Section 40

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Looking forward to your reply

Section 40 1/10/02

Section 40

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

ENCLOSURE 29 NUMBER

Section 40

Section 40 SABADELL
Spain

Your Reference

Our Reference
D/DAS/64/3
Date
1 November 2002

Dear Sir/Madam,

Thank you for your letter of 17 October concerning Ministry of Defence policy regarding reports of 'unidentified flying objects'.

The Ministry of Defence examines any reports of 'unidentified flying objects' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat to the United Kingdom from an external military source, and to date no 'UFO' report has revealed such evidence, we do not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

As to our records of these reports, all UK government files are subject to the provisions of the Public Records Act of 1958 and 1967. This Act of Parliament states that official files generally remain closed from public viewing for 30 years after the last action has been taken. It was generally the case that before 1967 all "UFO" files were destroyed after five years, as there was insufficient public interest in the subject to merit their permanent retention. However since 1967, following an increase in public interest in this subject "UFO" report files are now routinely preserved. Any files from the 1950s and early 1960s which did survive are already available for examination by members of the public at the Public Record Office, Ruskin Avenue, Kew, Richmond, Surrey, TW9 4DU. Files from 1967 onwards will be routinely released to the Public Record Office at the 30 year point. The Ministry of Defence operates in accordance with the Code of Practice on Access to Government Information (the Code), which encourages the provision of information unless its disclosure would, for example, cause harm to defence, invade on an individual's privacy, or if it would take an unreasonable diversion of resources to respond to

a request. Information requested from the files that are less than 30 years old is supplied wherever possible providing it does not fall under one of the exemptions in the Code.

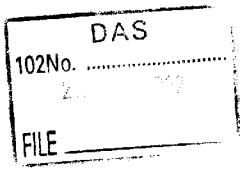
I hope this is helpful.

Yours faithfully,

Section 40

Section 40

Section 40 SABADELL (Spain)



Sabadell, 17 October 2002

Ministry of Defence (MoD)
Secretariat (Air Staff) 2 A, Room 8245
Main Building, Whitehall
London SW1A 2HB (U.K.)

Dear Sirs ,

I belong a spanish group of investigators of anomalous aerospatial phenomena. Our working methodology is objective and scientific.

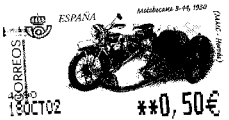
I am writing asking information about the existence of official UFO investigations (list of reports, analysis and statistics, sightings, declassification, ...) by the Ministry of Defense (MoD), and U.K. Government UFO policy.

Looking forward to hearing from you, and being grateful for your help.

Sincerely yours ,

Section 40

Section 40



MINISTRY OF DEFENCE
SECRETARIAT (AIR STAFF) 2A, ROOM 8245
MAIN BUILDING, WHITEHALL
LONDON SW1A 2HB
REINO UNIDO

Section 40

SABADELL (Spain)

Section 40

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

Wakefield
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
31 October 2002

Dear Section 40

Thank you for your letter of 10 October concerning your database of 'UFO' sighting reports from Police Officers and your request for us to supply copies of any reports made to the Ministry of Defence, by Police Officers, between 1 January and 31 December 1980.

First, I should inform you that the 'UFO' sighting reports and correspondence we receive are not computerised, but filed manually on Branch files, in the form they are received. Only the files covering the past few years are retained in this office, with the rest being held in archives until their release to the Public Record Office on reaching the 30 year point. Therefore, the only way to fulfil your request, is to recall all the relevant files and conduct a manual search. We have identified 6 files, currently held in archives, which cover this period.

The Ministry of Defence is bound by the Code of Practice on Access to Government Information. This means that we are committed to providing you with the information you require, as long as it is not exempted under the Code. However, to ensure that this does not create an extra burden on the taxpayer, we have a charging regime for more complicated requests. If a request is likely to require over four hour's work, each hour's work over the four hours (or part thereof) is charged at £15 per hour. Assuming it will take two minutes to check each page, and photocopy and sanitise any relevant documents to remove personal details in accordance with the Data Protection Act 1998, I estimate to undertake the work you have requested would take around 20 hours. Four hours would be conducted free, leaving 16 hours which would attract a fee of £240. In advance of conducting a careful review of the documentation this sum remains an estimate only. The final cost may be lower, but if, during the course of the review, it appears that the cost may be in excess of this sum I shall let you know so that you may decide whether you wish the work to continue. I should also inform you that this task amounts to three whole days work and we do not have the resources to conduct this amount of additional work within in the normal course of our duties. However, if you do wish us to continue, we are willing to spread the work over a period of six half days.

I would be grateful for confirmation that you wish to proceed with this enquiry and that you are willing to accept the extended period and meet the appropriate charge.

Yours sincerely,

Section 40

[redacted]

Section 40 [redacted]

POLICE REPORTING UFO SIGHTINGS FOUNDED 2001

Section 40 [redacted]

Directorate of Air Staff (Lower Airspace)
Operations and Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building
Northumberland Avenue
LONDON WC2N 5BP

10/10/02

My name is Section 40 [redacted] and I am a Section 40 [redacted] with the Section 40 [redacted] Section 40 [redacted] In January 2002 I launched a database (unofficial) entitled Section 40 [redacted] I have a dedicated website: Section 40 [redacted] where many of these cases are listed in brief.

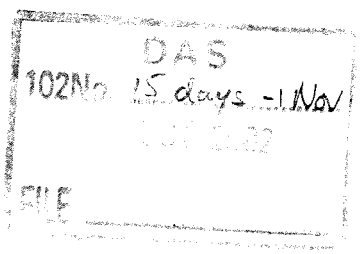
Since the launch of the database I have amassed some 65 cases dating back to the mid fifties involving 150 British police officers. Many of these officers have stated that official reports were made and were later forwarded to the Ministry of Defence. Several of these officers have confirmed that MOD officials contacted them regarding these reports.

With the above in mind, I am writing to you under the terms of the 'Code of Practice' on 'Access to Government Information' to request that you send me copies of any UFO related material/reports which originated from police officers for the period January 1st 1980 to 31st Decemeber 1980.

I would like to thank you in anticipation of your cooperation in this request.

Section 40 [redacted]

Wakefield Section 40 [redacted]



20 days - 8 Nov.

Files identified covering 1980-

D/DS8/75/2/2 Pt L UFO Reports: edited
D/DS8/75/2/2 Pt M " " "
D/DS8/75/2/1Pt G. UFO Reports & Correspondence
D/DS8/75/2/1 Pt H " " "
D/DS8/75/2/5 Pt A UFO Reports
D/DS8/75/2/5 Pt B " "

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

ENCLOSURE 27 NUMBER

Section 40

North Yorkshire
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
30 October 2002

Dear Section 40

Thank you for your letter of 23 October concerning your request for copies of Ministry of Defence documents about 'unidentified flying objects'.

You should have now received my letter of 25 October which answers the first part of your request concerning 'Operation Aeneid'.

You also asked for documents relating to the "disappearance of Captain William Shaffner in September 1970". Please find enclosed a copy of the accident card and the Aircraft Accident Report, both of which provide details of the events leading to the tragic loss of Captain Shaffner. These documents were made available to the makers of the BBC 'Inside Out' programme and due to the public interest in this particular accident, a copy has been earmarked for preservation in the Public Record Office in the near future.

I hope this is helpful.

Your sincerely,

Section 40

Lightning F6 XS894
5 Squadron
8 September 1970

ROYAL AIR FORCE
AIRCRAFT ACCIDENT REPORT

Date:	8 September 1970
Aircraft:	Lightning Mk F6 XS 894
Crew:	One
Sortie:	Tactical Evaluation Exercise - Night Shadowing and Shepherding of Low Speed Targets
Casualties:	One killed
Aircraft Damage:	Category 5
Unit:	No 5 Squadron, RAF Binbrook

Circumstances

1. No 5 Squadron was participating in a Strike Command Tactical Evaluation (Taceval) exercise at RAF Binbrook. The pilot of the accident aircraft was a USAF exchange officer whose experience included two tours of duty on USAF F102 all weather fighter aircraft. He had accumulated 121 hours on Lightning aircraft, of which 18 were at night, and had obtained a Green Instrument Rating. He had been categorised as "limited combat ready" after 8 weeks on the Squadron. This was an unusually short period but the category was justified by his USAF experience as squadron pilot and OCU instructor, and by his results in simulator training and dual flying tactical and weapons checks on the Lightning. The limitation on his operational status was due to his need for further training in maximum effective use of the Lightning weapons system and because he had not yet met the requirement for full visident missions, he had completed only two of the specified three phases of preparation. In consequence at his stage of training at the time of the accident he would only have been cleared for shadowing and shepherding tasks with the target in full visual contact. The Squadron Commander cleared the pilot to participate in the Taceval, therefore, in the belief that he would not be involved in a shadowing or shepherding mission.

2. On the day of the accident the pilot was ordered to his aircraft at 1834Z hours, and, after waiting on readiness, was scrambled at 1947Z hours. He started tarying, however his scramble was cancelled and he was ordered back to dispersal. On return he ordered fuel only and no turnround servicing. According

to standing instructions the engineer officer on duty ordered a full turnround. The turnround was delayed, and during this delay the pilot was warned that he would be scrambled as soon as he was ready. He asked the groundcrew to expedite the turnround, however, before it was completed he called for engine starting, failed to sign the servicing certificate and taxied out at 2025Z hours. As he entered the runway the metal turnround board and attached servicing certificate fell off the aircraft.

3. Unknown to the station and squadron, the Taceval team had just changed the exercise scenario from normal interceptions to interception, or shadowing or shepherding on slow speed low flying targets. The targets were Shackleton aircraft flying at 160 knots, and at the minimum authorised height of 1500 feet as specified in Group Orders. The minimum speed for Lightning aircraft for visident practices is 200 knots, which was not specified as an order, but was referred to in the Lightning squadron training syllabus. The syllabus made no reference to shadowing or shepherding techniques. Shadowing and shepherding are however included in the war task of Lightning squadrons and, thus, were theoretically subject to Taceval.

4. The pilot took off at 2030Z and was ordered to climb to FL 100; he was still unaware of the type or height of his target. He was handed over to the MRS and was given in a short space of time, the QNH, and height of target (1,500 ft), and a shadowing task with target speed of 160 knots. He was told to accelerate towards the target which was 28 nms away. At 2039Z, the pilot acknowledged instructions to accelerate to 0.95M to effect a rapid take over from another Lightning, this in a tone of surprise. He was given various alterations to heading until he announced that he was in contact with lights but would have to manoeuvre to slow down; his voice sounded strained as though he was affected by 'G'. At 2040Z the MRS broadcast that the Controller was being changed; at this time the Lightning was turning port at about 220 knots. At 2041Z the aircraft was seen by the other Lightning pilot, who had just broken away from the target, to be at about 2,000 yards astern and 500 to 1,000 feet above the Shackleton, in a port turn. The Shackleton crew then saw the aircraft, apparently very low. The MRS Chief Controller had appreciated that this was a difficult interception, and had monitored the latter stages very closely. When at 2042Z the Lightning pilot failed to acknowledge instructions, he instituted

emergency procedures, however, he experienced difficulty in making contact with the Shackleton because he did not have immediate access to 243.0 Mhz. An immediate air search by the target Shackleton, and subsequent air/sea search the following day, failed to detect any trace of the aircraft or pilot.

Determination of Causes

5. From calculations provided by the Board of Inquiry and expert sources, a search by a RN minesweeper "located" the wreckage nearly 2 months later. The aircraft was in a complete state except that the port wing had broken off and buckled under the fuselage, and some fuselage panels were missing. The cockpit canopy was attached but not closed and there was no sign of the pilot. Examination of the wreckage showed that the aircraft had struck the sea at a low speed, in a tail-down attitude with a minimal rate of descent. It appeared to have planed on the surface and come to rest comparatively slowly. Both throttles were in the reheat gates, there was a nose-up trim of 6°, undercarriage was up, flaps down and airbrakes out. There was no sign of fire or explosion and expert examination revealed no indication that the aircraft was other than serviceable at impact.

6. The ejection seat lower handle had been pulled to the full extent allowed by the interrupter link on the main gun sear. The canopy gun sear had been withdrawn, but the canopy gun cartridge had received only a light percussion strike and had not fired. The canopy had been released by the normal operating lever, the harness QRB was undone, the PEC disconnected and the PSP lanyard had been released from the life preserver and was lying tangled in the cockpit.

7. The Board concluded that a combination of a difficult task in rushed circumstances and lack of training in the low speed visident and shepherding techniques, led to a situation where the pilot failed to monitor the height of his aircraft whilst slowing down and acquiring his target, and that he had inadvertently flown his aircraft into the sea. The pilot had attempted to recover the situation by selecting reheat, which failed to take effect, with the aircraft tail skimming on the water. He had then initiated an ejection which was unsuccessful because of the interruption of the sequence by the failure of the canopy to jettison. He then manually abandoned the aircraft but because he has not been found, he was presumed to have drowned during or after his escape.

8. The light percussion strike on the canopy gun cartridge occurred because of negligent servicing, in that the firing unit was incorrectly seated because of damaged screw threads.

9. The Board made a number of recommendations relating to inconsistencies and omissions in orders, instructions and the training syllabus, concerning low speed visidents and the shadowing and shepherding techniques. They also made recommendations concerning the access of MRSs to emergency frequencies, and for remedial action concerning Lightning canopy ejection guns.

Remarks of the Air Officer Commanding-in-Chief

10. The AOC-in-C stated that in common with so many accidents, this accident had no single root cause, and he agreed with the Board's conclusions. He said that the pilot made an error of judgment in allowing his aircraft to get into a position from which he was unable to recover. Because of mitigating circumstances, his error was excuseable.

11. The AOC-in-C's comments on the Board's recommendations are covered below.

Subsequent Action

12. The Board's recommendation concerning access to the emergency radio frequency by the MRS was not accepted by the AOC-in-C, who stated that MRSs already have the facility to select 243.0 Mhz although they do not normally monitor it. He considered that the allocation of a safety frequency for use during all peacetime exercises had more merit.

13. The hitherto undetected weakness in training for the identification, shadowing and shepherding of low altitude, low speed targets, have been rectified as follows:

a. No 11 (Fighter) Group Air Staff Orders now specify a minimum speed for visident targets, and minimum target speeds and heights for shadowing and shepherding operations by day and night.

b. New tactics have been devised and published in the Lightning Tactics Manual.

c. Shadowing and shepherding tasks have been included in the Annual Training Syllabus for Lightning Squadrons.

d. Pilots of aircraft under GCI control must now read back altimeter settings before descending to low level.

e. A radio safety frequency is allocated for all exercises.

f. During all pertinent exercises, a target radio frequency plan will be available so that two way communication between the MRS and target aircraft can be established rapidly in any emergency situation.

14. Servicing procedures for the inspection, re-arming and servicing of canopy firing units have been amended.

15. All ejection seat firing units of a type similar to that which prevented ejection in this accident have been inspected for signs of damage.

16. The design of the canopy firing unit has been examined. No change will be made, however, the Design Authority has been made aware of the failure for consideration in future designs.

17. The deficiencies revealed by the change of controller at the MRS and the over-rapid attempt to effect the changeover of the intercepting aircraft, have been drawn to the attention of the MRS.

18. The effect of the false scramble and the interrupted turnround in producing conditions of stress, has been drawn to the attention of all 11 Group Stations.

19. The deficiencies in planning, and liaison with the station operations staff concerning the change of exercise scenario, have been investigated with the MRS and Taceval Team.

20. Negligence in the fitting of the canopy jettison firing unit could not be attributed to any specific person. The Corporal who was responsible for servicing the unit was found excusably negligent. No disciplinary action was taken against him because of the involvement of other personnel, the lack of clear servicing instructions and guidance on the acceptable degree of burring of the screw threads, the lack of evidence that he had caused the damage to the threads, and because he did not finally fit the unit to the jettison gun.

RFS(RAF) Cause Coding

21. Main Cause Group: Aircrew Error.

22. Codes:

690.6	Inadequate orders.
330.5	Servicing error.
470.3	Inexperience on aircraft type.
716.4	Rushed operation.
410.9	Distraction.
540	Error of skill (failed to monitor altitude during low level exercise at night) - MAIN
232.12	Ejection seat, miscellaneous (canopy firing unit)

Section 40 [redacted]

Ministry of Defence
30th June 1972
See Distribution List

F O BARRETT
Air Commodore
Director of
Flight Safety (RAF)

WEDNESDAY
30th October 2002
Text only

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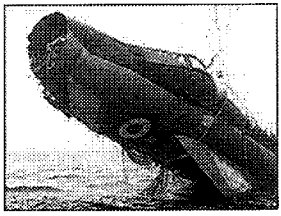
INSIDE OUT

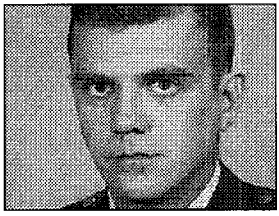
MORLAND SANDERS| Monday 16 September, 7.30pm

**MORLAND SANDERS WELCOMES YOU TO YOUR LOCAL PAGE...
SOUTH EAST**

Inside Out sheds new light on claims of an alien abduction in Yorkshire. See previously classified evidence from the Ministry of Defence...

FRESH EVIDENCE ON YORKSHIRE ALIEN ABDUCTION





Britain's most plausible alien abduction happened off the East Yorkshire coast, according to some UFOlogists.

The incident happened in September 1970. Foxtrot 94, an RAF Lightening fighter jet crashed into the North Sea.

UFOlogists claim its pilot, Captain William Schaffner was abducted by an alien spacecraft after he'd scrambled to intercept it off Flamborough Head.

Wreckage

The Lightning aircraft was recovered three months later from the seabed. Remarkably, it was virtually undamaged.

The cockpit canopy was shut but there was no sign of Captain Schaffner's body.

The unusual condition of the wreckage fueled UFOlogists speculations of an

WATCH and LISTEN

Watch the bogus transcript that has appeared on line (56k)
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Free Real player

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Read the pilot's last recorded conversation...
Part one - warning call
Part two - the target
Part three - aircraft contact
Part four - final minutes
Your comments

WEB LINKS

Internet stories about the accident
Alternative accounts
Online UFO magazine
The Roswell incident
The BBC is not responsible for the content of external websites.

FACTS

Captain William Schaffner was based at Binbrook in Lincolnshire

CONTACT CURRENT

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September 9th
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and was flying with No5 Squadron. He was a Vietnam war veteran

UFO is an acronym for unidentified flying object

Possibly the most famous UFO sighting happened in the summer of 1947. It was in Roswell, USA. Extraterrestrial life forms are alleged to have landed.

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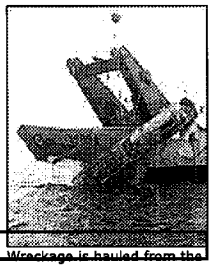
alien abduction.

These claims are the talk of UFO Internet sites, as are bogus transcripts of the Captain's last radio conversation with RAF Patrington.



Wreckage is hauled from the North Sea

Family trauma

Captain William Schaffner was a 28-Year-old American exchange officer.

His family were never told the results of the official inquiry into the crash.

The Ministry of Defence has previously insisted that the report on the crash was shredded.

His sons, Glenn and Mike Schaffner, have been trying to discover the truth about their father's disappearance for years.

Captain William Schaffner

Their efforts have not solved the mystery. Until now.

Breakthrough

Secret documents and classified photographs of the RAF fighter have been exclusively obtained from the Ministry of Defence by the BBC's Inside Out team.

The following will finally give the brothers the information they desire and deserve:

- A copy of the inquiry report
- A **transcript** of the Captain's final conversation with ground controllers
- Pictures showing the aircraft's empty cockpit

The inquiry report makes the following points:

It was not a UFO but a slow moving Shackleton recconaissance

aircraft that the Captain was trying to intercept on an exercise

Its crew had lost radio contact. Then, by the light of a flare, they'd seen the aircraft in the water.

The Captain had simply flown too low trying to get beneath his target and hit the sea.

Captain Schaffner had not been properly trained to carry out the exercise he had been asked to undertake.

When he tried to bail out, his ejector seat failed to operate.

Accident

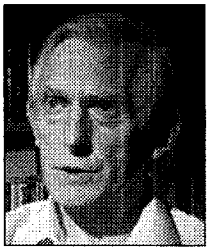
These points appears to suggest that the crash was an unfortunate accident with a plausible explanation.

This should destroy some of the alien abduction rumours, which have angered and upset Captain Schaffner's sons for years.

Opposition

A few budding UFOlogists may still not accept this explanation, due to distrust of the Ministry of Defence documentation.

Former North Yorkshire policeman Tony Dodd told Inside Out, "I don't think that we will ever get to the bottom of what happened because the RAF would never accept that a UFO could be involved."



Tony Dodd is unconvinced about the incident

Reporter Sophie Hull said, "Some aspects of Capt. Schaffner's disappearance can't be explained.

"But we believe this is as close to a detailed explanation of what actually happened that anyone will get."

It appears to be enough for Captain Schaffner's sons.

They can now concentrate on enjoying their father's memory in peace.

Read the actual transcript of the Captain's last radio conversation

---

BBC ONE, MONDAY, 7.30PM

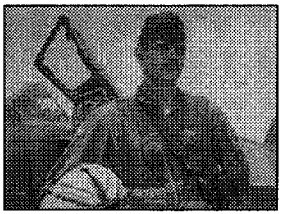
INSIDE OUT

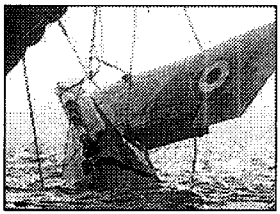
MORLAND SANDERS| Monday 16 September, 7.30pm

**MORLAND SANDERS WELCOMES YOU TO YOUR LOCAL PAGE...
SOUTH EAST**

Inside Out looks at the last recorded radio conversation with the troubled RAF aircraft which crashed into the North Sea. Read the transcript below...

PART 1 - THE WARNING CALL





Transcript of tape recording at RAF Patrington concerning incident to Mission CPM45 at 20:45 Hours on the 8th September 1970.

Fighter Controller: Time check 20:30.
Capt. Schaffner's Wingman: 52.
Fighter Controller:
Is the target heading about 250° again?
Capt. Schaffner's Wingman:
Affirmative but I shall not have enough fuel to accompany to land if he does cross territorial waters.
Fighter Controller: Roger 52.
CC
Assistant, controller please - will you tell him that his fighter 45 is airborne at 20:30. I think that's him there.

SEE ALSO

Inside Out Home Page
Read more of the transcript...
Part two - the target
Part three - aircraft contact
Part four - final minutes
Your comments

WEB LINKS

Internet stories about the accident
Alternative accounts
Online UFO magazine
The Roswell incident
The BBC is not responsible for the content of external websites.

FACTS

Captain William Schaffner was based at Binbrook in Lincolnshire and was flying with the No5 Squadron. He was a Vietnam war veteran

UFO is an acronym for unidentified flying object

Possibly the most famous UFO sighting happened in the summer of 1947. It was in Roswell, USA.

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Extraterrestrial life forms are alleged to have landed.

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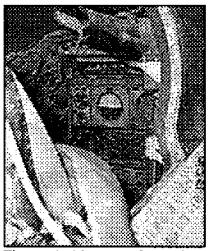
A previously classified image of recovered wreckage which highlights its size

Cont / Asst: 20:30? Yes - OK thank you.
Capt. Schaffner's Wingman:
52 check about 45 miles from point alpha?
Fighter Controller:
52 that's affirmative and 45 is south of you at this time range 35 not on channel yet.
Capt. Schaffner's Wingman: Roger.
Fighter Controller:
52 on this heading Flamborough Head is dead ahead of you, range 20 miles.
Capt. Schaffner's Wingman: 52.
Fighter Controller:
52 is the target still at 1500 feet?



The cockpit's central panel. The cockpit canopy was closed when the wreckage was recovered.

Capt. Schaffner's Wingman:
Affirmative.
Fighter Controller: Roger.
Capt. Schaffner:
Mission 45 airborne at one zero zero.
Fighter Controller:
Roger 45 Patrington port 335 over.
Capt. Schaffner:
Roger understood on a port turn 335 a heading of 100.
Fighter Controller:

Roger 45 have you weapon contact and the target is north-west of you range 35

at this time and his height is at 1500 feet.
Capt. Schaffner:
Roger 45 copied - level 100 until close.
Fighter Controller: 45.
Fighter Controller:
45 the OHH is 986 - 52 is with the target at this time shadowing and your task will be to take over from 52.
Capt. Schaffner: Roger.
Fighter Controller
Buster buster target range 28.
Capt. Schaffner: Roger buster.
Capt. Schaffner: Target heading?
Fighter Controller:
45 the last target heading was 250. 52 Patrington confirm target heading?
Capt. Schaffner's Wingman:
52 affirmative and the target speed I estimate at no faster than 160 knots.
Fighter Controller:
Roger - did you get that 45?
Capt. Schaffner: Got it.
Fighter Controller: Roger.
Fighter Controller:
45 on 335 target is 10 right to you range 21.

Read more of the transcript

BBC ONE, MONDAY, 7.30PM

INSIDE OUT

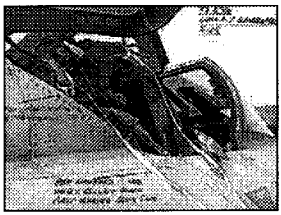
surprising stories from ordinary people

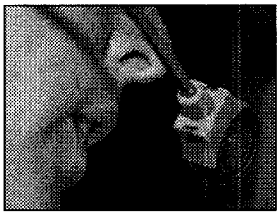
MORLAND SANDERS| Monday 16 September, 7.30pm

**MORLAND SANDERS WELCOMES YOU TO YOUR LOCAL PAGE...
SOUTH EAST**

Inside Out looks at the last recorded radio conversation with the troubled RAF aircraft which crashed into the North Sea. Read the transcript below...

PART 2 - THE TARGET





Part two of the transcript of a tape recording at RAF Patrington concerning incident to Mission CPM45 at 20:45 Hours on the September 8 1970.

Back to part 1 - the warning call

Capt. Schaffner: Roger descending.
Fighter Controller: Roger 45.
Capt. Schaffner: 45 will descend to five.
Fighter Controller: Roger.
Fighter Controller:
45 target is holding at 10 to 15 left and the range 17½.
Capt. Schaffner: Roger looking.
Fighter Controller:
45 one instruction was if the aircraft crosses the International Boundary Line he is to be ordered to follow you back to Binbrook.
Capt. Schaffner: Roger.

SEE ALSO

Inside Out Home Page
Read more of the transcript...
Part one - warning call
You are reading part two
Part three - aircraft contact
Part four - final minutes
Your comments

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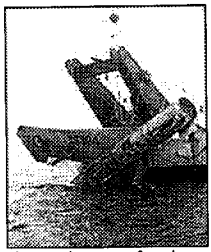


The wreckage was found on the bed of the North Sea

Fighter Controller:
45 the target is now 35 left range 13½.
Capt. Schaffner: 45 roger at 5,000.
Capt. Schaffner:
45 is armament safety check complete.
Fighter Controller: 45 say again.
Capt. Schaffner: 45 is armed safe.
Fighter Controller: Roger 45.
Fighter Controller:
45 the target has moved 45 left range 10.
Capt. Schaffner: Roger.
Fighter Controller: 45 Port 310 over.
Capt. Schaffner: Roger Port 310.
Capt. Schaffner: 52 check height.
Capt. Schaffner's Wingman:
52 is at 1,500 feet with the target at 2,00 yards.
Capt. Schaffner: Roger.
Fighter Controller:
45 make speed decimal 95 over.
Capt. Schaffner:
45 roger? That's pretty fast.
Fighter Controller:
Roger 45 make it a speed commensurate with your endurance then, that target range 10 at this moment. I think we've got enough to catch up at this peed, he's only 160 kts.
Capt. Schaffner: Roger.
Capt. Schaffner's Wingman:
52 be leaving the target in about 2 minutes.
Fighter Controller: Roger 52 understood.
Capt. Schaffner: 45's now at 2,000.
Fighter Controller: Roger 45.
Fighter Controller:
52 your pigeons to alpha 200 range 32.
Capt. Schaffner's Wingman:
200 32 copied.
Fighter Controller:
45 on 310 targets at 40 left, range 7½.
Capt. Schaffner: Roger.
Fighter Controller:

45 be advised the targets about 12 miles off Flamborough Head on his present heading.
Capt. Schaffner: Roger.
Fighter Controller: 45 port 250 over.
Capt. Schaffner: Roger turning port 250.
Fighter Controller:
45 target range 6½ - 7.
Capt. Schaffner:
Contact with a set of lights in that area.
Fighter Controller: Say again.
Capt. Schaffner:
Set of lights in that area - closing.

Read more of the transcript...

BBC ONE, MONDAY, 7.30PM

DAS-LA-Ops+Pol1

From: DAS-LA-Ops+Pol1
Sent: 22 October 2002 15:14
To: BEP-DAS-BOIA1
Subject: Aircraft Accident Report - Captain Shaffner

Following our telephone conversation, I have established that AAR's do not generally end up in the Public Record Office. However [redacted] in HQ(Exp)-Records 1 has confirmed that because of the notoriety of this case he has earmarked a copy of this AAR for the PRO. It is on his draft list of documents to go to the PRO and is awaiting PRO clearance which I understand can take several months. [redacted] said that while the PRO could refuse to accept items listed, it is unusual and he can see no reason why they should do so in this case. There is therefore every likelihood of this AAR being open to the public in the PRO sometime in the near future, although we can not be sure exactly when. In light of this and the fact that this particular AAR is already over 30 years old, please could you let me know whether you are content for me to release it now to my two correspondents.

[redacted]
DAS-LA-Ops+Pol1

Finally, spoke to Capt [redacted] 30/Oct. He is happy for us to release the AAR especially as details are featured in the Nov/Dec issue of UFO Magazine. Also checked with [redacted] - DAS-Sec. He is also content - Will also release a copy of the accident card already released by AHB.

[redacted]
30/10/02

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40
North Yorkshire
Section 40

Your Reference
Our Reference D/DAS/64/3
Date 25 October 2002

Dear Section 40

Thank you for your letter of 18 September addressed to Secretariat (Air Staff) 2a1 concerning information about 'unidentified flying objects'. You may wish to note that our title and address have now changed as shown at the head of this letter. Also, please accept my apologies for the delay in replying.

You requested copies of any documents we hold on an exercise called "Operation Aeneid" which allegedly took place between September 1970 and March 1971. Current staff have no knowledge of this "exercise" and records of files held in MOD archives have revealed no files covering this subject. Any 'UFO' files from 1970-71 which were created by this Directorate (then called S4f(Air)) are already open for viewing at the Public Record Office. If you wish to look at these or send a representative to view them on your behalf, the address is as follows;

Public Records Office
Ruskin Avenue
Kew
Richmond
Surrey
TW9 4DU

Tel: 020 8876 3444
Fax: 020 8878 8905

You also requested copies of documents relating to the "disappearance of Captain William Shaffner in September 1970". We are currently seeing what material may be released and I will write to you again shortly regarding this matter.

Yours sincerely,

Section 40

FILE NOTE

18 Oct 2002
Sqdn Ldr [redacted] Section 40 telephoned re my e-mail of 17 Oct. He does not know what happens to their files. He was not sure if AARs went on files. 1500 copies are made and distributed to all RAF, RN and Army flying stations so that aircrew may learn lessons from them. DASC keep a copy of each one. They are not normally given to the public. The Military Aircraft Accident Summary (MAAS) produced by DAS-Sec is a shorter (less technical) version given to MPs and copies placed in the House of Commons library (therefore in the public domain). Sqdn Ldr [redacted] Section 40 knew that the BOI files are passed to Hayes after two years but did not know whether they went to the PRO.

I spoke to [redacted] Section 40 DAS-Sec about a possible MAAS for this accident. He confirmed the MAAS is a more recent invention which was not in existence in 1970. He did not know whether AARs or BOI files went to the PRO. Suggested we check with Hayes for any files for DASC predecessor Directorate of Flight Safety (DFS(RAF)).

Hayes archive do hold some files for DFS(RAF) but did not know what the files contain or whether they will be selected for the PRO.

21 Oct 2002
I telephoned [redacted] Section 40 Info(Exp)-Records.1. He does not believe that all AARs are preserved in the PRO, but confirmed that following the BBC's enquiries about this event and the fact that this particular accident has such a public interest, he has earmarked a copy of the AAR on Captain Shaffner for permanent retention in the PRO. It is currently on his draft list awaiting PRO approval and has been selected for PRO class AIR 2. Approval of the list can take months but [redacted] Section 40 said the PRO very rarely reject items on the list and he could see no reason for them to do so in this case.

I spoke to [redacted] Section 40 again about the AAR on Capt Shaffner and its release to the two enquirers. Although these are not normally released to the general public, this one is over 30 years old and will be open in the PRO at some time in the near future. [redacted] Section 40 therefore saw no reason why we could not release it now to those who have requested it.

22 Oct 2002
Before release I sent an e-mail to Sqdn Ldr [redacted] Section 40 DASC to check his approval of this action.

DAS-LA-Ops+Pol1

From: DAS-LA-Ops+Pol1
Sent: 17 October 2002 14:47
To: BEP-IFS-BOIA1
Subject: Aircraft Accident Report - Captain Shaffner

A few months ago I was in discussion with DCC(RAF)-SO1 EC [redacted] about a programme the BBC were making about the crash of a Lightening aircraft on 8 September 1970 which resulted in the death of the pilot, USAF exchange officer, Captain Shaffner. I was involved because I am the MOD focal point for correspondence on 'unidentified flying objects' and this event has become a famous case amongst 'ufologists' who believe a 'UFO' was involved and that Capt Shaffner's body was not found because he was abducted by aliens. I understand from [redacted] that the reason Capt Shaffner's sons had agreed to take part in this programme was to dispel these stories.

The programme "Inside Out" apparently went out on the 16th September and I have received two letters from members of the public, one requesting a copy of the "general Board of Inquiry" report as shown on the programme, and the other requesting "any documents relating to the disappearance of Capt Shaffner" [redacted] said he did not release anything directly to the BBC, but that the Shaffner family were given a copy of the Aircraft Accident Report, the transcript of the RT between the aircraft and the ground controller and approximately 8 photos which I believe you supplied. I would be grateful if you could advise me on the following;

a) Do Aircraft Accident Reports (AAR) go to the Public Record Office when they are 30 years old?
b) If so, will the AAR in this case be open to the public soon (possibly January 2003)?
c) We have a copy of the AAR on one of our files. Would you be content for us to release it now to these two enquiriers? We are not seeking to supply the other material given to the Shaffner family.

I am grateful for your help. Please give me a call if you need any further information.

[redacted]
DAS-LA-Ops+Pol1
MT6/73 [redacted]

DAS-LA-Ops+Pol1

From: DCC(RAF)-SO1 EC
Sent: 15 October 2002 08:30
To: DAS-LA-Ops+Pol1
Subject: RE: BBC Enquiry about aircraft accident

Hi Section 40

the information released was as agreed with Section 40 and the Defence Aviation Safety Centre - a copy of the Aircraft Accident Report (about 6 or so pages), the transcript of the RT between the aircraft and the ground controller, and approximately 8 photos. The information was released to the Schaffner family, and not to the BBC per se. Clearly the Schaffner family have made this material available to the BBC, but the point is we did not release this directly. The copy of the AAR that I used has been returned to DASC (BEP-DASC-BOIA1 - Sqn Ldr Section 40

Rgds,

1
BEP-IFS-BOIA1

Section 40

-----Original Message-----
From: DAS-LA-Ops+Pol1
Sent: 10 October 2002 11:50
To: DCC(RAF)-SO1 EC
Subject: BBC Enquiry about aircraft accident

You may recall that a few months ago you visited Section 40 (DAS(Secretariat) 1) and myself, concerning a programme the BBC was making about the crash of a Lightning aircraft on 8 September 1970 which resulted in the loss of the pilot, USAF exchange officer, Captain Shaffner. The programme 'Inside Out' apparently went out on the 16th September and I have received two requests from members of the public for copies of the information supplied to the BBC (the Board of Inquiry report was mentioned by one) as shown on the programme. We have contacted Section 40 at the AFB(RAF) who provided us with a copy of the accident card which he supplied to the BBC, but I would be grateful if you would contact me asap with details of exactly what was released to the BBC.

Section 40
DAS-LA-Ops+Pol1
MT6/73 Section 40

23.10.02.

Section 40

N. Yorkshire

Section 40

Dear Section 40

This letter is further to one I sent earlier this year with regard to two specific inquiries.

Under the 30 year rule for declassification of documents held by your department concerning UFOs, I am pleased to request once again any information and documents relating to OPERATION AENEID.

This was an operation mounted between September 1970 and March 1971.

American and UK aircraft were scrambled to investigate anomalous flying objects showing up on radar

[redacted] the North Sea from Iceland down to the Coast of Norfolk and East Anglia.

On September 8th 1970 a Captain William Schaffer of the USAF, stationed temporarily at RAF Birdbrook, Strike Command, was lost in mysterious circumstances chasing one of these UFOs.

While being tracked by RAF Skeaton Wold radar, he was ordered to ditch in the North Sea. His body was never recovered.

The T.V. programme called 'Inside Out' recently broadcast a ten minute so called investigation into this incident which purported to tell the truth about this incident.

I am personally not satisfied with this so called version of the truth.

Please could you release any documents to me as per my current request. Yours truly

[redacted] Section 40

[redacted]
Section 40

DAS 4a1 (Sec),
Ministry of Defence,
Room 8245,
Main Building,
Whitehall,
London. SW1A 2HB.

Q.: Q (CAT4,CAT5,FI)-NONRAF?
SUBQ.:
SORTED BY: DATE

551 hits

DATES: ALL

IDENTIFICATION

ACCIDENT CAT5
08SEP70 TIME: 2142A
LIGHTNING F6
5 SQN
CL:AIRCREW FACTOR

ACC.NO.: 70:0054
USN: BIN\5\\70
TAIL NO.: XS894
BINBROOK
SAFETY EMERGENCY EQUIP

SUMMARY(CONTD.)
OTHER THAN SERVICEABLE AT IMPACT. THE BOARD CONCLUDED THAT A COMBINATION OF A DIFFICULT TASK IN RUSHED CIRCUMSTANCES AND LACK OF TRAINING IN THE LOW SPEED VISIDENT AND SHEPHERDING TECHNIQUES, LED TO A SITUATION WHERE THE PILOT FAILED TO MONITOR THE HEIGHT OF HIS A\C WHILST SLOWING DOWN AND ACQUIRING HIS TARGET, AND THAT HE HAD INADVERTENTLY FLOWN HIS A\C INTO THE SEA. THE PILOT HAD ATTEMPTED TO RECOVER THE SITUATION BY SELECTING REHEAT, WHICH FAILED TO TAKE EFFECT, WITH THE A\C TAIL SKIMMING ON THE WATER.
Cause group.
Aircrew error.
Contributory factors.
Probably maint.
Lack of skill.
Inadequate orders or briefing.
Error of skill.

ACCIDENT CAT5
17SEP70 TIME: 0946A
JET PROVOST T5
1 FTS
CL:AIRCREW FACTOR

ACC.NO.: 70:0057
USN: LIN\\70
TAIL NO.: XW297
LINTON ON OUSE

SUMMARY
6NM FROM LECONFIELD. No casualties.
During air combat. In formation. 10000ft. SNR. Disorientation. Loss of control. Ejection abandonment.
THE SECOND TAIL-CHASE WAS FLOWN WITH THE OTHER QFI OCCUPANT OF THE LEAD A\C AT THE CONTROLS, AND WITH EACH OF THE TWO FORMATING PILOTS IN THE POSITION PREVIOUSLY OCCUPIED BY THE OTHER DURING THE FIRST TAIL-CHASE EXERCISE. THE LEAD A\C ENTERED A WING-OVER TO THE LEFT AND IMMEDIATELY REVERSED INTO A WING-OVER IN THE OPPOSITE DIRECTION; NOT MORE THAN 90 DEG OF BANK WAS USED AND THE AIRSPEED DID NOT FALL BELOW 130 KNOTS AT ANY TIME. THE NO 2 FOLLOWED THE LEADER THROUGH THE LEFT-HAND WING-OVER, SAW THE LEADER REVERSE, BUT, AS HE TRIED TO TURN QUICKLY, HE HIT THE LEADERS SLIPSTRESM. THE NO 2 A\C FLICKED VICIOUSLY AND THE NOSE DROPPED, AND ALTHOUGH THE CONTROLS WERE CENTRALISED THE NO 2 PILOT WAS UNABLE TO IDENTIFY THAT A RECOVERY HAD BEEN INITIATED. THE PILOT THEN CONCLUDED THAT HIS A\C WAS IN A SPIN TO THE LEFT AND APPLIED SPIN RECOVERY ACTION, BUT THE ROTATION TIGHTENED UP. THE PILOT EJECTED USING THE TOP HANDLE. THE A\C WAS DESTROYED WHEN IT STRUCK THE GROUND IN A SHALLOW, LEFT WING LOW DESCENT AFTER APPARENTLY RECOVERING FROM THE SPIN AT APPROX 3,000 FEET AGL. THE BOI CONSIDERED THAT BY HIS MISHANDLING OF THE CONTROLS, THE STUDENT PILOT INDUCED A STALLED CONDITION OF THE A\C AND FAILED TO TAKE CORRECT RECOVERY ACTION.
Cause group.
Aircrew error.
Contributory factors.
Poor airmanship.

AIRCRAFT TYPE	MARK	NUMBER	UNIT	CMD	BASE	DATE	SEVERITY
LIGHTNING	F.6	XS-894	5 SQN	11GP STR	BINBROOK	8-9-70	W/O

FATAL

NARRATIVE OF EVENTS

	TIME	PLACE	NO	TIME	HEIGHT	SPEED	NO	TIME	HEIGHT	SPEED
TAKE OFF	2120A	BINBROOK	1	2142Z APPROX	170 Ft	Kts	3		10 Ft	Kts
LANDING			2		Ft	Kts	4		Ft	Kts

I was USAF 1st Charge officer, classified as "limited combat ready" + was promoted to participate in a Tactical Evaluation exercise. At 1834Z he was called to readiness + ordered to scramble at 1947Z but was diverted back to dispersal shortly after taxying out. After some delay he asked the Ground Crew to expedite the turn-around servicing because he had been informed that he would be scrambled as soon as his A/C was ready. He started up before the servicing was complete + without signing the turn-around Certificate + taxied out at 2033Z. The turn-around Form holding the Certificate fell off the A/C as he entered the R/W. A/C took off carrying live missiles in contravention of the Air Staff Orders applicable to the type of sortie ordered. The Plan was Ventured out a Stackleton a/c flying as a low speed target at 1500' off the Yorkshire coast, with the requirement to abandon and in a certain eventuality, to shepherd it on its approach to the coast. The P looked turning in three tactics. He announced Visual Contact with the target but no further message was received. His A/C was subsequently discovered to have crashed into the sea from which it was salvaged almost intact. The body of the P had not been recovered.

Senior Coroner's Court — Aberdeen Area

SPEC. REC. — SEE ATTACHED CARD

F.1022 ACTION

U.S. STATE

ION	F765B	F765C	F1669	F412	ROUTED	CHECKED
			17/9/70	17/9/70	23/9/70	CASUALTY INDEX

LIGHTNING	F1	XS 747	5 SQN	11 Gp C	BINBROOK	5.9.70	FATAL W.O
AIRCRAFT TYPE	MARK	NUMBER	UNIT	CMD	BASE	DATE	SEVERITY

NARRATIVE OF EVENTS

	TIME	PLACE	NO	TIME	HEIGHT	SPEED	NO	TIME	HEIGHT	SPEED
TAKE OFF			1		Ft	Kts	3		Ft	Kts
LANDING			2		Ft	Kts	4		Ft	Kts

A Combination of a difficult task, a relatively inexperienced crew member & lack of training in the low speed Visident + shepherding techniques led to a situation where the pilot failed to maintain the height of his a/c whilst slowing down + acquiring his target and that he had inadvertently flown his a/c into the sea. The pilot had attempted to recover the situation by selecting reheat, which failed to take effect, with the a/c then skimming on the water. He had then initiated an ejection which was unsuccessful because of the interruption of the sequence by the failure of the canopy to jettison. He then manually jettisoned the a/c hood but because he has not been found, he was presumed to have drowned during or after his escape. The light-pressure strike on the canopy of the cartridge occurred because of negligent servicing in that the firing unit was incorrectly seated because of damaged screw threads. Previous servicing + omissions in orders, instructions + the training syllabus concerning low speed Visident + the shadowing and shepherding techniques

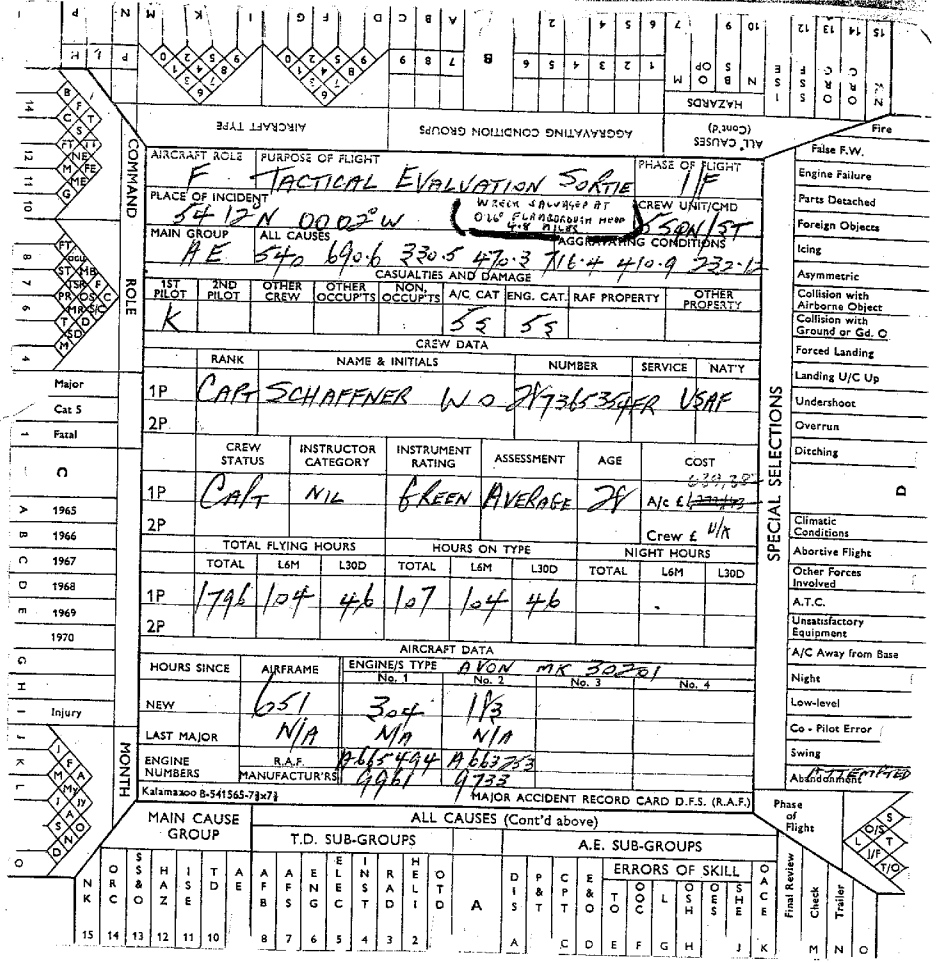
SPEC. REC.

F.1022 ACTION

MODS. STATE

F5 3a ACTION	F765B	F765C	F1669	F412	FIN. REV.	CHECKED

You also asked for information regarding the Lightning aircraft which crashed off Flamborough Head in 1970 and I have enclosed a copy of the accident card which is held by the Air Historical Branch. The details on this card were passed to the BBC for the programme that you saw.



AIRCRAFT ROLE: F
PURPOSE OF FLIGHT: TACTICAL EVALUATION SORTIE
PHASE OF FLIGHT: 1F
PLACE OF INCIDENT: 54 12 N 000 02° W
WRECK SALVAGED AT OLD FLANSBOROUGH MOOR 4-8 MILES
CREW UNIT/CMD: 5 SQN/ST
MAIN GROUP: RE
ALL CAUSES: 540
AGGRAVATING CONDITIONS: 690.6 330.5 470.3 716.4 410.9 332.12

CASUALTIES AND DAMAGE

1ST PILOT	2ND PILOT	OTHER CREW	OTHER OCCUP'TS	NON-OCCUP'TS	A/C CAT	ENG. CAT.	RAF PROPERTY	OTHER PROPERTY
K					55	55		

CREW DATA

	RANK	NAME & INITIALS	NUMBER	SERVICE	NAT'Y
1P	CAPT	SCHAFFNER W O	2[illegible]736536	AFR	USAF
2P					

	CREW STATUS	INSTRUCTOR CATEGORY	INSTRUMENT RATING	ASSESSMENT	AGE	COST
1P	CAPT	NIL	GREEN	AVERAGE	29	A/c £ [illegible]
2P						Crew £ N/K

	TOTAL FLYING HOURS			HOURS ON TYPE			NIGHT HOURS		
	TOTAL	L6M	L30D	TOTAL	L6M	L30D	TOTAL	L6M	L30D
1P	1796	104	46	107	104	46			
2P									

AIRCRAFT DATA

HOURS SINCE	AIRFRAME	ENGINE/S TYPE	No. 1	No. 2	No. 3	No. 4
		AVON MK 302B1				
NEW	651	304	113			
LAST MAJOR	N/A	N/A	N/A			
ENGINE NUMBERS R.A.F.		A66544	A66353			
MANUFACTUR'RS		4961	9733			

Kalamazoo B-541565-7⅜x7⅜

MAJOR ACCIDENT RECORD CARD D.F.S. (R.A.F.)

MAIN CAUSE GROUP

ALL CAUSES (Cont'd above)

T.D. SUB-GROUPS: AFB 8, AFS 7, ENG 6, ELEC 5, INST 4, RAD 3, HELI 2, OTD

A.E. SUB-GROUPS: DIS A, P&T C, CPT D, E&O E, ERRORS OF SKILL: TO F, OOC G, L H, OSH J, OES K, SHE, OAE

NK 15, ORC 14, S&O 13, HAZ 12, ISE 11, TD 10, AE

Final Review M, Check N, Trailer O

COMMAND ROLE

Major
Cat 5
Fatal
0
1965 A
1966 B
1967 C
1968 D
1969 E
1970
Injury

MONTH

SPECIAL SELECTIONS

False F.W.
Engine Failure
Parts Detached
Foreign Objects
Icing
Asymmetric
Collision with Airborne Object
Collision with Ground or Gd. O
Forced Landing
Landing U/C Up
Undershoot
Overrun
Ditching
D
Climatic Conditions
Abortive Flight
Other Forces Involved
A.T.C.
Unsatisfactory Equipment
A/C Away from Base
Night
Low-level
Co - Pilot Error
Swing
Abandonment

Phase of Flight: S, O/S, T, L, I/F, T/O

Fire

AIRCRAFT TYPE	MARK	NUMBER	UNIT	CMD	BASE	DATE	SEVERITY
LIGHTNING	F.6	XS.894	5 SQN	11GP STR	BINBROOK	8.9.70	W/O

FATAL

NARRATIVE OF EVENTS

	TIME	PLACE	NO	TIME	HEIGHT	SPEED	NO	TIME	HEIGHT	SPEED
TAKE OFF	2120A	BINBROOK	1	2142A APPROX	170 Ft	Kts	3		35 Ft	Kts
LANDING			2		Ft	Kts	4		Ft	Kts

F was USAF 1st Change officer, classified as "limited combat ready" + was nominated to participate in a Tactical Evaluation exercise. At 1134Z he was called to readiness + ordered to scramble at 1947Z + was ordered back to dispersal shortly after taxying out. After some delay he asked the Ground Crew to expedite the turn-round servicing because he had been informed that he would be scrambled as soon as his A/C was ready. He started up before the servicing was complete + without signing the turn-round certificate + taxied out at 2035Z. The turn-round found holding the certificate fell off the A/C as he entered the R/W. A/C took off carrying live missiles in contravention of the Air Staff Orders applicable to the type of sortie ordered. The F was vectored onto a Shackleton A/C flying as a low speed target at 1500' off the Yorkshire Coast, with the requirement to shadow and in a certain eventuality to shepherd it on its approach to the coast. The F had had training in these tactics. He announced Visual Contact with the target but no further message was received. His A/C was subsequently discovered to have crashed into the sea from which it was salvaged almost intact. The body of the P has not been recovered.

Marine Casualty Group Aircrew Error

SPEC. REC.	SEE ATTACHED CARD
F.1022 ACTION	
IS. STATE	

F765B	F765C	F1669	F412	FIN. BRV	CHECKED
		17/9/71	17/9/71	A3 KY 9/10	CASUALTY INDEX

AIRCRAFT TYPE	MARK	NUMBER	UNIT	CMD	BASE	DATE	SEVERITY
LIGHTNING	F6	XS 894	56 SQN	11G Sqn C	BINBROOK	9.7.70	FATAL W0

NARRATIVE OF EVENTS

	TIME	PLACE	NO	TIME	HEIGHT	SPEED	NO	TIME	HEIGHT	SPEED
TAKE OFF			1		Ft	Kts	3		Ft	Kts
LANDING			2		Ft	Kts	4		Ft	Kts

A combination of a difficult task, a marked circumstance & lack of training in the low speed visident & shepherding techniques led to a situation where the pilot failed to monitor the height of his A/C whilst slowing down & acquiring his target and that he had inadvertently flown his A/C into the sea. The pilot had attempted to recover the situation by selecting reheat, which failed to take effect, with the A/C then skimming on the water. He had then initiated an ejection which was unsuccessful because of the interruption of the sequence by the failure of the canopy to jettison. He then manually abandoned the A/C but because he has not been found he was presumed to have drowned during or after his escape. The high pressure strike on the Canopy of the Cartridge occurred because of negligent sighting in that the firing unit was incorrectly seated because of damaged screw threads. Inconsistencies & omissions in orders, instructions & the training syllabus, concerning low speed visident & the shadowing and shepherding techniques

SPEC. REC.

F.1022 ACTION

MODS. STATE

FS 3a ACTION	F765B	F765C	F1669	F412	FIN. REV.	CHECKED

DAS-LA-Ops+Pol1

From: DI ISEC SEC4
Sent: 22 October 2002 10:07
To: DAS-LA-Ops+Pol1
Subject: FW: REQUEST FOR INFORMATION - Op Aeneid

Section 40
We have searched our records for Op Aeneid and I have a nil return from DI55 and our archives. Thanks
Section 40
DI ISEC Sec 4
Section 40

-----Original Message-----
From: DISSY
Sent: 21 October 2002 09:26
To: DI ISEC SEC4
Subject: RE: REQUEST FOR INFORMATION

Section 40

1. We have checked our records and cannot locate any files or product which covers this subject.

Section 40

-----Original Message-----
From: DI ISEC SEC4
Sent: 10 October 2002 15:23
To: DI55B; DISSY
Subject: FW: REQUEST FOR INFORMATION

Dear Section 40
Please see the attched request from Section 40 Grateful if you could see whether we hold any info on Op Aeneid. Thanks very much.

Section 40
DI ISEC Sec 4
Section 40

-----Original Message-----
From: DAS-LA-Ops+Pol1
Sent: 10 October 2002 15:07
To: DI ISEC SEC4; DAO ADGE1
Subject: REQUEST FOR INFORMATION

Section 40

I have received a request for "any information and copies of documents the MOD may hold on a joint American and British military exercise called "Operation Aeneid". This allegedly took place between September 1970 and March 1971 and its remit was to investigate general public sightings of unidentified flying shapes and objects over the North Sea.

Any UFO files we had for this period would now be in the PRO, but as DI sometimes hold files for longer than 30 years and bearing in mind that Ufologists often take a geniune operation/Exercise and turn it into something it never was, I wondered if either of you might of heard of this.

Section 40
DAS-LA-Ops+Pol1

DAS-LA-Ops+Pol1

From: DAO ADGE1
Sent: 14 October 2002 08:46
To: DAS-LA-Ops+Pol1
Cc: DI ISEC SEC4
Subject: RE: REQUEST FOR INFORMATION

Section 40

I have never heard of this and, being almost the most senior wg cdr in our branch now, I doubt if anyone else would have heard of it. There certainly will be no files covering this period at the other units.

Section 40

-----Original Message-----
From: DAS-LA-Ops+Pol1
Sent: 10 October 2002 15:07
To: DI ISEC SEC4; DAO ADGE1
Subject: REQUEST FOR INFORMATION

Section 40

I have received a request for "any information and copies of documents the MOD may hold on a joint American and British military exercise called "Operation Aeneid'. This allegedly took place between September 1970 and March 1971 and its remit was to investigate general public sightings of unidentified flying shapes and objects over the North Sea.

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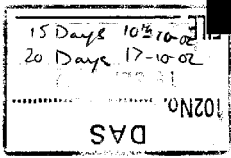
Section 40
DAS-LA-Ops+Pol1

Awaiting info from DAO, DI Sec reminder 24/10/02
& DCG(RAF) 10/10/02

Section 40

18.9.02.

Section 40



N. Yorkshire,

Section 40

Dear Sir/Madam,

I would like to request any information and copies of documents your department or other Ministry of Defence departments may hold on a Joint American & British military exercise called 'Operation Aereid'.

This joint operation was apparently supported by Norway and Iceland.

The operation ran from September 1970 to March 1971.

It's remit was to investigate general public sightings of Unidentified flying objects and objects over the North Sea.

Also could I request under the 30 year rule, any documents relating to the disappearance of Captain William Schaefer in September 1970

Yours sincerely

Section 40

The Desk Officer,
Secretariat (Air Staff) 2a1,
Ministry of Defence,
Main Building,
Whitehall,
London. SW1A 2HB.

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax) Section 40
(GTN)

ENCLOSURE NUMBER 26

Section 40

Eastchurch
Kent
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
10 October 2002

Dear Section 40

Thank you for your letter of 26 September, concerning your ambition to join a branch of the Armed Forces, possibly the Army, on your release from prison.

My Department is not responsible for recruiting personnel for the Armed Forces, but if you have access to the Internet, the MOD website www.mod.uk/ holds details of the many, varied careers in the Army, RN, RAF and the Royal Marines. On release, you may also like to contact your local Armed Forces Careers Office who would be able to advise you on your eligibility to join whichever branch you chose.

I hope this is helpful.

Yours sincerely,

Section 40

26.9.02

Section 40

Directorate of Air Staff
(Lower Airspace)
Operations And Policy 1
Ministry of Defence
Room 6/73, Metropole
Building, Northumberland
Avenue, London,
WC2N 5BP

Section 40

Dear Madam, thankyou for your reduns to my letters, and the bundle of Restricted but de-classified files, I am most gratefull, I applogise for my layout of this letter, I am not the best letter writer.

The reason for me writing this letter, is because, I have a very important question, that I would like answered, and you I believe are the person whom may help me out with my queries.

Please pass over thankyou for your time.

I am aged [redacted] approximately [redacted] height, small muscular build, for many years I have always wanted to serve in the Armed forces, just as my cousin and grandfather once did, I am currently serving a Life Sentence under the new 2 strike system bound by the Crown Courts, I am serving time for Arson x 2 and Actual Bodily Harm and Grevious Bodily Harm, despite sounding like a complete thug, I am actually a quiet mature lad who needs some structure, such as the Army, please can you find out if it is possible for me to join any career service in the forces such as "The Army Catering Corps, I would gladly give up my life upon release for a career in the Army, I hope you may be able to shed a little light on this subject. I appreciate you taking time to read this letter understand that you are busy.

Yours Gratefully

[redacted]

[redacted]

Thankyou

Section 40

Directorate of Air Staff
(Lower Air Space)
Operations And Policy
Ministry of Defence
Room 6/73,
Metropole Building,
Northumberland Avenue,
London
WC2N 5BP

SHEERNESS
26.X.02
AM

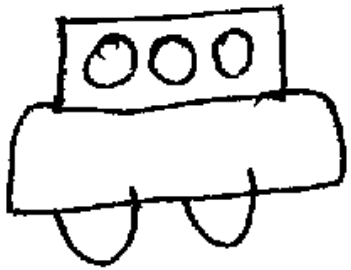
POSTAGE PAID
GREAT BRITAIN

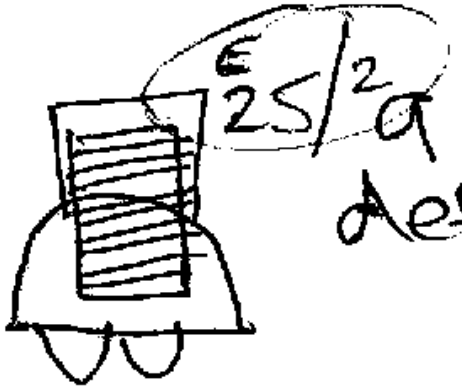
19

OL

If undelivered Please return
to . [redacted]
Section 40
H.M.P SWALESIDE
Eastchurch
Isle of Sheppey
Kent
ME12 4AX

Dear mod





9 /10/97 arrived

Departure [redacted]

10 10 97 pm

Section 40

Section 40

when these people return to pase please contact me to give you my information about the use they have put

the mind blanker
remote movey people
thought prompter
ultrasonic bone nerve
melter to

I have seen people shot and moved

[redacted]

left eye green square implant
right eye like vodka optic implant.

[redacted]

[redacted]

they have scanned and seen memories of incident.

M-O-D-

[redacted]

Section 40

Airstaff 2a
room 8245
Main building
Whitehall
London
SW1A 2HB

Stargazer claims to have proof of UFO's existence

"THE BEST photographs of a UFO ever taken" have been snapped by a Leven man from outside his home, he claims.

Andrew Wilson (58) believes he saw the unidentified flying object when he was looking out of his living-room window at Letham Avenue on Friday night.

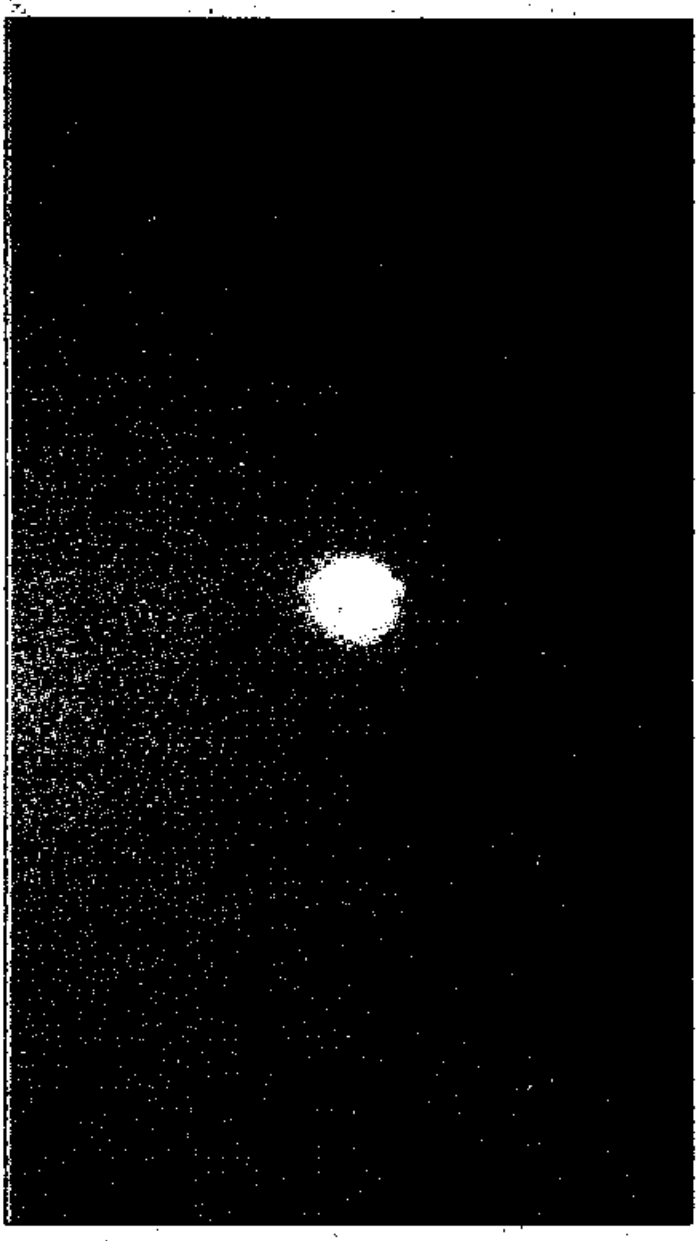
Mr Wilson, who is unemployed and on disability allowance, claims it was moving across the sky above the houses in his street, "It was a small thing and it was travelling fast but there was no sound from it."

Mr Wilson maintained it was not the moon he observed as he saw it in another part of the sky.

A member of the RSPB and a keen birdwatcher, Mr Wilson owns a book on astronomy and often watches the night sky, "I like the stars, they're beautiful," he added.

It was, perhaps, this hobby that allowed him to witness another UFO in 1971, "It was right above me. It had a red dome on it, and a flashing light."

Unfortunately, as he had nobody to corroborate his tale the experience was not investigated.



Mr Wilson's UFO photograph.

However, on this occasion Mr Wilson has two witnesses (both of whom were unwilling to speak about their experience) who also saw the object.

At first, according to Mr Wilson, they believed it to be an aircraft of some kind but after seeing his pictures they have changed their opinion.

Firm in his belief that what he saw was an UFO, Mr Wilson has handed the matter over to the authorities, "I have phoned RAF Leuchars and they said they would get in touch with the Ministry of Defence about the photographs," he added.

ment claims that any initial confusion over severance package has been resolved as preparations to wind-down production continue.

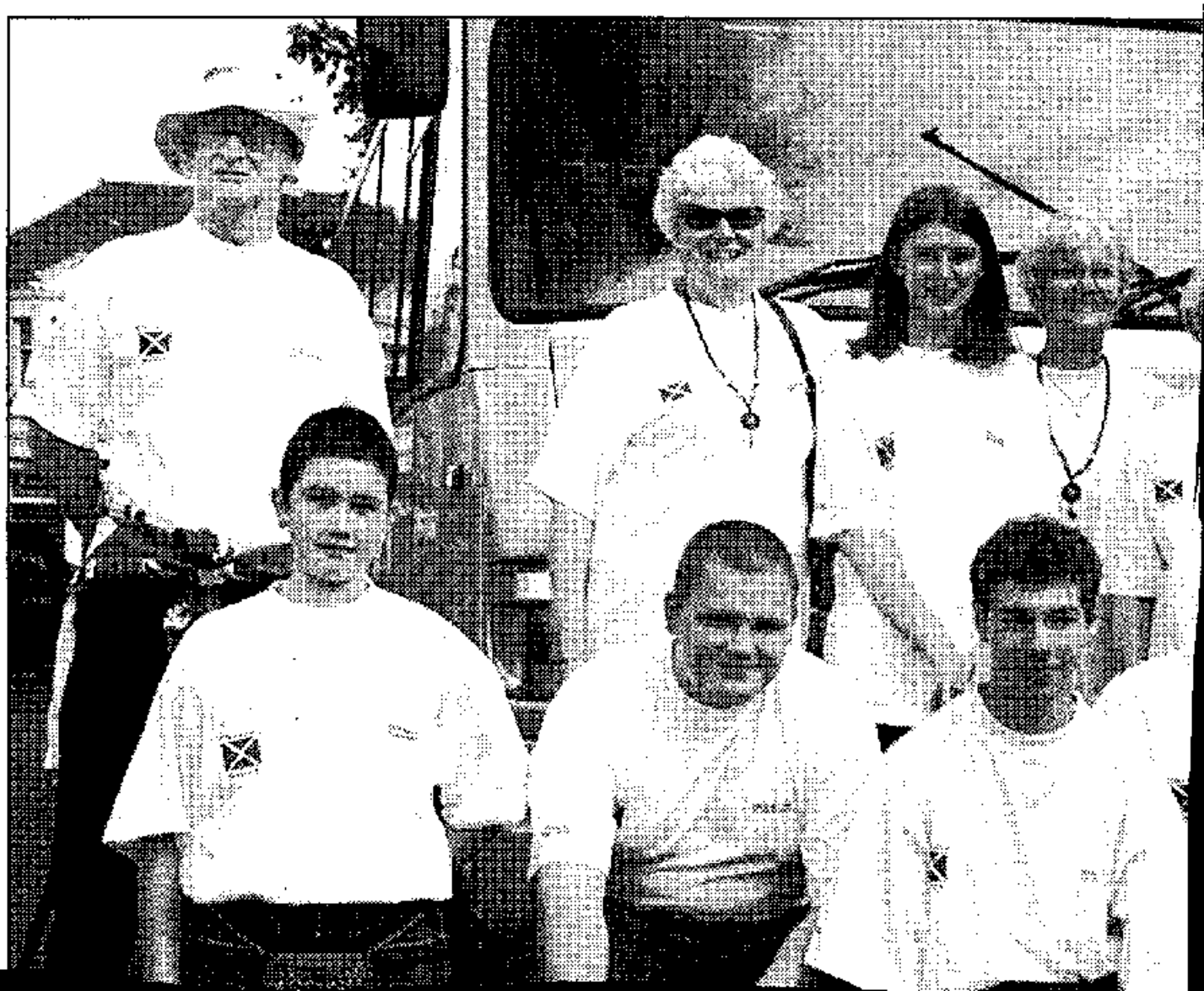
A number of workers have claimed that, having initially been led to believe they would be allowed to leave the factory around now, they have subsequently been told they will have to continue working meantime.

A unofficial spokesman for some of the workers—who asked not to be named—said dozens of employees had been left even more disgruntled over the factory closure because they were not being allowed to leave as they had wanted.

factory was chosen for closure was that it had been operating for just over two years and redundancies payments would consequently be considerably less than if one of APW's two other, longer established, factories in Scotland had been selected.

"We think it's down to that and that alone," commented the employee.

APW announced in mid-July that the company's modern factory in Wright Avenue, off Riverside Avenue, is to close with the loss of around 200 jobs. The US-owned company blamed a continuing downturn in the global telecoms and technologies sectors for the move.

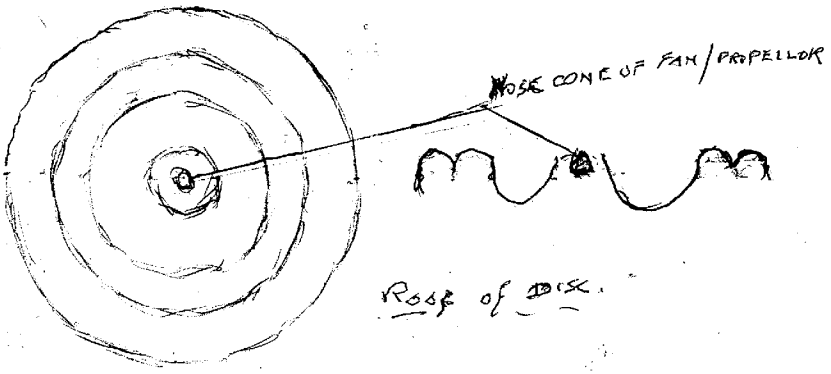


NFA

RECEIVED E
A SEP 25/1
UK MET. OFF.

To Whom It May Concern

The attached photograph shows UFO in 'slow drifting' mode / or motionless as when 'hiding within self generated 'cloud'.
When 'jets' are engaged for flight the fabric baloon is retracted into UFO proper – a contoured disc of unpainted steel (?) – (my estimate) 40 ft diameter.
Only saw 3 jets but later events suggest 3 more below in parallel.
On take-off Leuchars jets burn red/orange – UFO burns green.
(UFO occupants – saw none.)



Section 40

Monifieth 534647

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

25 +1

Section 40

Sheffield
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
12 September 2002

Dear Section 40

I am writing with reference to your e-mail concerning enquiries about 'unidentified flying objects'. Your message has been passed to this office as we are the focal point within the Ministry of Defence for correspondence relating to 'UFOs.'

We are, of course, happy to answer any questions you may have, but it may assist you if I explain the MOD's limited interest in these matters.

The Ministry of Defence examines any reports of 'UFOs' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat to the United Kingdom from an external military source, and to date no 'UFO' report has revealed such evidence, we do not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

You may also like to be aware that the MOD does not have any expertise or role in respect of 'UFO/flying saucer' matters or to the question of the existence or otherwise of extraterrestrial lifeforms, about which it remains totally open-minded. I should add that to date the MOD knows of no evidence which substantiates the existence of these alleged phenomena.

Yours sincerely,

Section 40

** TO BE GIVEN A HIGH PRIORITY **

Low Flying/UFOs /E-MAIL

TREAT OFFICIAL CORRESPONDENCE

To DAS(SEC) **TO Ref No** 4689 **/2002**

Date 11 9 02

The Prime Minister/SofS/Min(AF)/Min(DP)/USofS/MOD* has received the attached correspondence from a member of the public, which this office has neither retained nor acknowledged. Please send a reply on behalf of the PM/Minister/Department*.

Ministers attach great importance to correspondence being answered promptly, and your reply should be sent **within 15 working days** of the above date. If, exceptionally, this should prove impossible, an interim reply should be sent within the same timescale. You should be aware that No 10 periodically calls for a sample of letters sent by officials on the PM's behalf for his perusal.

An *Open Government Code of Practice on Access to Government Information* came into force in 1997. All replies to members of the public must be in accordance with the procedures set out in the Code (a full explanation is contained in DCI(Gen) 232/01; further information is available from DG Info on Section 40

Under *Service First*, all Departments and Agencies must ensure that they have simple systems to record and track correspondence received from members of the public (including details of the correspondent and the nature and date of the reply). This information should be regularly monitored and reviewed against published targets. In addition, we are required to keep information on the number of **requests for information, which specifically refer to the Code of Practice.**

As part of our monitoring procedure, random spot checks on the accuracy of your branch records on correspondence will be performed throughout the year.

Ministerial Correspondence Unit
Room 222, Old War Office Building, Whitehall, SW1A 2EU
Section 40 Section 40
CHOTS: Ministerial Correspondence; e: ministers@defence.mod.uk;
w: http://main.chots.mod.uk/min_parl/

** TO BE GIVEN A HIGH PRIORITY **

* Delete as appropriate.

Parliamentary-MC Clerk4

From: Section 40 [redacted]
Sent: 09 September 2002 14:03
To: public@ministers.mod.uk
Subject: UFO`s

I was looking for a way to contact the department which may deal with enquires regarding UFO`s that are reported to you by the general public.

Section 40

Section 40 [redacted]
Sheffield

Section 40

** TO BE GIVEN A HIGH PRIORITY **

Low Flying/UFOs /E-MAIL

TREAT OFFICIAL CORRESPONDENCE

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Ministerial Correspondence Unit
Room 222, Old War Office Building, Whitehall, SW1A 2EU
Section 40 Section 40
Section 40 CHOTS: Ministerial Correspondence; e: ministers@defence.mod.uk;
w: http://main.chots.mod.uk/min_parl/

** TO BE GIVEN A HIGH PRIORITY **

* Delete as appropriate.

Parliamentary-MC Clerk4

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Sent: 09 September 2002 14:03

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Subject: UFO`s

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Section 40

Section 40

Sheffield

Section 40

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

24

Section 40
West Sussex
Section 40

Your Reference
Our Reference
D/DAS/64/3
Date
12 September 2002

Dear Section 40

I am writing with reference to your letter of 6 September addressed to my colleague, Section 40 concerning 'unidentified flying objects'. Your letter has been passed to me because this section is the focal point for correspondence relating to 'unidentified flying objects.'

It may help if I clarify the MOD's position regarding UFOs. The MOD does not have any expertise or role in respect of 'UFO/flying saucer' matters or to the question of the existence or otherwise of extraterrestrial lifeforms, about which it remains totally open-minded. All reports of 'UFOs' received by the MOD are examined solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat to the United Kingdom from an external military source, and to date no 'UFO' report has revealed such evidence, we do not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

You may also wish to be aware that the integrity of the UK's airspace in peacetime is maintained through continuous surveillance of the UK Air Policing Area by the Royal Air Force. This is achieved by using a combination of civil and military radar installations, which provide a continuous real-time "picture" of the UK airspace. Any threat to the UK Air Policing Area would be handled in the light of the particular circumstances at the time and might if deemed appropriate, involve the scrambling or diversion of air defence aircraft.

I hope this explains our position.

Yours sincerely,

Section 40

Section 40
Section 40 West Sussex Section 40 United Kingdom
Telephone/Fax: Section 40 email: Section 40

AD(LA) - Section 40

I think this puts Section 40 query firmly on a UFO footing.

Section 40

Directorate of Air Staff (Visiting Forces)
Ministry of Defence
Room 6/10 Metropole Building
Northumberland Avenue, London WC2N 5BP

Your ref: D/DAS/71/24

Enc. Post war Molesworth 9/4.
CIA de-class. docs

6 September 2002

Dear Section 40

RAF Molesworth - Unconventional Flying Objects

I refer to your letter dated 30th August and thank you for replying to my letters addressed to your colleague, Section 40. My reference to 'unconventional' flying objects does refer to UFOs but I prefer to now call them by that description to separate them from the emerging aeronautic technologies that still remain subject to known aerodynamic principles.

I note your comments regarding the close co-operation between the US and UK security common defence interests and I am, of course, aware of the general principles of SIGINT operations carried out at Menwith and GCHG - and elsewhere.

However, whilst I am aware of the MOD's well known stance re: interest only in breaches of UK airspace, I have some difficulty in accepting that the MOD's interest is solely that particularly when reports of strange aerial objects come from solid professional sources - eg, civilian pilots and serving members of the armed forces.

To support my initial enquiry, I enclose copies of material gleaned from the web which, you may find interesting. Unclassified CIA name RAF Molesworth as recipients of such information and whilst the Molesworth JAC is largely turned over to the US and NATO, I find it hard to believe that the MOD would have no interest. Unless, of course, you are now saying that the subject of UFOs is no longer studied by the MOD. Presumably, because the MOD possesses the truth about them or that the MOD view them as an inconsequential and harmless phenomenon.

I do not wish to take up a lot of your time on this because I appreciate you are bound by rules concerning security issues (especially at this time) but I would appreciate a worthwhile and meaningful reply if possible.

Yours sincerely

Section 40

MOLESWORTH, ENGLAND
Following World War II

Royal Air Force - 1945 to 1946

- **01 July 1945** RAF repossessed the Molesworth airfield. Assigned to RAF 12 Group.
- **16 July 1945** RCAF 441 and 442 Squadrons arrive with their Mustang II and IV fighters
- **27 July 1945** 1335 Conversion Unit came in from Colerne with Meteor IIs. The Unit converted from a piston to a jet Fighter Squadron.
- **10 Aug 1945** RCAF 441 and 442 Squadrons disbanded. RAF 234 Squadron moves in from Hutton Cranswick.
- **07 Sept 1945** RAF 19 Squadron moved in with Mustang IVs
- **March 1946** RAF 19 Squadron replaced Mustangs with Spitfire XVIs
- **August 1945** RAF 124 Squadron arrived with Meteor IIIs.
- **06 Oct 1945** RAF 124 Squadron departs Molesworth.
- **15 Oct 1945** First Meteor accident. Ran out of fuel. Came down two miles from Polebrook.
- **Late Oct 1945** RAF 223 Squadron arrived from Weston Zoyland to convert to Meteors.
- **09 Nov 1945** RAF 129 Squadron arrived from Brussels, Belgium with Spitfire IXs.
- **03 Dec 1945** RAF 129 Squadron departed for Hutton Cranswick.
- **11 Dec 1945** RAF 222 Squadron left for Exeter.
- **Mid Feb 1946** RAF 234 Squadron arrived to convert to Meteors.
- **March 1946** RAF 234 Squadron departed for Boxted.
- **28 June 1946** RAF 19 Squadron. Replaced their Mustang IVs with Spitfire XVIs
- **28 June 1946** RAF 19 Squadron departs Molesworth.
- **September 1946** RAF 54 Squadron arrives with Tempest IIs
- **October 1946** RAF 54 Squadron departs. Molesworth put on care and maintenance status.

United States Air Force - 1951 to 1957

- **July 1951** Molesworth station re-opened for the USAF. A long single runway was laid superimposed upon the conventional three runway site.
- **February 1954** USAF 582nd Air Resupply Group arrives. Brought twelve B-29s, four Grumman SA-16A Amphibians, three C-119s (able to use RATO gear) and a C-47. The primary mission was search and rescue of reconnaissance aircraft forced down in hostile territory Base Commander **Colonel Thomas A.**

Holdman

- **Mid 1956** USAF 47th Bomb Wing was at Molesworth with a few B-45s while their home base at Alconbury, England had runway repairs. WB-50 weather reconnaissance aircraft. 86th Bomb Squadron and 801st Engineer Aviation Battalion at Molesworth.
- **25 Oct 1956** USAF 582nd ARG dissolved into 42nd Troop Carrier Squadron (M) directly controlled by USAFE Hq 3rd AF. Aircraft - C-119, C-54, C-47 and SA 16A
- **31 May 1957** USAF 42nd TCS transferred to Alconbury where they remained until 8 Dec 1957
- **08 Dec 1957** USAF 42nd TCS de-activated. Molesworth was used as a family housing annex, Defense Reutilization and Marketing Office supply and spare parts storage depot, a reserve airfield and a Defense Mapping Agency site. A few WB-50s made use of Molesworth.
- **1973** The Molesworth Airbase was closed.

Molesworth Runways Removed

- **1980** The ARC Eastern Region with the approval of the Ministry of Defense, began a two-year demolition project at the Molesworth airfield. Hardcore runway concrete was used on motor ways and trunk road construction. The debris of crumbling buildings left over from the war years was removed

303rd Tactical Missile Wing - 1981 to 1989

- **1981-1985** Molesworth was designated as one of Britain's Cruise Missile Bases. Parts of the outside perimeter became the site of a "Peace Camp" for those demonstrating against the missiles to be deployed in 1985.
- **06 Feb 1985** Defense Secretary Michael Haseltine led a midnight raid to oust the Molesworth base "peaceniks" - Campaign for Nuclear Disarmament squatters. They secured the base with 7 1/2 miles of razor-tipped steel fencing. Three Battalions of 1,500 Royal Engineers, 100 Defense Ministry Police and 600 civilian police descended upon the base. They ousted the protester campers and fenced the entire perimeter of RAF Molesworth in the "Battle of Molesworth".
- **10 July 1986** Headquarters USAF granted approval to change the numerical designator of the 550th Tactical Missile Wing to the 303rd in honor of Molesworth's illustrious wartime inhabitants.
- **12 Dec 1986** The 303rd Tactical Missile Wing was activated by **MajGen William K. James**, 3rd AF Commander. **Colonel Kent Harbaugh** was given command , It operated out of newly constructed RAF facilities. Responsibilities included the employment of four BGM 109 Ground Launched Cruise Missiles (GLCM) flights within the United Kingdom in support of NATO objectives. The GLCM (pronounced "glick-um") was a mobile ground-to-ground tactical Nuclear missile. Its sophisticated guidance system enabled it to penetrate enemy territory at low altitudes and subsonic speeds. The 303rd TMW was a part of the 3rd Air Force, RAF Mildenhall, England. It reported to Headquarters, United States Air Forces in Europe, Ramstein Air Base, West Germany. A unit of the Royal Air Force Regiment was employed in support of or as integral members of the 303rd Missile Security Squadron. The groups primary task was to provide security for GLCM flights during dispersal and providing security for the GLCM alert and maintenance areas.
- **23 July 1987** RAF Molesworth was returned to USAF command by the RAF
- **17 Dec 1987** The 303rd TMW achieved initial operational capability, ahead of

schedule. After lengthy Initial Nuclear Surety Testing, by USAF and RAF authorities, the 303rd TMW achieved excellent ratings in all areas and won the best ever ratings of a GLCM Missile Wing.

- **30 May 1988** The Intermediate Nuclear Forces (INF) Treaty was ratified despite last-minute reservations by members of Congress. The 303rd TMW began looking forward to drawdown and closure. The 1983 deployment of GLCMs in Europe by President Reagan helped force the Soviet Union to the bargaining table, beginning a process that culminated in the INF Treaty between the U.S. and USSR which was signed in December 1987. The INF Treaty eliminated two entire classes of nuclear weapons -- the GLCM and the Ground Launched Ballistic Missile (GLBM), both of which had been deployed in Europe. It was the first time in the history of the Cold War that an entire class of nuclear weapons were eliminated from the U.S. and USSR arsenals.
- **20 July 1988** Ten Soviet inspectors, per INF treaty conditions, arrived and began their inspection of RAF Mosesworth. The inspection went off without a hitch.
- **08 Sept 1988** At a Media Day Presentation, 150 of the worlds press corps, including members of the Eastern European press, witnessed the departure of the first two Cruise Missiles. They were taken by road to RAF Alconbury, for return to the USA for destruction. During the next few weeks the 303rd continued the drawdown and return of missiles and warheads to the USA.
- **31 Jan 1989** The 303rd TMW was deactivated. USAF Security Police and MOD Police still manned Molesworth gates and patrolled her fences.

MOLESWORTH OPENS AGAIN WITH A NEW MISSION THE JOINT ANALYSIS CENTER

JAC APPROVAL AND ACTIVATION

Approximately a year after the 303rd Tactical Missile Wing left RAF Molesworth the base was assigned a new mission. On 1 September 1989 four individuals arrived at Molesworth bringing with them the whispers of a new intelligence mission.

During the Fall of 1990 and Spring of 1991 the rumblings of a new mission grew louder. After discussions between the British Government, the United States and NATO authorities, the United States European Command decided to develop RAF Molesworth as a new intelligence base. In late Spring of 1991 Prime Minister Margaret Thatcher authorized the formation of a Joint Analysis Center ("JAC") at RAF Molesworth. After additional planning and high level approvals, final approval for the JAC was granted. The JAC was activated at Molesworth on 1 October 1991.

JAC MISSION AND PERSONNEL

The role of the JAC is to process and analyze military information from a variety of sources for the benefit of the United States and NATO. Responsibility consists of eighty-three countries across Europe, Africa and the Middle East. The JAC reports to the Director of Intelligence (J-2), Headquarters, USEUCOM, in Stuttgart-Valhingen, Germany.

The JAC employs over 750 military and civilian employees from the four military services (Air Force, Army, Navy and Marines) and other Government Agencies as well as civilian contractors. The 423rd Air Base Squadron, with approximately 250

employees at Molesworth, provides support services to RAF Molesworth, Alconbury and Upwood.

PRESERVATION OF THE 303RD BOMBARDMENT GROUP (H) HERITAGE

A new JAC Headquarters and Operations Building No. 100 was dedicated on 15 August 1994. It was named the **303rd Bomb Group (Heavy) Memorial Building** also known as the **Might in Flight Building**. A beautiful billboard size sign was placed in front of the building with the 303rd BG(H) and JAC insignias, a 303rd BG(H) B-17 silhouette, the building name plus "Might in Flight 1942-1945." The "Might in Flight" name was approved after being suggested by members of the 303rd BG(H) Association. Attending the dedication ceremony, representing the 303rd BG(H) were: **J. Ford and Betty Kelley**, **Quentin and Virginia Hargrove**, **Harry and Thomas Gobrecht**, **Carlton Smith**, **Eugene Girman**, **Malcolm and Iris Magid**.

15 August 1944 was the fiftieth anniversary of the bombing of the Weisbaden, Germany airfield that was the subject of artist Keith Ferris' 25 foot by 75 foot mural in oil **Fortresses under Fire** which covers the entire back wall of the World War II Gallery of the Smithsonian Institution's Air and Space Museum in Washington, DC. Keith Ferris attended the ceremony, which included the unveiling of a print of his painting. Two original paintings of the famed British artist Keith Hill were also unveiled. The two paintings, **Molesworth Dawn** and **Might in Flight** were done specifically for the occasion. Original paintings by other British artists have since been added to the building including two by Mike Bailey and one, **The Courage of Eagles**, by Ronald Wong.

Other JAC buildings commemorating the 303rd BG(H) heritage are the **Mathis Headquarters Building** and **Vosler Hall** named in honor of the two 303rd BG(H) Medal of Honor award recipients, and the **Thunderbird Lounge** named after the 303rdBG(H) B-17G Thunderbird.

A large red triangle "C" B-17 tail insignia is reproduced on the WWII Molesworth "J" hanger door - one of the few remaining WWII Molesworth structures. The new JAC "Might in Flight" building Conference Room was named the **Major General Lewis E. Lyle Conference Room** after one of the 303rd BG's most distinguished Commanders. The "Might in Flight Building," the "Heritage Room" in building 320 and other RAF Molesworth building proudly display paintings and prints by **Keith Ferris**, **Keith Hill**, **Mike Baily** and **Richard Wong**, as well as prints by other artists, photographs, artifacts and memorabilia of the 303rd BG(H) crews and activities. Numerous wood carvings by **William F. Adams** are also displayed. JAC Commanders and personnel make a continuous effort to preserve the heritage of the 303rd BG(H) and have commissioned some of the paintings and prints that are displayed.

JAC Commanders have been Colonel **Glen D. Shaffer**, USAF, Colonel **Philip C. Marcum**, USA, Colonel **Frances M. Early**, USAF, Captain **Michael A. Noll**, USN and Captain **Tony L. Cothron**, USN. 423rd Air Base Squadron Commanders have been LtCol **Evans**, LtCol **John Howe**, USAF and LtCol **Carl E. Zimmerman**, USAF.

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INQUIRE=DOG13D
ITEM NO=00276891
ENVELOPE
GDSN = LGX262 MDN = 91011/41147 TOR = 910112147
HTTUZYUW RUEKJCS0203 0112145-UUUU--RUEALGX.
ZNR UUUUU
HEADER
R 1121452 JAN 91
FM JOINT STAFF WASHINGTON DC
INFO RUEALGX/SAFE
R 1121422 JAN 91
FM FBIS RESTON VA
TO RHDKMKB/FBIS LONDON UK//BBC//
RUDKFV/FBIS VIENNA AU
RUEHAA/STORAGE CENTER FBIS RESTON VA
RUEDAGC/CDR PSYOPGR FT BRAGG NC//ASOF-POG-SB//
RUEKJCS/DEFINTAGNCY WASH DC
RUHNOP/NAVOPINTCEN SUITLAND MD
RUEHVOA/VOA MUNICH GE
RUCIAEA/FTD/SDO WRIGHT PATTERSON AFB OH
RUCIAEA/FTD/SQHE WRIGHT PATTERSON AFB OH
RUETIAV/HPC FT GEO G MEADE MD
RUDKMKE/FBIS LONDON UK
ACCT FBWA-EWDK
BT
CONTROLS
UNCLAS /PHU

SERIAL: WA1101214291

/********** THIS IS A COMBINED MESSAGE **********/
BODY
PASS: ATTN BBC USSR
ONLY PROD

SUBJ: TAKE 1 OF 3--FOREIGN PRESS NOTE--FB PN 91-014--USSR

SOURCE: FOREIGN BROADCAST INFORMATION SERVICE PROD GROUP
TEXT:

UFO SIGHTINGS NO.4: STATEMENTS BY MILITARY AND GOVERNMENT OFFICIALS

HIGHLIGHTS OF RECENT INTENSIVE MEDIA COVERAGE OF THE UFO PHENOMENON IN THE USSR INCLUDE A REPORT OF VISUAL AND RADAR TRACKING OF UFOS BY A SOVIET AIR FORCE UNIT; A SIGHTING BY SOVIET COSMONAUTS; AN ASSESSMENT BY THE DEPUTY CHAIRMAN, USSR COUNCIL OF MINISTERS; AN ACCOUNT OF A SPACE LAUNCH MISTAKEN FOR A UFO; COMMENTARIES BY TWO SOVIET GENERALS; AND REFERENCES TO STATEMENTS BY MIKHAIL GORBACHEV ON UFOS.

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PAGE 3 0009

INQUIRE=DOC 1911
ITEM NO=00563728
DTG 252235Z JAN 96
FROM FM FBIS ABIDJAN IV
TO TO HQCAPAA/FBIS RESTON VA
PHDLCNS/CINCUSNAVEUR LONDON UK//N2//
RHBGPAA/JICPAC HONOLULU HI
RHJFPAA/CDR SPOTFORWARD//HOCP-FOR/ANALYST//
RTCLBBA/USCENTAF SHAW AFB SC//A2//
RUCLHMA/3ROBS BOLIN AFB FL//OSN//
RUCMACC/COM PSYOPTP FT BRAGG NC//ASOP-POG-SB//
RUCOAAA/USCINCCENT INTEL CEN MACDILL AFB FL
RUCWAAA/FBIS RESTON VA//POLCH//
RUDBNIS/DIRNAVCRIMINVSERV WASHINGTON DC
RUDHRIC/CDRUSACOIC WASH DC//ICIS//
RUDMONM/MUROCRINTACT DET QUANTICO VA
RUDPMAK/FBISA FT BRAGG NC
RUEPWJC/CIA AMHS WASHINGTON DC
RUEAADN/DRUG ENFORCEMENT ADMIN HQ WASHINGTON DC//POL//
RUHAIIS/STORAGE CENTER FBIS RESTON VA
RUEALGX/DEFINTAGNCY WASH DC
RUEEFGA/VOA WASHINGTON DC
RUFDADA/AFTAC AMDS BOLLING AFB DC
RUENNR/AMEMBASSY NAIROBI
RUETIAV/NSC FT GEO G MEADE MD
RUFOADA/JAC MOLESWORTH RAF MOLESWORTH UK//DONM//
RUSOBBA/US SURVEY GEO SUAPE BR
RUWTAFA/NAIC WRIGHT PATTERSON AFB OH//TAI//
CONTROLS
UNCLAS BA

WARNING: ACTN GIFM

SERIAL: AFS960125000896

BODY
COUNTRY: SOMALIA
SUBJ: SOMALILAND PRESIDENT EGAL SPEAKS ON MYSTERIOUS BOMB BLAST

SOURCE: LONDON BBC WORLD SERVICE IN ENGLISH 1705 GMT 25 JAN 96
TEXT:

FROM THE "FOCUS ON AFRICA" PROGRAM

FBIS TRANSCRIBED TEXT THERE HAVE BEEN REPORTS THIS WEEK OF MYSTERIOUS EXPLOSIONS IN THE REMOTE EASTERN REGION OF THE SELF-DECLARED REPUBLIC OF SOMALILAND. THEY APPARENTLY OCCURRED IN DECEMBER, BUT BECAUSE OF THE REMOTE NATURE OF THIS AREA HAVE BEEN SLOW COMING TO LIGHT. THE BLASTS HAVE BEEN ATTRIBUTED TO VARIOUS CAUSES FROM UNIDENTIFIED FLYING OBJECTS, UFO'S, TO ROCKET TESTS. WERAN, SOMALILAND CORRES, MOHAMED EGAL, HAS BEEN LOOKING INTO THE

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Approved for Release
Date MAR 1997

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MATTER. ON THE LINE TO HARGESA, TIMOTHY SCOTT ASKED HIM WHAT HE THOUGHT HAD BEEN GOING ON.

BEGIN RECORDING EGAL WE HAVE THESE MYSTERIOUS REPORTS FROM OUR NOMADIC POPULATION THERE, AND THEN, I SENT A FOUR-MAN COMMISSION, TWO DOCTORS, A VETERAN DOCTOR, AND ONE MINISTER, AND THEY HAVE SUBMITTED TO US A REPORT, WHICH IS VERY, VERY ALARMING. THEY SAID THAT THEY WENT THERE ALMOST A FORTNIGHT AFTER THIS THING HAS TAKEN PLACE AND THEY FOUND MOST OF THE ANIMALS IN THE AREA ARE STILL IN A SORT OF A DEMENTED STAGE. THEY WERE NOT GRAZING. THEY WERE JUST STAMPEDING ALL OVER THE PLACE.

SCOTT YOU SAID THE ANIMALS WERE DEMENTED. WHAT ABOUT THE PEOPLE LIVING THERE?

EGAL SOME OF THEM, WHO WERE VERY CLOSE TO THE AREA, HAVE GOT SKIN RASHES, AND SOME OF THEM ARE HAVING VERY, VERY BIG PROBLEM. THEY ARE ALMOST (SOUNDING THEIR OUTER SKIN), THERE ARE WORDS INDISTINCT BOILS ALL OVER THE PLACE, AND SOME OF THEM ARE HAVING STOMACH ACHES, YOU KNOW, AND VERY UNUSUAL MOTIONS - STOMACH MOTION -- AND A LOT OF SYMPTOMS HAVE BEEN REPORTED. WE ARE SENDING BACK SOME DOCTORS TO ACTUALLY EVALUATE THE HUMAN DAMAGE AND THE ANIMAL DAMAGE THAT HAS BEEN DONE.

SCOTT DID ANYONE GET AN EYEWITNESS ACCOUNT OF WHAT THIS EXPLOSION MIGHT HAVE BEEN CAUSED BY?

EGAL THE PEOPLE WHO WERE THERE, YOU KNOW, THE STORIES THEY TELL US IS THAT THEY HEARD NO NOISE. APPARENTLY WHATEVER EXPLOSION WAS MOVING AT A SUPERSONIC SPEED, BECAUSE THERE WAS NO PRIOR NOISE OR ANYTHING LIKE THAT. YOU KNOW, THEY JUST HEARD A VERY, VERY, VERY LOUD EXPLOSION WHICH HAS TAKEN PLACE AND THE LIGHT, YOU KNOW, THE LIGHT OF THE EXPLOSION IN THE AIR. THE AREA IS SO BIG THAT THEY DIDN'T HAVE THE CAPABILITY OR THE TIME TO INVESTIGATE THE WHOLE GROUND AND TRY AND PICK UP ANY DEBRIS THAT MIGHT HAVE FALLEN. THEY HAVEN'T BEEN ABLE TO DO THAT.

SCOTT WHATEVER YOUR AUTHORITY IS CLAIMING THAT THIS MIGHT HAVE BEEN, SOME OF THE NEWS AGENCIES ARE TALKING ABOUT UFO'S.

EGAL NO, NO, NO, NO, WE ARE NOT MAKING ANY CLAIMS OF THAT OR ANY FANTASTIC CLAIMS LIKE THAT, YOU KNOW. WHAT WE THINK HAPPENED IS THAT THERE MUST HAVE BEEN A MISSILE FIRED FROM SOMEWHERE, WHICH HAS EXPLODED EITHER DELIBERATELY OVER OUR COUNTRY OR WHETHER IT HAS EXPLODED INADVERTENTLY, WE CAN'T TELL. SO, WHAT WE ARE ASKING HON, PEOPLE LIKE THE ENGLISH, AND FRENCH, AND ESPECIALLY THE AMERICANS WHO MONITOR THE WORLD, THEY MUST KNOW WHAT HAPPENED, YOU KNOW. THEY DEFINITELY KNOW WHAT HAPPENED, THEY ARE MONITORING THE WHOLE WORLD, RECONNAISSANCE 24 HOURS A DAY, YOU KNOW. AND THEY KNOW WHAT HAPPENED. IF IT WAS SADDAM HUSSAIN WHO FIRED THE MISSILE, IT WOULD HAVE BEEN IN THE HEADLINES ALL OVER THE WORLD. BUT APPARENTLY WHOEVER FIRED THE MISSILE IS BEING IN THE GOOD BOOKS OF THOSE WHO KNOW, AND THEY DON'T WANT TO PUBLICIZE IT. BUT WE WANT TO KNOW WHAT HAPPENED TO US SO THAT AT LEAST WE WILL KNOW HOW TO DEAL WITH IT.

SCOTT IN ANYWAY OFFERING YOU HELP TO INVESTIGATE AND TO LOOK AFTER THE PEOPLE YOU SAY HAVE BEEN INJURED?

EGAL WELL, WE HAVE SENT IT -- YES - TO THE AMERICAN EMBASSY, YOU KNOW. WE HAVE SENT IT TO THE BRITISH EMBASSY, WE HAVE SENT IT

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PAGE:0011

TO THE FRENCH EMBASSY, AND WE HAVE SENT TO THE BBC, AND TO THE REUTERS AND PEOPLE LIKE THAT, YOU KNOW. NOBODY HAS YET RESPONDED, BUT WE HAVE MADE THE APPEAL AND WE ARE STILL MAKING IT. END RECORDING

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From Section 40 Directorate of Air Staff (Visiting Forces)
MINISTRY OF DEFENCE
Room 6/10 Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone (Direct dial) Section 40
(Switchboard) 020 7218 9000
(Fax) Section 40

Section 40

West Sussex
Section 40

Your Reference:

Our Reference: D/DAS/71/24

Date: 30 August 2002

Dear Section 40

RAF MOLESWORTH – UNCONVENTIONAL FLYING OBJECTS

Thank you for your letter of 19 July to my colleague Section 40 am sorry not to have replied before now.

I confirm that, in general terms, there is very close co-operation between the UK and US Governments on matters of mutual defence and security interest; and indeed there is a long tradition of our two countries working together in this respect.

Although I am sure you will understand that I cannot go into detail about specific operations, you do ask in particular about reports relating to Unconventional Flying Objects - which I take to refer to UFOs. I should perhaps add that the UK's defence interest in these is very limited and relates only to any unauthorised breach of UK airspace. It is therefore unlikely that the Department would have an interest in any specific data relevant to that subject.

Yours sincerely

Section 40

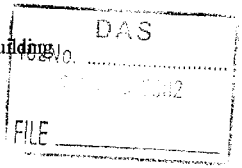
Section 40

For information -

Section 40

Section 40
Section 40 West Sussex Section 40
Telephone/Fax: Section 40 Email Section 40

Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
Ministry of Defence
Room6/73 Metropole Building
Northumberland Avenue
London WC2N 5BP



22 August 2002

Dear Section 40

Unconventional Flying Objects

I do not appear to have received a reply to my letter dated 19th July (copy enclosed) and wonder whether or not you are now in a position to reply.

Yours sincerely

Section 40

Section 40

Section 40
Section 40 West Sussex Section 40
Telephone/Fax: Section 40 email: Section 40

Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
Ministry of Defence
Room 6/73 Metropole Building
Northumberland Avenue
London WC2N 5BP

19 July 2002

Dear Section 40

Unconventional Flying Objects

I am undertaking a study of the methodologies employed in data exchange between our allies and friends and wonder whether you can help me in the specific area I am interested in.

Since the development of RAF Molesworth as a JAC - Joint Analysis Centre (activated by Margaret Thatcher's Government on 1st October 1991), I understand from declassified CIA documents that the JAC has received a large number of Unconventional Flying Object reports from the FBIS - Foreign Broadcast Information Service.

Can you confirm that the MOD has full access to that data, and if so, which MOD Department is the responsible recipient.

Thank you in advance for your kind co-operation in this matter.

Yours sincerely

Section 40

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

23

Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
10 September 2002

Dear Section 40

Thank you for your recent letter concerning 'unidentified flying objects'.

You requested details of a tubular object seen by Sussex Police on the 2 September 2002 as reported on Meridian Television. To date we have received no sighting reports from Sussex Police or anyone else for the 2 September, from anywhere in the UK. I am, therefore, unable to assist you with this particular query.

You also asked for details of any "record company" who may hold files on UFOs. We are not aware of any other official organisations who may hold files concerning 'UFO' sightings. There are a number of groups throughout the country which have been set up by those with an interest in these matters and details of these can be found in UFO Magazine and on the internet, where many have their own websites.

As for MOD files on this subject, these are subject to the provisions of the Public Records Act of 1958 and 1967. This Act of Parliament states that official files generally remain closed from public viewing for 30 years after the last action has been taken. It was generally the case that before 1967 all "UFO" files were destroyed after five years, as there was insufficient public interest in the subject to merit their permanent retention. However since 1967, following an increase in public interest in this subject "UFO" report files are now routinely preserved. Any files from the 1950s and early 1960s which did survive are already available for examination by members of the public at the Public Record Office, Ruskin Avenue, Kew, Richmond, Surrey, TW9 4DU. Files from 1967 onwards will be routinely released to the Public Record Office at the 30 year point. With regard to release of material from these closed files, the MOD operates in accordance with the Code of Practice on Access to Government Information (the Code), which encourages the provision of information unless its disclosure would, for example, cause harm to defence, invade on an individual's privacy, or if it would take an unreasonable diversion of resources to respond to a request. Information requested from these files is supplied wherever possible providing it does not fall under one of the exemptions in the Code.

Finally, you asked if there are any files that have been "declassified" that we could send to you. I enclose with this letter two sets of documents that may be of interest to you.

The first of these is a collection of papers which were released following a request made under the Code. They concern a well known 'UFO' incident at Rendlesham Forest, Suffolk in December 1980. These papers were put together on a file some time after these events and they include some contemporary documents and some later correspondence with members of the public. Where appropriate personal details have been removed in accordance with the Data Protection Act 1998.

The second document was produced in June 1951 by the Flying Saucer Working Party and was recently found on an unrelated file during a routine review of files for possible release to the Public Record Office. It has now been downgraded and released into the Public Record Office. You may be unfamiliar with this document so it may help if I explain the background to the Flying Saucer Working Party.

During the summer of 1950 there was an increase in reports of unidentified aerial phenomena in the UK and in August a Working Party was set up (at the suggestion of Sir Henry Tizard) who thought "flying saucers should be investigated". At the 11th meeting of the Joint Technical Intelligence Committee the Chairman of the Flying Saucer Working Party presented his Report. The Committee decided that the document should be regarded as the final report and in view of the conclusions, the Working Party should be dissolved. This document is a copy of that Report. You will wish to note that two short passages have been deleted. These have been retained under Section 3(4) of the Public Record Act 1958 and are the subject of discussions between the MOD and the relevant party.

If you are interested in the Flying Saucer Working Party, further documents may be contained in the following files which are open for inspection at the Public Record Office, Ruskin Avenue, Kew, Richmond, Surrey TW9 4DU. Telephone: 0208 876 3444 Fax: 0208 878 8905.

DEFE 41/74	DSI/JTIC Minutes	1950
DEFE 41/75	DSI/JTIC Minutes	1951
DEFE 41/76	DSI/JTIC Minutes	1952-54
DEFE 10/496	DSI/JTIC Minutes of Meetings	April 1950-December 1951
DEFE 10/497	DSI/JTIC Minutes of Meetings	January 1952-October 1954

The Public Record Office will not conduct research, but they can supply details of private researchers or alternatively, you could ask someone to view this material on your behalf. Copies of documents can be obtained for a small fee.

I hope this is helpful.

Yours sincerely,

Section 40

In replying to this letter, please write on the envelope:
Numbe Section 40 Nam Section 40

Section 40

Dear Sir, Madam
I would be most grateful if you would let me have a statement detailing the recent sighting of a strange tubular object recorded and seen by Sussex Police force, on the 2.9.02 on Meridian News channel, I observed a tubular craft with flare emitions coming from the underneath of this strange craft. It was recorded and tracked by Sussex Police force for 7 mins or so before it apparently accelerated away at speeds to which the Police Helicopter could not follow. I have a big interest in the U.F.O phenomenon, I have had for many years.

I thank your assistance in regard to my last letter. That you were so kind in helping me with I would be most grateful if you could help me once more.

I am also wondering is there an Address available that I could possibly have of a Record company which hold files and thus kind of stuff, if so could you please point me in the right direction.

And if you have any copies of files that have been de-classified under the 50 year Rule of the official secrets act, could you please oblige me in sending them to me. I am most Grateful in your assistance, I understand you are busy. Thankyou.

Yours Sincerely

Section 40

Section 40

[redacted]

Directorate of Airspace Staff
(Lower Airspace)
Operations & Policy "1"
Ministry of Defence
Room 6/73, Metropole Building
Northumberland Avenue
London
[redacted] WC2N 5BP

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1a
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
E-Mail das-laopspol1a@defence.mod.uk Section 40

22

Section 40
Bristol
Section 40

Your Reference
Our Reference D/DAS/64/3
Date 10 September 2002

Dear Section 40

9/9

I am writing with reference to the message you recently left on the DAS (LA) Operations & Policy 1 answerphone, in which you request information on reported sightings of 'unidentified flying objects' to the Ministry of Defence. This office is the focal point within the Ministry of Defence for correspondence relating to 'UFOs.'

First, it may be helpful if I explain that the Ministry of Defence examines any reports of 'unidentified flying objects' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat, and to date no 'UFO' report has revealed such evidence, MOD does not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

Reports from members of the public of sightings are usually made to Police stations, RAF stations and air traffic control centres and are then forwarded to this office. Sighting reports can also be left on our answerphone. The reports, which are usually very brief and vague, are considered, as necessary, in consultation with air defence advisers within the MOD, and a decision is taken as to whether what was seen represents a threat to the security of the UK. Sightings reports are kept on file within this office for future reference.

Finally, the MOD does not have any expertise or role in respect of 'UFO/flying saucer' matters or to the question of the existence or otherwise of extraterrestrial lifeforms, about which it remains totally open-minded. I should add that to date the MOD knows of no evidence which substantiates the existence of these alleged phenomena. I hope this is helpful.

Yours Sincerely
Section 40

ENCLOSURE 21 IS PLACED ON 64/3/15 PT A E16 Section 40 [redacted]

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

20

Section 40

Kent

Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
9 September 2002

Dear Section 40

Thank you for your letter of 31 August in which you requested copies of papers on the alleged 'UFO' incident at Rendlesham Forest, Suffolk in December 1980.

Please find enclosed copies of the MOD file concerning the events in Rendlesham Forest which was released last year under the Code of Practice on Access to Government Information. This is a compilation of papers which had been assembled on one file some time after the alleged event. Some are contemporary with the events and others are later correspondence showing MOD staff attempts to reconstruct the action taken in order to answer public enquiries. We have examined our files of the period in an effort to identify any other papers which had not been included in this file and a few internal letters were found. Copies of these have also now been added to this file. The names and addresses of those who have corresponded with the MOD have been obscured in accordance with the Data Protection Act 1998.

I hope this is helpful.

Yours sincerely,

Section 40

[redacted]

KENT [redacted]
31/8/02

Dear Sir/Madam.

I am writing to you to ask if you could make available to me, copies of all documents you may have relating to the Dec 1980 ufo incident at Rendlesham forest Suffolk during USAF personnel being stationed at RAF Woodbridge. Any documents you can give me under the FOIA will be gratefully appreciated. Thank you for your assistance.

yours Sincerely,

[redacted]

14 45PM
2 SEP
2002

REMEMB
to use th
POST C

Ministry of Defence (MOD),
Secretariat (Air staff) 2a,
Room 8245,
Main Building,
Whitehall,
London SW1A 2HB.

From Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax) Section 40
(GTN)

19

Section 40
West Lothian
Scotland
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
2 September 2002

Dear Section 40

Thank you for your e-mail regarding your research into 'unidentified flying objects'. Your message has been passed to us, as this office is the focal point within the Ministry of Defence for correspondence relating to 'UFOs.'

First, it may be helpful if I explain that the Ministry of Defence examines any reports of 'unidentified flying objects' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat to the United Kingdom from an external military source, and to date no 'UFO' report has revealed such evidence, we do not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

With regard to your question about UFO organisations, we are not aware of any official organisations for the study of UFOs. There are a number of groups throughout the country which have been set up by those with an interest in these matters and details of these can be found in UFO Magazine and on the internet, where many have their own websites.

I hope this is helpful.

Yours sincerely,

Section 40

** TO BE GIVEN A HIGH PRIORITY **

Low Flying /E-MAIL

TREAT OFFICIAL CORRESPONDENCE

To DAS (LA) Ops + Pol TO Ref No 4359. /2002

Date 27. 8. 02.

The Prime Minister/SofS/Min(AF)/Min(DP)/USofS/MOD* has received the attached correspondence from a member of the public, which this office has neither retained nor acknowledged. Please send a reply on behalf of the PM/Minister/Department*.

Ministers attach great importance to correspondence being answered promptly, and your reply should be sent **within 15 working days** of the above date. If, exceptionally, this should prove impossible, an interim reply should be sent within the same timescale. You should be aware that No 10 periodically calls for a sample of letters sent by officials on the PM's behalf for his perusal.

An *Open Government Code of Practice on Access to Government Information* came into force in 1997. All replies to members of the public must be in accordance with the procedures set out in the Code (a full explanation is contained in DCI(Gen) 232/01; further information is available from DG Info on Section 40

Under *Service First*, all Departments and Agencies must ensure that they have simple systems to record and track correspondence received from members of the public (including details of the correspondent and the nature and date of the reply). This information should be regularly monitored and reviewed against published targets. In addition, we are required to keep information on the number of **requests for information, which specifically refer to the Code of Practice.**

As part of our monitoring procedure, random spot checks on the accuracy of your branch records on correspondence will be performed throughout the year.

Ministerial Correspondence Unit
Room 222, Old War Office Building, Whitehall, SW1A 2EU
Section 40 Section 40
CHOTS: Ministerial Correspondence; e: ministers@defence.mod.uk;
w: http://main.chots.mod.uk/min_parl/

** TO BE GIVEN A HIGH PRIORITY **

* Delete as appropriate.

** TO BE GIVEN A HIGH PRIORITY **
** TO BE GIVEN A HIGH PRIORITY **

Ministers

From: Section 40

Sent: 23 August 2002 13:10

To: public@ministers.mod.uk

Subject: Research

Dear Sir / Madam,

I am conducting some research and would like to know if there is any organisations setup in Britain to which the subject of UFO sightings or contacts are reported before they are reported to the MOD or the Air Force ?

If so are these military organisations or civilian ? If not do you think such an organisation would be of benefit as it would limit the amout of reports received by the military ?

Thank You,

Section 40

West Lothian
Scotland

Section 40

ENCLOSURE 18 IS PLACED ON 64/3/15 PT A [redacted] Section 40 [redacted]

E18

17

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
28 August 2002

Dear Section 40

I am writing to acknowledge receipt of your letter of 15 August concerning the Ministry of Defence's policy on 'unidentified flying objects' and alien abduction.

Your letter seems to have crossed in the post with my reply to your previous letter, in which these matters were addressed. I hope this letter has now reached you and you found the information helpful.

Yours sincerely,

Section 40

15.8.02

Secretariat (Air Staff)
2a1a, Room 8245
Ministry of Defence,
Main Building, Whitehall
London
SW1A 2HB

Dear Sir, Madam

I would be most grateful if you would let me have a statement detailing the policy and view of the Ministry of Defence in relation to the Alien Abduction Phenomenon.

I assume that if any allegations are made by UK citizens that they have suffered harm as a result of actions carried out by occupants of unidentified craft that have penetrated British airspace without authority, that this is a matter of concern to the Ministry of Defence; but if such allegations are the responsibility of another Government Department or Agency, perhaps you would be so kind in pointing me in the right direction.
Thankyou for your time in this matter, much appreciated.

Yours Gratefully

Section 40

Section 40

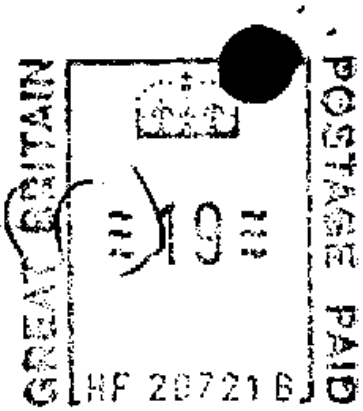
[redacted]

I am cwrently serving a Life Sentence on a 2 Strike system, my tariff is 3½ years, in my time I have read many books and decided, to write my own book on the subject, at the moment I am in the belief that, our Goverment have in their possesion, well craft of unknown origin, but are foolishly covering the fact up, why is the question.

I personaly think it may cause hysteria and mass panic like the War of the Worlds movie did, or people would just take it in their stride, all we see these days is Sci fi movies and alien's, we are those used to seeing them I personally feel that no hysteria would come as a result of Declasification of the Whole subject, Grudge, Blue Book, Roswell, MJ12, MJ UK and more.

Section 40

Secretariat (A)
2a 1a, Room 824
Ministry of Defence
Main Building
Whitehall
London
SW1A 2HB



From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

ENCLOSURE NUMBER 16

Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
20 August 2002

Dear Section 40

Thank you for your letter of 28th July concerning Ministry of Defence's policy and views in relation to the alien abduction phenomenon.

First, it may be helpful if I explain that the Ministry of Defence examines any reports of 'unidentified flying objects' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat to the United Kingdom from an external military source, and to date no 'UFO' report has revealed such evidence, we do not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

With regard to alleged abductions by alien beings, the MOD is not aware of any evidence which might substantiate the existence of extraterrestrial activity, so the matter of abduction by alien lifeforms is a non-issue as far as the MOD is concerned. Abduction/kidnap in the general sense is, of course, a criminal offence and as such would be a matter for the civil police.

Finally, you requested the address of the Wright Patterson Air Force Base and this is as follows;

Office of Public Affairs
Wright-Patterson Air Force Base
Dayton
Ohio
45433

I hope this is helpful.

Yours sincerley,

Section 40

In replying to this letter please quote on the envelope:
Number [redacted] Name [redacted]

DAS
102
FIL

28.7.02

Dear Sir, Madam

I would be most grateful if you would let me have a statement detailing the policy and views of the Ministry of Defence in relation to the Alien Abduction phenomena.

I assume that if any allegations are made by UK citizens that they have suffered harm as a result of actions carried out by agents of some kind of unidentified craft that have penetrated British Airspace without

Authority that this is a matter of concern to the Ministry of Defence but of such allegations of the responsibility of another Government Department or Agency, maybe MJ12 perhaps you could point me in the right direction.

Thanking you for your time in this very grateful.

Yours sincerely

Section 40

Section 40

Please could you assist me on this matter above, also I would be very grateful if you could give me Wright Patterson Air force Base address, as I have matters to discuss with them also.

Thankyou.

Section 40

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

East Yorkshire
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
19 August 2002

Dear Section 40

Thank you for your letter of 9 August concerning the photograph of an alleged 'unidentified flying object' in the August edition of UFO Magazine.

First, it may be helpful if I explain the Ministry of Defence's position regarding 'UFO' matters. The MOD examines any reports of 'unidentified flying objects' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat to the United Kingdom from an external military source, and to date no 'UFO' report has revealed such evidence, we do not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

With regard to your questions about the photograph, I will answer these in the same order as your letter.

1 & 2. We have receive no reports from anywhere in the UK for 15 June 2002.

3. Without contacting every helicopter squadron it is not possible to say whether there were any military helicopters in the area at the time. However, you may wish to be aware that there are a number of offshore oil and gas installations with helicopter platforms in the area and Withersea is beneath a helicopter route to them.

4. The Lancaster bomber in the photograph was from the Battle of Britain Memorial Flight based at RAF Coningsby, in Lincolnshire. It was conducting a display as part of the Withersea Golden Jubilee Celebrations.

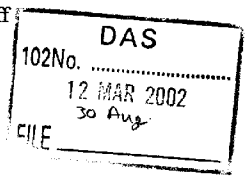
5. We are satisfied that there is no corroborating evidence to suggest that the United Kingdom's airspace was breached by unauthorised military aircraft on the 15 June. As explained above, unless there is evidence of a threat to the UK, the MOD does not attempt to identify precisely what was seen.

I hope this is helpful.

Yours sincerely,

Section 40

To Directorate of Air Staff
Ministry of Defence
Room 6/73
Metropole Building
Northumberland Avenue.
London. WC2N 5BP.



Section 40

East Yorkshire.

Section 40

Friday, 9 August 2002.

Dear Air Staff,

Please find details of an alleged UFO photograph taken from Withernsea on Saturday 15 June, 2002 by a Section 40 during a Lancaster Bomber flyby. A photograph was featured in UFO Magazine August 2002 edition p 52 and the brief article verbatim is as follows:

Section 40 *writes... I live in Withernsea, on the east coast of England. On Saturday 15 June 2002, we were treated to a fly by of one of the RAF's Lancaster bomber. I took several snaps with my digital camera and, after downloading them on my computer, noticed one image containing an unidentified object (upper right and trailing the Lancaster) and looking decidedly triangular in shape. Nothing was noticed with the naked eye at the time.*

I have since contacted our local paper asking if anyone else may have captured something odd on their cameras. I'm still waiting for a reply on that one, but one of my friends did take video of the fly-by and I've asked him to take a close look – just in case! I look forward to your comments.'

There are a number of possible explanations, which could account for Section 40 report. Given the MoD's new open policy on dealing with some such matters, I ponder whether you can verify any of the following details.

1. Did you receive any reports of UFOs from the East Yorkshire or Lincolnshire areas around this time?
2. Did you receive any similar report, or one which matches the details as described above?
3. Was an RAF helicopter flying in the area at the time of the above sighting? If so can any details be furnished of it's origin and flight movements on this date? Would you please forward this report and enquiry on to any RAF base, who this may have relevance to?
4. What was the origin of the Lancaster bomber (i.e RAF base); what was the Lancaster's manoeuvres on this date?
5. Can the MoD supply an explanation for the above UFO report?

None for 15 June anywhere in UK

BBMF RAF Coningsby.
Withernsea Golden Jubilee Celebrations
Falcons Parachute Display Team
Drop at 11.00am

Yours sincerely

Section 40

Section 40

Blown up scan and print of Section 40 photograph taken from Withernsea Saturday, 15 June, 2002, extracted from UFO Magazine August 2002 page 52.

Section 40

DAS
102No. .....
13 MAR 2002
FILE _____

WOW !!! NIGHTFIGHTER
JET AIRLINER 27-7-15 69

10-5-20-1-9-18-12-9-16-5-18-27-7-15-69 = 223
94 9 17 72 81 54 91 21 81 91 02 5 01

1056 1 7 9 1 9 9 6 7 1 0 6 7 0 0 0 8 7 4 4 5 0

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0501 601 0111
1551 1107
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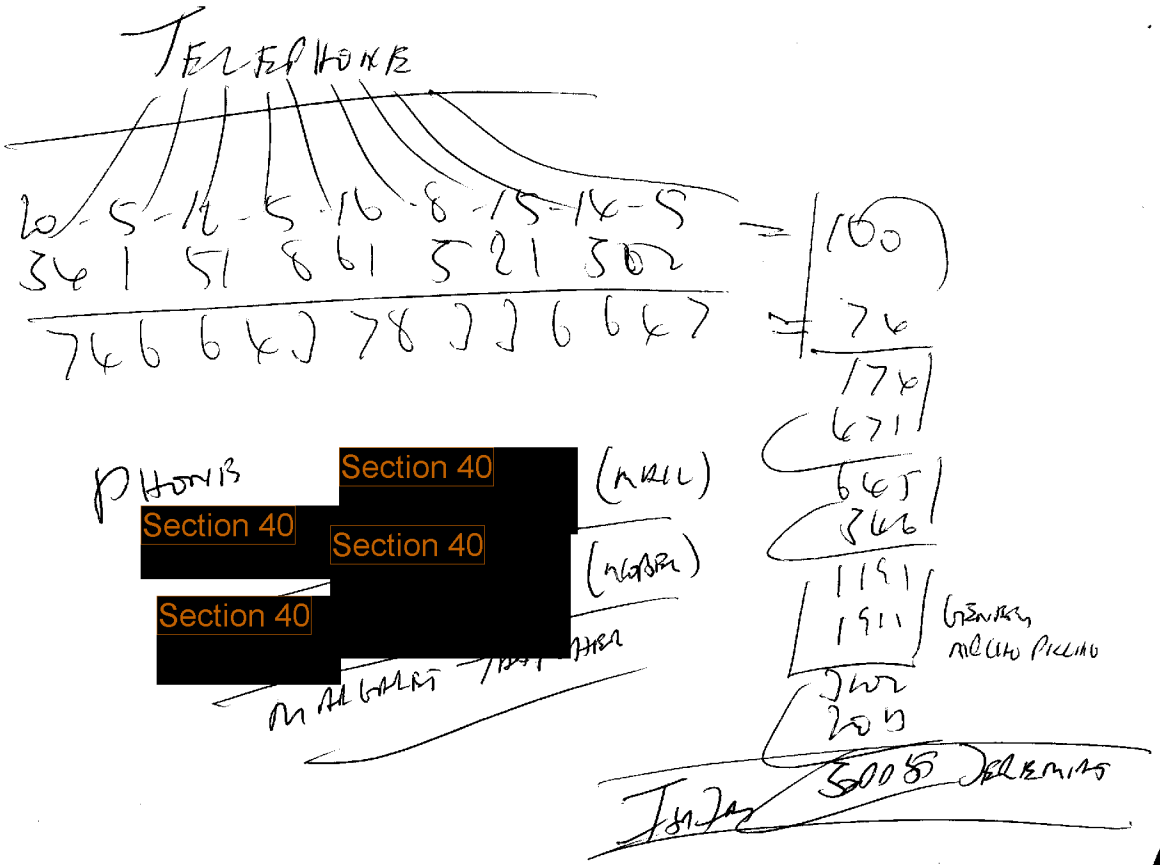
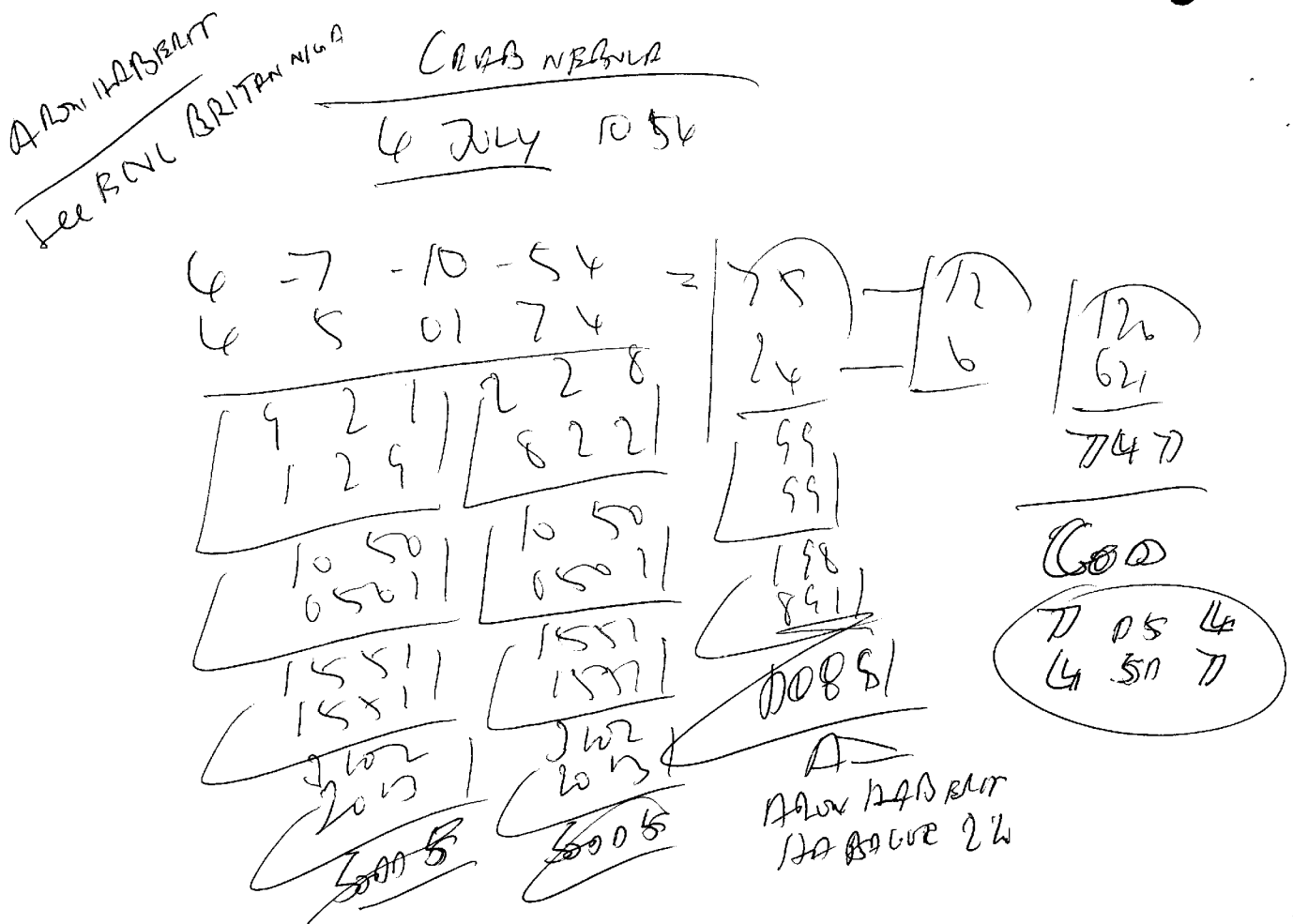
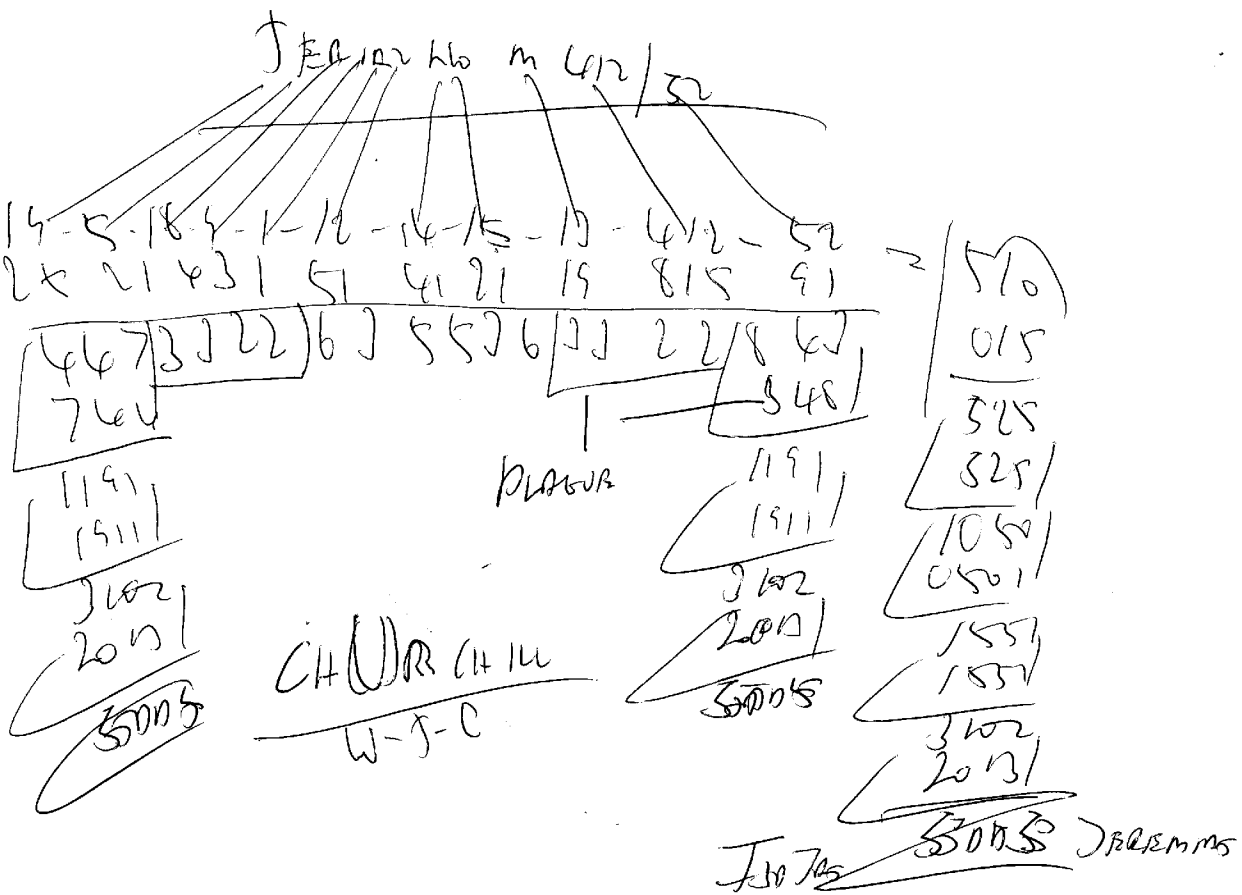
DA = DA
BA = BA

IT WORKS 500065 THEOREMS


TELEPHONE
20-5-12-5-16-8-15-16-5
Section 40
Section 40
Section 40
Section 40




6-8-52
PLAYER
CHURCH
W-J-C
JAMES

UFO
Room 801
METROPOLE HOTEL (FORMER)
MOD
NORTHUMBERLAND AVE
LONDON WC2

ENCLOSURE 13 IS PLACED ON 64/3/15 PT A E14 Section 40 [redacted]

THE ROLLRIGHT STONES, GREAT ROLLRIGHT, CHIPPIN
www. rollrightstones.co.uk

Section 40

digital guns
silver robot

6-0594

one with the
dog in her arms
on board

30 others
they need rescued

air staff 2a
room 8245
ministry of defence
main building
whitehall
London
SW1A 2HB

ENCLOSURE NUMBER 12

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax) Section 40
(GTN)

11

Section 40

Manchester
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
30th July 2002

Dear Section 40

Thank you for your letter of 9th July.

Please find enclosed a copy of the Ministry of Defence file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, in 1980 as requested. You may wish to be aware that these documents are a compilation of papers which were put together on one file some time after this event. Some are contemporary with the events and others are later correspondence showing MOD staff attempts to reconstruct the action taken in order to answer public enquiries. We have examined our files for this period to see if there were any further documents that had not been put on this file, and copies of the few that were found have been placed on the file and released. The papers have been anonymised in accordance with the Data Protection Act 1998.

In your letter you also asked whether there had been any further developments or similar incidents in the vicinity. There have been a number of allegations made about these reported events, but nothing has emerged over the last 20 years which has given us reason to believe that the original assessment made by this Department was incorrect. We are not aware of any similar incidents in the vicinity of Rendlesham Forrest in recent years.

I hope this is helpful.

Yours sincerely,

Section 40

Whole file sent including previously withheld docs.

Section 40

Manchester,
Section 40

Secretariat (Air Staff) 2a,
Room 8245,
MINISTRY OF DEFENCE,
Main Building,
Whitehall,
London,
SW1A 2HB.

9th July 2002

Dear Sir/Madam,

I am writing with reference to the alleged incident, which occurred at Rendlesham Forest, Suffolk during the winter of 1980, involving the Bentwaters and Woodbridge Airbases which were then leased from the Ministry of Defence to the United States Air Force.

I believe that in May of 2001, the papers relating to this case were released by the Ministry of Defence.

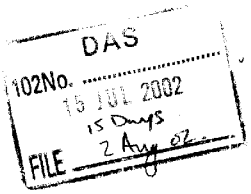
I would be very grateful, therefore, if you would kindly forward me the afore-mentioned documents relating to this case as I have a personal interest in this particular case.

I would also be interested in knowing if there has been any further developments concerning this case or any similar incidents in the vicinity within recent years.

Thank you.

Yours sincerely,

Section 40



Ple
use
Post

SECRETARIAT (AIR) STAFF 2a,
Room 8245
MINISTRY OF DEFENCE,
MAIN BUILDING,
WHITEHALL,
LONDON,
SW1A 2HB.

DAS

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

10

Section 40
Stoke on Trent
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
29 July 2002

Dear Section 40

Thank you for your letter of 8th July in which you asked several questions relating to the way in which the Ministry of Defence handles reports of 'unidentified flying objects'.

First, it may be helpful if I explain that the Ministry of Defence examines any reports of 'unidentified flying objects' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat to the United Kingdom from an external military source, and to date no 'UFO' report has revealed such evidence, we do not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

With regard to your questions 1 and 2, you may wish to be aware that the integrity of the UK's airspace in peacetime is maintained through continuous surveillance of the UK Air Policing Area by the Royal Air Force. This is achieved by using a combination of civil and military radar installations, which provide a continuous real-time "picture" of the UK airspace. Any threat to the UK Air Policing Area would be handled in the light of the particular circumstances at the time (it might if deemed appropriate, involve the scrambling or diversion of air defence aircraft). From that perspective, we do not actively seek 'UFO' sightings reports, but those provided to us (from any source) are examined and air defence staff are consulted where there is sufficient evidence to suggest there may be something in the report of defence concern. The vast majority of reports we receive are very sketchy and vague. Only a handful of those received in recent years have warranted further investigation and none revealed any evidence of a threat.

You enclosed with your letter, three documents taken from a Defence Intelligence file of 1960, and requested any similar documents that are in use today. There are no instructions in place today that are the equivalent of these documents. Today all 'UFO' sighting reports are forwarded to this Department and examined as described above. During my enquiries I have found a copy of "Air Force Operations Room, Standard Operating Procedure No.502" which was sent to this

Department (previously named Sec(AS)2) for updating in 1985 and I enclose a copy for your information. However, you should be aware that while this is a more up-to-date version than the copy you have, it is not in use today. The Air Force Operations Room no longer exists and its duties are now part of the Defence Crisis Management Centre (DCMC). Until 1997 this centre would record any reports received out of office hours and forward them to us the next morning. In February 1997 we introduced an answerphone to take calls during office hours and in October 1998 this was extended to a 24 hour service. The DCMC therefore no longer receives 'UFO' reports and their instructions are to direct any enquirers to leave a message on our answerphone.

Finally, you asked about our policy relating to Service personnel discussing sightings with the press. Service personnel are discouraged from discussing any defence matters with the press. It is the duty of this office, along with air defence experts to determine whether 'UFO' reports are of defence concern therefore any press enquiries should be directed to this Department through the MOD Press Office.

Yours sincerely,

Section 40

Copied from D/Sec(AS) 12/1 A

COPY NO

SOP NO 502

MINISTRY OF DEFENCE

AIR FORCE OPERATIONS ROOM

STANDARD OPERATING PROCEDURE NO 502

REPORTS OF UNIDENTIFIED FLYING OBJECTS

Reference: AF Ops/1/11

Annex : Report of an Unidentified Flying Object

Sponsor : Sec(AS)2

INFORMATION

1. Sec(AS)2 co-ordinate detailed investigation into reports on Unidentified Flying Objects, consulting AEW/GE and DI 55, and correspond with the public on the subject of UFOs when required.

2. Circulation of reports on UFOs is the responsibility of Sec(AS)2 during normal working hours, and AF Ops outside normal working hours. Reports may be received by telephone message or by signal message.

3. Copies of all UFO reports received in AF Ops and reports of AF Ops initial investigation, are circulated to Sec(AS)2, AEW/GE and DI 55.

4. The above mentioned reference gives considerable detail on the stages of investigation of UFO reports, and information should be passed to Sec(AS)2 as early as possible.

ACTION BY THE DUTY OPERATIONS OFFICER

5. During Normal Working Hours. Refer telephone calls reporting UFOs to Sec(AS)2, Ext 2140. No action is required on signal message reports.

6. Outside Normal Working Hours

a. Reports Received by Telephone. Complete the proforma at the Annex to this SOP. Dispatch it through the Registry.

b. Reports Received by Signal Message

(1) Ensure that the message has been circulated to the staffs detailed at para 3 above.

(2) Complete para R of the proforma at the Annex to this SOP and insert on the proforma the signal message reference to which the investigation refers. Dispatch it through the Registry.

ANNEX A TO
SOP 502

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A.	Date, Time & Duration of Sighting	
B.	Description of Object (No of objects, size, shape, colour, brightness)	
C.	Exact Position of Observer Location, indoor/outdoor, stationary/moving	
D.	How Observed (naked eye, binoculars, other optical device, still or movie)	
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)	
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)	
J.	Met Conditions during Observations (Moving clouds, haze, mist etc)	
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)	
M.	Name & Address of Informant	
N.	Background of Informant that may be volunteered	
O.	Other Witnesses	
P.	Date, Time of Receipt	
Q.	Any Unusual Meteorological Conditions	
R.	Remarks	

.....

Squadron Leader
Duty Operations Officer
AF Ops

Date.....

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

DAS[redacted]A-Ops+Pol1

From: STC-OPSSPT-SO1
Sent: 10 July 2002 14:59
To: DAS-LA-Ops+Pol1
Subject: RE: Instructions to Aircrew

Importance: Low

Section 40

Could I suggest that you contact the Air Historical Branch for access to this material, they are the only organisation that could have records going back to the 1960s. There are no regulations to military aircrew directing specific procedures that are to be undertaken should they sight a UFO. ATCRUs have historic guidance from AIS(Mil) via DAS that they should report sightings/reports of sightings to DAS Ops & Policy (yourself) in MOD, and have inherited a form from DAS' predecessors. Whilst there is guidance to controllers at individual units, there is no STC policy issued by Ops Spt (ATC), nor is there mention in the JSP318 or 318A. I hope that this helps.

Mil Air Traffic Services - Incident Report
Military Flying Regulations - Occurrence Reporting Procedure.
Flight Safety 07101.

Section 40

Wg Cdr
SO1 Ops Spt

Section 40

-----Original Message-----
From: DAS-LA-Ops+Pol1
Sent: 10 July 2002 10:56
To: STC-OPSSPT-SO1; MOD-DASC-FW-SO1
Subject: Instructions to Aircrew

I have responsibility for replying to correspondence from the public on 'unidentified flying objects' and would be grateful for any help you could provide with the following

One of our correspondents has written enclosing copies of some papers from a Defence Intelligence file which is open in the Public Record Office. These papers were not generated by DIS but appear on their files because they were copied to them. The documents are from the 1960s and appear to be instructions to RAF aircrew on reporting of unusual aircraft or aerial phenomena (or UFOs). The correspondent has made a request under the Code of Practice on Access to Government Information for the modern day equivalent of these documents.

The documents are:

Headquarters Fighter Command Air Staff Instruction No. F/1
Reporting of Unusual Aircraft or Aerial Phenomena
Dated December 1960

Air Ministry Operations Centre - Standard Operating Procedure No.16/60
Reports of Unidentified Flying Objects
Dated *21st September 1960*

I would be grateful for any assistance you can give me with locating these or any other instructions on this subject that may be in operation today. Any instructions found will not necessarily be released to the enquirer, but I first need to establish whether they exist.

Please give me a call if you need any further details.

Section 40
DAS-LA-Ops+Pol1
MT6/73 Section 40

CHAPTER 071 OCCURRENCE REPORTING PROCEDURES

07101 REPORTING OF AIRCRAFT ACCIDENTS

1. All occurrences to Service aircraft are to be reported to the Ministry of Defence. Detailed procedures for the reporting and investigation of accidents and incidents that occur in the United Kingdom or abroad are in:

RN	Part 2 of these regulations
Army	Part 3 of these regulations
RAF	AP 3207 (5th edition)

A revised common Tri-Service Occurrence Report format is at Annex 071A

2. **Accidents/Incidents Involving Two or More NATO Nations.** See STANAG 3531 reproduced at Annex 072A.

ANNEX 071A AIRCRAFT OCCURRENCE SIGNAL MESSAGE FORMAT

Message Content:

A. Title (Air/Ground*, Accident/Incident*) Ship/Unit Serial Number.

B. Aircraft Type, Mark and Serial Number.

C. Parent ship/station and Squadron.

D. Originator's' rank, name, category (e.g. pilot/engineer) and role (e.g. captain/instructor/supervisor).

E. Pilot's rank, name and role if different to D.

F. Place, date and local time of occurrence (include zone suffix).

G. Stage of Flight; day/night/dawn/dusk*; VMC/IMC*; Takeoff/Landing*; *IAS/Mach No; OAT; Height; NVG/ NBC operations*.

H. Purpose of Flight, time of take off and landing.

J. Describe occurrence in plain language, include relevant details of weather, engine/cockpit/system indications and action taken. Effect on sortie and assessment of flight safety implications.

K. (1) Main cause of occurrence.

(2) Contributory cause(s) if appropriate.

L. Occurrence cause group from JSP 318 Preliminaries.

M. Aircraft/Engine damage and repair categories. For engine related faults state engine type, mark, serial number, position and hours run.

N. Remedial action taken or proposed. Recommendations to prevent recurrence.

0. State MF 707(ADP) reference number. State MF 760 reference number, if raised. State mod/technical instructions if relevant.

P. Damage to civilian property, owner's name and address

Q. Completeness of this report: Complete/Under Investigation(UI)*. If UI follow-up signal must be released within 15 days.

R. State if further investigation/assistance proposed or required:

RN: No/None/A25/Ship's Investigation/BOI/RNFSAIC*

ARMY: No/None/AACFom 5/Regimental Inquiry/BOI/AIEFSO/HFU*

RAF: No/None/765B/Unit Inquiry/BOI/AAIB*

The following sections are to be used for Accident reports only.

S. Whether salvage required? State any factors that may assist recovery.

T. Details of any dangerous cargo, explosives or ammunition on board.

U. Nationality and service of crew/passengers killed/missing/injured. State degree of injury, location of casualties and whether bodies have been recovered. State whether next-of-kin informed.

* Delete as appropriate

318A

JSP ~~552~~ PART 800

ADMINISTRATION & INCIDENTS

805 – INCIDENT REPORTING & INVESTIGATION

INTENTIONALLY BLANK

805 – INCIDENT REPORTING AND INVESTIGATION - CONTROLLERS

805.100 GENERAL

805.100.1 The reporting and investigation of incidents of any sort is essential to the safe management of the air traffic services provided by military units. The aim of flight safety reporting procedures is to provide for the rapid identification of the causes of air and ground incidents, and of the actual and potential flight safety hazards associated with these incidents, so that appropriate action can be taken to prevent any recurrence and minimise risk. The final reports are not to apportion blame nor indicate any disciplinary action taken.

Note: Appendix 7 contains detailed information and instructions for aircrew regarding incident reporting and investigation.

805.105 TYPES OF INCIDENT REPORT

805.105.1 **Aircraft Proximity Report (Airprox).** An Airprox is a situation in which, in the opinion of a pilot or controller, the distance between aircraft as well as their relative positions and speeds have been such that the safety of the aircraft involved was or may have been compromised. This definition is the UK National definition, which has been filed with ICAO as a 'difference' from the ICAO definition. Comprehensive details regarding Airprox reporting are at **805.120.4.**

805.105.2 **ATC Occurrence Report (ATCOR).** An ATCOR is submitted by a civil controller for an occurrence, which does not meet the criteria for an Airprox. Further information is contained in **MATS Part 1**, Section 6 and **CAP 382** Mandatory Occurrence Reporting Scheme. Examples may include infringements of CAS, losses of prescribed separation. Details regarding the military follow-up action to an ATCOR are at **805.130.**

805.105.3 **Air Incident Report (Control) [AIR (C)].** A military controller may submit an AIR (C) whenever he considers that the safety of an aircraft has been or could have been prejudiced by a hazard or potential hazard. Comprehensive details regarding AIR (C) reports are at **805.135.**

805.105.4 **Breach of ATC Regulations.** Breaches of ATC Regulations and Flying Discipline are to be submitted, in accordance with **805.135** and **805.140** whenever a military controller considers that a pilot has committed a breach of ATC instructions contained in these regulations.

805.105.5 **All Incidents.** Following an incident, the supervisor/ATCO I/C is to undertake the actions listed at **Annex 805F.** The follow up actions to be undertaken by the Unit Cdr/SATCO/S Ops O are listed at **Annex 805G.**

805.110 REPORT FORMS

805.110.1 ATC Initial Incident Reports 1 and 2 – **Annexes 805C & D** are to be submitted when reporting, or responding to, any of the incidents listed at **805.105.**

*Note: An example of a signalled ATC Incident Report, if required, can be found at **Annex 805E.***

805.115 AIR TRAFFIC SERVICE UNITS – RADAR AND COMMUNICATION RECORDINGS

Note: Where RT recording facilities exist onboard HM Ships, the following regulations also apply.

805.115.1 Transmissions on ATC frequencies and, whenever possible, landline communications, are to be recorded (ANO Article 105 refers). Such recordings are to be retained for a period of at least 30 days prior to the re-use of the recording medium. In addition, units with a capability of recording radar data are to retain the original recording for a period of at least 30 days prior to their re-use.

805.115.2 Immediately following an incident/accident the relevant original recording is to be impounded and held in a secure container; impounded recordings are not to be returned to service without the approval of SO2 ATC (S&T) 3 at HQ STC. Furthermore, in order to protect the recording medium from inadvertent damage, such recordings, which may be required for the investigation of an accident, are not to be re-recorded or copied without the permission of the president/head of the inquiry. A record of impound action/release of impounded recordings back to service is to be noted in the ATC watch log.

805.115.3 Requests for release of original recordings, copies or tape transcripts from bodies other than boards of inquiry are to be referred to SO2 ATC (S&T) 3, for DPA, D Flying (ATC), or for ASACS Units, SO3 ASSU OSA.

805.120 INCIDENT REPORTING – INVESTIGATION AND ASSESSMENT OF ALL INCIDENTS IN THE UNITED KINGDOM AND OVERSEAS

805.120.1 For the purpose of these procedures, UK airspace is defined as the London and Scottish FIRs/UIRs, together with the Shanwick FIR/Oceanic CTA and Channel Islands Regulated Airspace. Overseas is defined as any airspace outside these areas. AIR (C) and ATCORs will only be raised in the United Kingdom.

805.120.2 **Action by a Controller when informed of an incident by a Third Party.** When a controller is informed of an incident, the ATS/ASACS Unit Supervisor is to be informed immediately. In addition, an attempt to identify the reported aircraft is to be made. The immediate actions required of the Supervisor at ATS/ASACS Units are noted at **805.120.5 and Annex 805F**. The Incident Report is to be faxed or e-mailed to the relevant HQ and LATCC (Mil) AIS (Mil) (PSTN 01895 426153 or DFTS 95243 ext 6153) at the earliest opportunity.

805.120.3 **Action by a Controller Intending to Submit an Incident Report (Originators).**

a. A military controller intending to submit an Incident Report relating to an aircraft under his control is to inform his Supervisor immediately. The Supervisor is to make an initial assessment of the circumstances, taking care to record the information required (see **805.120.5** and **Annex 805F**), and report the details to the Unit Cdr/SATCO/SOpsO; thereafter, an Incident Report may be raised.

b. Within the context of an incident, the term 'controller' applies equally to RN/RAF Air Traffic Controllers operating at an ATSU, RN/RAF Fighter/Weapons Controllers operating from an ASACS Unit and Controllers operating onboard HM Ships, within UK airspace as defined **805.120.1** above. The subsequent reporting sequence is delineated as appropriate.

c. With the exception of DPA air weapons ranges and airfields, at military ATSUs where civilian ATCOs licensed by the CAA are established to provide an ATS, applicable reporting procedures detailed in MATS Pt 1 are to be followed. Information copies of all reports are to be submitted to SO2 ATC (S&T) 3 at HQ STC. Subsequent investigation of the ATC aspects is conducted by the Air Traffic Services Investigations (ATSI) department of the CAA who will liaise with HQ STC regarding any procedural factors that have impinged on the Airprox where appropriate. At DPA units, reporting action is to follow DFATCIs and ATSI will liaise with the Directorate of Flying through D Flying (ATC).

805.120.4 **Immediate actions by the Supervisor – ATS/ASACS Units & HM Ships.** (See **Annex 805F**). Should the Supervisor be actively engaged in duties which preclude his immediate presence at the control position concerned, he is to detail another qualified controller to complete the initial checks. If all qualified controllers are actively engaged in the control of aircraft, that function is to take priority over the immediate requirements of this order. Within the foregoing constraints the Supervisor is to ensure the following action is taken when an incident is reported:

a. Check the controller's radar display to establish whether or not the aircraft concerned are painting as primary radar returns, secondary radar responses or plot extracted position symbols.

b. Note the general conditions of the radar picture such as traffic density, weather or other interference, radar head(s) in use etc.

c. Make an assessment of the controller's workload in terms of both the number of aircraft and frequencies being handled, degree of difficulty with the particular task and nature of the air traffic service(s) being provided.

d. Have the controller(s) relieved and instruct (each of) them to complete the *ATC Incident Report Part 1 – Controller* illustrated at **Annex 805C**, while details of the occurrence can still be accurately recalled; a step-by-step guide can be found on the reverse of the Incident Report. The duration of this period of relief will vary according to the nature of the incident and the depth of the controller's involvement.

e. Inform Stn and Unit Cdr, SATCO or SOpsO as appropriate.

f. (For Airprox Incidents) Pass details of the Airprox to LATCC (Mil) AIS (Mil) ext 6153 who will conduct tracing action if required for Airprox in the UK, and the next higher formation for Airprox overseas.

g. Record brief details of the occurrence in the Watch Log.

h. Record details of the incident on the *ATC Incident Report Part 2 - Supervisor*, illustrated at **Annex 805D**; a step-by-step guide can be found on the reverse of the Incident Report.

i. Telephone brief details as soon as possible to:

(i) Military ATSUs. HQ STC SO2 ATC (S&T) 3 or SO3 ATC (S&T) 3a. Outside normal working hours, the SMS at LATCC (Mil), who acts as the ATC Duty Officer, is to be notified.

(ii) ASACS Units. HQ 2 Gp (SO3 ASACS ASSU OSA) 95271 7318 or, for incidents involving RNSFC or FCs appointed to Naval Air Squadrons, COMNA (SO2 ATC).

(iii) DPA ATSUs. In accordance with DFATCIs.

j. Arrange for the original RT, landline and, where applicable, radar recordings to be impounded. Original recordings may not be returned to service until the Airprox has been assessed by the UKAB and the ATSU/ASACS Unit has been informed in writing that the investigation is concluded.

805.120.5 Initial Investigation by Unit Cdr/SATCO/S Ops O.

a. Initial Report. As soon as practicable after the occurrence the Unit Cdr/SATCO/SOpsO, is to liaise with HQ STC Ops Spt (ATC) staff (normally SO2 ATC (S&T) 3) to determine a course of action. Should further action be required, the Unit Cdr/SATCO/SOpsO, using all the available information, is to complete an initial investigation into the incident. Following the initial review of the occurrence an *ATC Incident Report Part 1 - Controller* in the format detailed at **Annex 805C** is to be faxed or e-mailed to the relevant HQ.

b. Post Incident Considerations Regarding Personnel Involved. When a controller is involved in an occurrence, he is to be relieved from the controlling position, in order to enable the initial reporting actions to be taken. Before he is returned to duty, the Unit Cdr/SATCO/SOpsO, using all the available information, is to decide whether the controller should be withdrawn from controlling pending a more comprehensive enquiry. The Unit Cdr/SATCO/SOpsO should take into consideration that personnel involved may suffer from shock or similar post incident trauma. If there is any doubt as to their wellbeing, or their ability to continue with their duties, the Unit Cdr/SATCO/SOpsO is to ensure the personnel seek medical advice. Details of this initial investigation are to include a review of radar recordings,

RT and tape transcripts where available and initial incident reports submitted by control and supervisory staff. The investigation/decision making process should be documented. It is accepted that the withdrawal of a controller from duty, particularly in the quiet hours or during extremely busy periods, could result in refusals of service.

805.120.6 **Controllers operating from HM Ships**. Controllers operating from HM Ships are to e-mail or fax **Annexes F** and **G** to COMNA SO2 ATC, or raise an unclassified signal in the format specified at **Annex 805H**.

805.120.7 **Detailed Reporting Action**. (See **Annex 805G**). The OC Unit/SATCO/SOpsO is to carry out a thorough investigation into an incident and is to compile a detailed report, which is to include:

a. One copy of the completed *ATC Incident Report Parts 1& 2* with statements from all controllers involved.

b. A narrative report by any other person able to contribute to the investigation.

c. A factual summary of events excluding opinion.

d. One copy of the RT/landline/position tape transcription covering the period of the occurrence, beginning no later than the point at which the type of service was stated and produced in the format shown at **Annex 805A**. The following certificate is to be added at the end of the transcript signed by SATCO/SOpsO as appropriate:

"Certified true transcription of RT and landline communication by the (Control Position) on (date)..... (year)....."

Transcripts of all frequencies, positions and landlines where the subject aircraft are discussed are to be included.

e. A copy of an ERC fragment/diagram or tracing of track(s) of the aircraft if any aircraft involved was receiving a radar service. For Area Radar Units, copies of radar recording photographs/videoprints covering the period leading up to the incident with relevant aircraft returns indicated. The source of the radar information is to be stated and the photographs are to show the scale of the map if this is not obvious from, for example, the outline of an airway. If the photographs do not clearly identify the track(s) of the aircraft, 2 copies of a tracing showing times and tracks are to be included.

f. Copies of any other documentation relevant to the investigation of the Airprox eg Letters of Agreement, Memorandum of Understanding, Airspace Co-ordination Notices, NOTAMs, Flight Plans or Local Orders.

805.120.8 **Report Distribution**. Copies of the reports required at para **805.120.7a** are to be forwarded under a covering RESTRICTED – STAFF letter, to the appropriate HQ staff as follows:

a. Military ATC Units.

(i) SO2 ATC (S&T) 3 at HQ STC, or DPA D Flying (ATC) as appropriate. For RN ATSUs, an information copy is also to be sent to COMNA (SO2 ATC).

(ii) For military airfields, if a station aircraft is involved, the SATCO is to forward a copy of the reports at **805.120.7a** to the SFSO.

b. ASACS Units. HQ 2 Gp (SO1 ASSU) or, (for incidents involving RNSFC or FCs appointed to Naval Air Squadrons) COMNA (SO2 ATC) as appropriate.

c. HM Ships. COMNA (SO2 ATC) info FOSF.

805.120.9 **Covering Letter**. The covering letter is to include:

a. A personal assessment of the causal factors.

b. Any action taken or recommended in respect of any deficiency of procedure or personnel.

805.125 FURTHER DETAILS PERTINENT TO AIRPROX REPORTING ONLY

805.125.1 Airprox incidents are to be investigated in accordance with the principles contained within ICAO DOC 4444 – RAC/501/11 (Procedures for Air Navigation) by the nation in whose airspace they occur. Over and above the instructions and information contained within **805.120**, the following details apply to AIRPROX reporting only:

a. All Airprox occurring within UK Airspace are to be investigated by the appropriate HQ and examined according to the procedures outlined below. Airprox within UK airspace will be assessed by the United Kingdom Airprox Board (UKAB), established jointly under the auspices of the MOD and CAA, with the sole objective of enhancing flight safety.

b. For an Airprox involving aircraft of a NATO nation in the UK or UK Military aircraft operating in a non-UK NATO FIR, reports are to be submitted to the investigating nation in accordance with STANAG 3750.

805.125.2 In addition to the UK airspace defined at **805.120.1**, an investigation by UK authorities may also be required if the Airprox occurs in adjacent FIR/UIRs where the responsibility for the provision of ATC has been delegated to the UK.

805.125.3 **Actions to be Taken by AIS (Mil) - Airprox in UK Airspace Only**.

a. Tracing Action. On receipt of an Airprox report, AIS (Mil) is to attempt to identify the reported aircraft if the reporting unit has not already done so. The prompt identification of the reported aircraft is of vital importance. Action addressees of a "REQUEST IDENTIFICATION" signal are to investigate thoroughly any possible involvement of their aircraft (including attachments and detachments) and reply to AIS (Mil) no later than the time stated in the signal; nil returns are required. The tracing of unidentified civil aircraft within the UK FIRs/UIRs is the responsibility of AIS (Mil) if initial efforts to trace the aircraft by LATCC (Civil) have proved unsuccessful. Close liaison between the UKAB and AIS (Mil) is essential. AIS (Mil) is to inform the UKAB of all reported Airprox and is to keep the UKAB appraised of subsequent trace action. The UKAB is to guide AIS (Mil) on the nature and extent of action required and advise AIS (Mil) when tracing action may be terminated. If tracing action subsequently reveals that the *reported aircraft* was receiving a service from a military ATS/ASACS unit, SO2 ATC (S&T) 3 at HQ STC is to be informed immediately. HQ STC may initiate tracing action for ATCORs, AIR(C)s and Breaches of ATC Regs.

b. Civilian pilot involvement. On receipt of an initial Airprox report filed by a civil pilot, AIS (Mil) is to pass the details to the UKAB and the appropriate ACC Supervisor. Details of the report and any evidence supporting identification are to be distributed by signal to the appropriate addressees.

c. Airprox Signals. Within 24 hrs of a pilot's Airprox confirmatory report/controller's report being received, or when the reported aircraft has been traced and a report or signal received, whichever is the earlier, AIS (Mil) is to repeat by signal, each pilot's or ATS/ASACS Unit's report to the appropriate addressees using the SIC KQJ.

805.125.4 **Airprox Investigation and Assessment – UK**.

a. Investigation by Unit – General. Military units are to investigate the involvement of their own aircraft/personnel in an Airprox unless otherwise directed by MOD. Conclusions

from such investigations, together with copies of associated reports and remedial action taken or proposed, are to be sent through command headquarters' Flight Safety staff to the Director UKAB. If, however, recommended remedial action affects air traffic patterns/airspace, then action must be co-ordinated through HQ STC Ops Spt (ATC) and noted on F765A.

b. Military ATC Units. HQ STC Ops Spt (ATC) is to investigate any involvement of military ATSUs in an Airprox and may also be required to act when Airprox occur in the UK LFS, UK Danger Areas or between aircraft executing airfield patterns and procedures. Comprehensive reports are sent to the Director UKAB; information copies of associated reports are distributed to military units/command HQs involved and the CAA as appropriate.

c. ASACS Units. COMNA or HQ 2 Gp as appropriate, is to investigate the involvement of RN/RAF ASACS Units in an Airprox. Findings and recommendations are to be sent to the Director UKAB with copies of associated reports.

d. Controllers operating onboard HM Ships. COMNA is to investigate the involvement of an HM Ships' controller(s) in an Airprox. Findings and recommendations are to be sent to the Director UKAB with copies of associated reports.

e. Foreign Agencies. Airprox incidents involving foreign aircraft within UK airspace as defined in **805.120.2** above, or a foreign military ATSU providing a service to a British military or civilian aircraft, within this airspace, are to be reported according to the procedures detailed in these regulations.

f. United Kingdom Airprox Board (UKAB). The UKAB is established with the sole objective of assessing reported Airprox in the interests of enhancing flight safety. The UKAB comprises a Director, who is appointed conjointly by the Chief of the Air Staff and the Chairman CAA, a Secretariat and 14 Board members drawn from appropriate airspace users. Regular Board Meetings are convened by the Director, who acts as Chairman. The UKAB is charged with determining what occurred, the primary cause of a reported Airprox and to classify, in its opinion, the risk of collision. It is not the purpose of the UKAB to apportion blame or liability. The Board may comment on any remedial action taken and, where appropriate, make safety recommendations to appropriate bodies. The UKAB is also responsible for maintaining records of reported Airprox and making information available to appropriate bodies.

g. UKAB Final Report. A final report of each Airprox investigation and assessment will be forwarded by the Director UKAB, via the chain of command, to all pilots and controllers involved. The report, which will not identify individual or company names, will include a precis of the information available from those involved and comment from appropriate authorities; a summary of the deliberations of the Board, whose opinion as to cause and degree of risk is also recorded. These individual reports are collated into a six monthly report issued by the Director UKAB.

h. Follow-up Action. Any safety recommendations that the Board may have cause to make are forwarded by the Director to the relevant authority. It is the responsibility of that authority to consider what action is appropriate and to advise the UKAB when any follow-up action has been completed.

805.125.5 **Airprox Investigation and Examination – Overseas.** Until notified otherwise, the investigation and examination of Airprox incidents overseas is to be in accordance with the instructions given in RAF GAI J 1021, Part II, para 10 *et seq* (as amended). However, all references to 'C (G) 10(RAF Overseas)' are to be deleted and 'the UKAB' inserted instead.

805.130 FURTHER DETAILS PERTINENT TO ATCOR REPORTING ONLY

805.130.1 Initial evaluation of ATCORs submitted in compliance with the CAA Mandatory Occurrence Reporting Scheme is carried out by SDU3 of the CAA Safety and Investigations Data Department (SIDD). If the report is opened for investigation the SDD appoints, and forwards a copy of the report to, an appropriate Executor. The appointed Executor for occurrences involving UK and UK-

based USAF military aircrew and/or controllers is SO2 ATC (S&T) 3 at HQ STC, who will initiate an investigation and request that reports be submitted as appropriate. The appointed Executor for occurrences involving aircraft under DPA jurisdiction is D Flying (ATC). The appointed Executor for occurrences involving Foreign military aircrew is DAP (ORA1). For those incidents involving military aircrew, an *Aircrew Occurrence Report*, illustrated at **Annex 805B**, is to be completed. Completed reports are to be distributed to the Command Flight Safety Officer or equivalent under covering letter from the unit, detailing any recommendations or action taken to prevent a recurrence on pertinent flight safety issues, together with a copy to SO2 ATC (S&T) 3. Once command comments are received at HQ STC, SO2 ATC (S&T) 3 will forward a consolidated military report to the SIDD and, if all the pertinent flight safety issues have been addressed, recommend closure of the investigation. The SIDD may raise additional queries, but normally the investigation of an ATCOR is concluded at this stage.

805.130.2 For ATS/ASACS Units, *ATC Incident Report Parts 1& 2* at **Annexes 805C and D** (a step-by-step guide is on the reverse of the report) and the relevant radar and RT recordings/transcripts are to be held at the Unit. When SO2 ATC (S&T) 3 receives a request for assistance into the investigation of an occurrence, a copy of the ATCOR will be forwarded to the Unit and a response requested.

The OC Unit/SATCO/SOpsO is to prepare his report, in a similar fashion to that for an AIRPROX, which is to include opinion on the cause of the occurrence and, where appropriate, any or all of the following:

a. A personal assessment of the causal factors together with any safety issues directly or indirectly relevant to the incident.

b. Any action taken or recommended in respect of current practices or procedures where such changes might prevent a similar occurrence.

c. Details of the action taken in respect of unit staff involved.

The OC Unit/SATCO/SOpsO is to forward his report plus a copy of **Annexes 805C and D** together with applicable RT/landline transcripts. For ASACS Units, these reports are to be submitted through the appropriate chain of command, with copies to SO2 ATC (S&T) 3 at HQ STC.

805.130.3 Whenever a military controller has reason to believe that he, or aircraft under his control, has been implicated in an ATCOR, he is to advise the Supervisor as soon as possible. Units are then to report the circumstances of the occurrence to SO2 ATC (S&T) 3 by telephone, supplemented by an *ATC Incident Report Part 1* at **Annex 805C**. ASACS Units are also to report the incident to their appropriate HQ staff.

805.135 FURTHER DETAILS PERTINENT TO AIR (C) REPORTING ONLY

805.135.1 AIR (C) reports are to be submitted to HQ STC Ops Spt (ATC) staff officers (normally SO2 ATC (S&T) 3), via *ATC Incident Report Parts 1 and 2* at **Annexes 805C and D**. Some additional information can also be found in the **RAF Manual of Flight Safety (AP 3207) Chapter 5.**

805.135.2 **Objectives of the AIR (C).** The objectives of the AIR (C) are as follows:

a. To ensure that HQ STC Ops Spt (ATC) staff officers are advised of hazardous or potentially hazardous air incidents, technical defects, procedural irregularities and/or ATC occurrences that do not result in an Airprox.

b. To enable an assessment to be made regarding the safety implications of each occurrence.

c. To ensure that knowledge of these occurrences is disseminated in a timely fashion so that other organizations may learn from them.

The overall objective of the AIR (C) is to use the reported information to improve the level of flight safety rather than to attribute blame.

805.135.3 **Examples of Reportable Incidents**. The following guidelines indicate the type of events that may be reported as incidents; however, the list is not exhaustive and guidance should be sought from supervisory staff, line managers or HQ STC Ops Spt (ATC) staff for any event not falling within the spirit of these guidelines:

a. Occurrences where an accident was only avoided by the narrowest of margins.

b. Errors by ATC staff, aircrew, aircraft operating or maintenance personnel that reduce the levels of safety normally expected.

c. A significant failure or unforeseen downgrading of any safety-critical system.

d. Occurrences involving a serious increase in ATC or aircrew workload which reduced, or could have reduced, safety margins.

e. Any loss of planned separation between aircraft.

f. Any occurrence where ATC procedures, military flying regulations or, where appropriate, civil legislation are breached.

g. When an individual in direct support of aircraft operations or flight safety has been adversely effected by injury; incapacitated due to illness, the use of medicines, drugs or alcohol; or effected by noxious fumes or any other substance.

h. When a pilot advises a controller that he has received and has responded to a TCAS Resolution Advisory (RA).

805.135.4 **Reporting Procedure**.

a. Any military controller of any rank may submit an AIR (C) whenever he considers that the safety of an aircraft has been or could have been prejudiced by a hazard or potential hazard; **805.120** and **Annexes 805F and G** refer.

b. Submissions are to be made on the template at **Annex 805C** and, if applicable, **Annex 805D**. A step-by-step guide advising on the level of content required can be found on the reverse of both Incident Reports and as a 'pop up' flag on electronic copies of the forms.

805.135.5 **Investigation of AIR (C) Reports**. HQ STC Ops Spt (ATC) staff officers will:

a. Evaluate each incident report received and decide which occurrences require further investigation. The options available to the HQ STC Investigation Team are as follows:

(i) Open. Further investigation is considered necessary and the appropriate parties/organisations will be contacted for further information. The incident will be closed on completion of the investigation, or when it becomes clear that no further progress can be made.

(ii) Closed On Receipt. Based on the report content and any additional information received, no further investigation is required/possible. The details of the incident will, however, be recorded and forwarded to potentially interested parties.

(iii) Non Reportable. The incident, as reported, is not considered to apply within the scope of the AIR(C) system and will not be recorded.

b. Assess and analyse the information reported to them in order to detect and rectify flight safety issues or deficiencies.

c. Make such checks as they consider necessary to ensure that interested parties are taking remedial action in relation to reported incidents.

d. Where appropriate, issue specific advice or instructions to both military and civilian organizations.

805.135.6 **Confidentiality**. Whilst the AIR (C) is not a confidential reporting system, every possible effort will be made to preserve the anonymity of both the originator and their parent unit.

805.140 BREACHES OF ATC REGULATIONS BY CIVIL PILOTS

805.140.1 In the event of a civil pilot committing a breach of ATC Regulations contained in these regulations at a military aerodrome, the Commanding Officer is to make a signalled report to:

a. Ministry of Defence (DNO).
b. HQ Director Army Aviation.
c. RAF Command HQ.
d. DPA.

(as appropriate)

e. DAP [Signal Message Address – DAP (ORA) LONDON] for the attention of ORA1.

805.140.2 The signalled report is to be followed as soon as possible by a written report submitted through the normal channels, together with signed statements by witnesses, in duplicate, for reference to the Civil Aviation Authority. The identity of the aircraft, or the action taken to attempt to obtain identification, is also to be notified in the report.

805.140.3 Where a breach of ATC regulations is associated with a reported Airprox incident within the UK FIR, the signal report required at para 1 above is also to be addressed to UKAB Uxbridge and LATCC (Mil) AIS (Mil), cross-referring to the reported Airprox.

805.145 BREACHES OF ATC REGULATIONS BY MILITARY PILOTS

805.145.1 **RN Air Stations**. LATCC (Mil) AIS (Mil) are to be consulted when identification of an offending aircraft is required. Reports in writing are to include a brief description of the incident, weather conditions, traffic information and any other pertinent information.

a. RN Aircraft. Breaches of regulations committed by RN aircraft at RN air stations are to be investigated by the SATCO and reported to Commander (Air) who will initiate any necessary disciplinary action.

b. Other Military Aircraft. Breaches of regulations are to be reported to Commander (Air) who will initiate a written report to COMNA. After investigation, COMNA is to forward the reports to MOD DNO with a copy to HQ STC (for SO2 ATC (S&T) 3).

805.145.2 **Army Airfields**. All breaches of flying discipline are to be investigated by the unit commander. Subsequent reports are to be forwarded to HQ DAAvn for further action. Any violation of ATC regulations is also to be reported in writing within 24 hours, giving full details of the incident, to the responsible officer at the first point of landing.

805.145.3 **RAF Airfields and ATCCs**.

a. Breaches of Flying Discipline. All breaches of flying discipline are to be reported directly to the Officer Commanding Flying/Operations Wing.

b. Breaches of Air Traffic Control Regulations.

(i) A breach of ATC regulations committed while the pilot is under aerodrome or approach control is to be reported to the OC Flying/Ops Wg. If the offence is committed by a pilot not subject to the disciplinary powers of the Station Commander - e.g. pilots from other Commands - the report is to be forwarded to the Command HQ concerned.

(ii) A breach of ATC regulations committed while a pilot is under the control of an ATCC is to be reported to the HQ of the pilot's parent Command, using, in duplicate, the proforma shown at **Annex 805E**, together with a copy of the *ATC Incident Report Parts 1 and 2* at **Annexes 805C** and **D**.

(iii) A breach of ATC regulations committed by a Naval, Army or foreign military pilot is to be reported as soon as possible through normal channels to DAP ORA1. The report is to include signed statements by witnesses in duplicate. The identity of the aircraft, or the action taken to attempt to identify the aircraft, is also to be notified in the report. Initial brief details are also to be notified to HQ STC Ops Spt (ATC) by completing the *ATC Incident Report Parts 1 and 2* at **Annexes 805C** and **D**, along with the proforma at **Annex 805E**. Subsequently, one copy of the completed *ATC Incident Reports Part 1 & 2* (together with a signed statement by the controller's assistant if appropriate) is to be forwarded to HQ STC (SO2 ATC (S&T) 3) within 5 days of the incident. In his covering letter, the OC Unit/SATCO is to comment on the circumstances leading up to the incident and refer to any relevant safety issues.

805.145.4 **DPA Airfields, ATSUs and Ranges.** The reporting of breaches of regulations is to be in accordance with DFIs and AvP67 as appropriate.

805.150 OTHER REPORTS

805.150.1 **Confidential Direct Occurrence Report.** Nothing contained in these Regulations prevents any military controller from submitting a Confidential Direct Occurrence Report (CONDOR) (See RAF Manual of Flight Safety, AP 3207, Chapter 5).

805.150.2 **Human Factors Open Report.** Nothing contained in these Regulations prevents any military personnel from submitting a Human Factors Open Report (HFOR) (See RAF Manual of Flight Safety, AP 3207, Chapter 5).

Annex 805B Aircrew Occurrence Report

1.* ATCOR AIR (C) Breach of ATC Regulations *Delete as appropriate

2. Basic Details of Incident.

a. Date _____ Time UTC _____

b. Aircraft type(s) _____

c. Callsign(s) _____

d. FL/Altitude/Height _____ Pressure Setting _____

3. Description of Incident. If relevant, include confirmation on whether or not the other aircraft was sighted and, if so, your assessment of the degree of risk, if any. The text should include your recollections of the incident, your workload at the time, cockpit distractions etc. Continue on a separate sheet if necessary.

Date _____ Signature _____

Name _____

Rank _____

Unit _____

Station _____

SFSO's contact details _____

This report is forwarded in response to _____

Dated _____

INTENTIONALLY BLANK

Your Reference: D/DAS/64/3

[redacted]

8th July 2002

Section 40
Stoke on Trent
Section 40
Section 40 (home)
(mobile)

email Section 40

Dear Section 40

Thankyou very much for your considered reply of 27th June.

While it gave a full and frank reply to my question which is most appreciated, I fear that I made my question too specific, so I am writing again to elaborate on my original question, and to ask some additional questions relevant to how the MOD handles UFO reports.

I shall number them for the purpose of clarity, and in case further reference to the same questions is necessary in the future.

1. Does the Ministry of Defence still wish to receive UFO reports from military and/or public sources?

2. If the answer to (1) is yes to either military or public sources, what subsequent action is taken with respect to those reports? (I appreciate that different types of report may require different handling, if it will help matters I am quite willing to provide hypothetical examples of reports on which to base the answer(s) to this question).

3. I have come across documents from the 1960's at the Public Records Office (PRO reference DEFE 31/118, "UFO Policy") which include draft and final versions of standard operating procedures for the handling of UFO sightings, and other official instructions with respect to UFO reports. I was particularly interested in the following,

   (a) Headquarters Fighter Command Air Staff Instruction No. F/1
   Title: Reporting of unusual aircraft or unusual phenomena.
   (Parts I and II)

   (b) Air Ministry Operations Centre, Standard Operating Procedures No. 16/60
   Title: Reports of Unidentified Flying Objects

   (c) A rough draft of a document entitled "Unidentified Flying Objects-Policy" which appears to be a draft of a policy document for the then Air Ministry and describing the actions to be taken by the Ministry on receipt of UFO reports.

   3(i) Are similar procedural documents in place?
   3(ii) If the answer to 3(i) is yes, are they regarded as too sensitive for public viewing?
   3(iii) If the answer to 3(ii) is no, may I please have copies of them?
   3(iv) If the answer to 3(ii) is yes, please can you tell me the document references and titles in order that I may make an application under the Code of Practice relating to the release of Government information, or perhaps you would be willing to provide copies with the sensitive information obliterated?

   I have enclosed copies of the PRO documents referred to in order that you can compare them to existing documents to assist you in answering these questions. I do not require them to be returned to me as I have another copy.

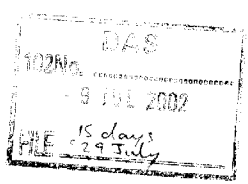
4. Within the documents referred to in #3 is a statement under the subtitle "Press Publicity" to the effect that service personnel are not to discuss sighting reports (visual or radar, originating from military or public sources) with the press, and to do so would be in contravention of the Official Secrets Act. Is this still the policy relating to UFO sightings?

I apologise for the length and amount of detail in this letter, but I thought it best to make the questions as clear as possible in order to avoid repeated clarifications in the future. Should you require clarification of any of the questions, please fell free to contact me by telephone or email.

Thankyou in advance for your patience,

Section 40

Section 40



SECRET

MINISTRY OF DEFENCE

Retirement 1990

DSTI
Registered file number
D/DS5/40/9/1

PART 1
CLOSED

Date opened
19 JUN 1987

1. ATTENTION IS DRAWN TO THE NOTES ON THE INSIDE FLAP
2. ENTER NOTES OF RELATED FILES ON PAGE 2 OF THIS JACKET
3. THIS FILE MUST BE CIRCULATED UNDER COVER, AND KEPT UNDER LOCK AND KEY WHEN NOT IN USE

DIVISION
DI 55

FOR REGISTRY USE ONLY

SUBJECT
UFO POLICY

Referred to	DATE	Referred to	DATE	Referred to	DATE	Referred to	DATE
Previous vol closed S 290							

DEFE 31/118

CLOSED
No further action to be taken in this FILE
PART
Continued on...

ARCHIVES

Group DEFE
Class 31
Piece 118

DISPOSAL or RA Action
See note on file flap

DOWNGRADING
(to be completed when the file goes out of current use)

This file may be downgraded to:—
- SECRET
- CONFIDENTIAL
- RESTRICTED
- UNCLASSIFIED
- ON (Insert DATE)

on
Return for Review
- ON (Insert DATE)

CERTIFYING OFFICER

APPOINTMENT AND BRANCH

DATE

SECRET

(1991) Wt. 1581/D2092 | 5m 4/89 | GW P.E. Gp. 910

UNCLASSIFIED

BI. 1873.

From:- Headquarters Fighter Command

To :- Headquarters No. 11 Group
Headquarters No. 12 Group
Headquarters No. 13 Group

Copy to:- Air Ministry, D.D.I.(Tech.)

Date:- 8th November, 1960

Ref :- FC/3.42917/Int.

Reporting of Aerial Phenomena

1. Air Ministry have drawn attention to the difficulty of investigating unidentified aerial phenomena some time after occurrences have been reported by Service witnesses.

2. They have requested that all future sightings be investigated on the spot by the Unit immediately concerned and that interrogation reports be included, whenever possible, in amplification of the sighting signals required by Fighter Command Air Staff Instructions No. F/1, Part II. Where this is not practicable, interrogation reports are to follow as soon as possible.

3. Civilian witnesses of aerial phenomena are not to be interrogated to the same extent as Service witnesses, but any additional information of value they possess is to be included.

(C. DUNKERLEY)
Wing Commander,
For Senior Air Staff Officer
Fighter Command

D.D. 9 - NOV 1960

UNCLASSIFIED

SECRET

HEADQUARTERS FIGHTER COMMAND AIR STAFF INSTRUCTION NO. F/1

REPORTING OF UNUSUAL AIRCRAFT OR AERIAL PHENOMENA

PART I - RADAR SIGHTINGS

Introduction

1. This Instruction replaces instructions previously promulgated by letter. A copy of Part I of this instruction is to be immediately available to Squadron Commanders of Night/All Weather Squadrons, to the Air Defence Controller at A.D.O.C., to Master Controllers and Reporting Controllers at M.R.S's., and to Display Controllers at Satellite Radar Stations, to G.C.I. Controllers and Display Controllers at all other C. & R. stations and to Duty Staff and Air Staff officers at Group and Command Headquarters.

Immediate Investigation

2. When an unusual phenomenon or track is observed by radar, the occurrence is to be investigated immediately. This investigation should endeavour to determine whether the phenomenon or track is due to:-

(a) A technical fault.

(b) A friendly aircraft previously unidentified.

(c) Interference.

(d) Meteorological conditions.

(With reference to (b), the procedure for identifying aircraft, and for reporting aircraft that remain unidentified, is laid down in Headquarters Fighter Command Control and Reporting Procedure Instructions. In areas where, or at times when, the identification of all aircraft is not carried out, a track should be considered unusual if it is moving at a ground speed exceeding 700 knots or at an altitude exceeding 60,000 feet).

Reporting

3. If the immediate investigation does not discover the course of the track or phenomenon, a report is to be made by Confidential Routine signal to Headquarters Fighter Command (Ops. C. and R.) copies for information to Group. This report is to include:-

(a) The appearance of the echo.

(b) The ground speed and altitude of the echo.

(c) Whether it is continuous or intermittent.

(d) Its signal strength (strong, medium or weak) throughout the time of observation, including pick-up and fade points.

(e) The range and bearing of these points.

(f) The type of radar used.

(g) Whether confirmation was obtained from other types of radar.

SECRET

/A

A copy of the record sheets, together with a track tracing and the relevant P.D.S. film (where applicable) is to be sent by post.

Analysis

4. Operations Branch Headquarters Fighter Command will analyse reports from units, and if an explanation cannot be found a report will be rendered by Confidential Routine signal to Air Ministry (D.D.I.(Tech)), (information copy to Intelligence Branch, H.Q.F.C.).

Press Publicity

5. The Press are never to be given information about unusual radar sightings. Unauthorised disclosures of this type will be viewed as offences under the Official Secrets Acts.

/PART II

PART II - VISUAL SIGHTINGS

Introduction

6. A copy of Part II of this instruction is to be immediately available to all Station Commanders, Squadron Commanders and Intelligence Officers during working hours, and to Station Duty Officers and Duty Staff Officers at all other times.

Sightings by Service Personnel

7. (a) Aircraft. Should a member of the Services, or of the Royal Observer Corps observe an aircraft belonging to the Soviet bloc; or one which cannot be identified as friendly, behaving in a manner likely to cause suspicion, that is, flying other than the flight pattern normally seen in the particular area; he is to report the sighting to his Station Commander through his superior officer immediately.

(b) Phenomena. Should a member of the Services see an object in the sky for which he cannot account, he is to report it at once to the Station Commander through his superior officer.

(c) Action by Commanding Officers. In both cases (a) and (b) above, the Commanding Officer is to report the occurrence by telephone to the appropriate Master Radar Station without delay, and is to initiate a sighting signal as detailed in paragraph (E) below. He is then to arrange the immediate interrogation of the witness/witnesses and to send a report of the interrogation to all addressees of the signal in paragraph 7(E) as soon as possible.

(d) Action by Aircrew. Where sightings of suspicious aircraft or phenomena are made by aircrew when airborne, they are to report the occurrence immediately as follows:-

(i) Crews of Fighter Aircraft. To the appropriate Master Radar Station.

(ii) Crews of Other Aircraft. To the appropriate Master Radar Station if in radio contact, otherwise to the appropriate Air Traffic Control authority.

/(e) Sighting Signal.

(f) Sighting Signal. The signal is to be graded "Priority Confidential", addressed to Air Ministry, London (for the attention of A.M.O.C.), Headquarters Fighter Command and A.D.O.C., and repeated to Group Headquarters. It is to be set out as follows:-

(i) The time ("Z") of the occurrence.

(ii) The place where it was observed (Georef, or distance and bearing from a town or R.A.F. Station).

(iii) A detailed description of the aircraft or phenomenon (i.e., size, shape, colour, movements or changes in appearance if any, its estimated altitude, speed and course, and the duration of the observation).

(iv) Whether the observer has been trained in aircraft recognition.

(v) How many other people saw the phenomenon.

Sightings of Phenomena by Civilians

8. Should a civilian report to an R.A.F. authority that he has observed a phenomenon, a signal as in paragraph 7(e), but including the name and address of the civilian, is to be despatched. It is also to be followed by an amplifying written report to all addressees in paragraph 7(f) as soon as practicable after the sighting. A letter of acknowledgment and thanks should be sent to the civilian, but any action taken as a result of the report must not be disclosed either verbally or in writing.

Press Publicity

9. Sightings by Service personnel, or the action taken as a result of sightings by civilian personnel, are in no circumstances to be disclosed to the Press. Members of the Press are, if they make enquiries, to be referred to the Information Division of the Air Ministry, Whitehall Gardens, London, S.W.1.

Entry in S.R.Os.

10. Stations are to insert in S.R.Os. at intervals of three months an order similar to the following:-

(a) "Visual Sighting of Suspicious Aircraft or Aerial Phenomena

(i) Unidentified Aircraft. Any officer or airman who sees an aircraft that he cannot identify as friendly is immediately to refer the sighting to his superior officer for guidance.

/(ii) Aerial Phenomena.

(ii) Aerial Phenomena. Likewise any officer or airman who observes in the sky a phenomenon or object so unusual that he considers it should be investigated, is to report it to his superior officer.

(iii) In no circumstances is any communication to be made to the Press without Air Ministry authority."

December, 1960
FC/S.48160/Ops.(C.& R.)
FC/S.42917/Int.

Amendment to Revised Version of A.S.I.,
No. F/1, Part II

Detail

1. Amend paragraph 7(e) to read 7(f). Amend two references in paragraph 7(c), and two references in paragraph 8, accordingly.

2. Insert new paragraph 7(e), as follows:-

"(e) Action by Master Radar Stations. When sightings are reported to a Master Radar Station under (c) and (d), (i) and (ii), above, the Master Controller or his deputy is to ensure that the radar is checked for any unidentified responses. If the Master Radar Station has aircraft under control in the vicinity of the reported phenomena, those aircraft are to be diverted to investigate the phenomena."

A6171

AMOC/S.92/23

AIR MINISTRY OPERATIONS CENTRE

STANDARD OPERATING PROCEDURE NO. 16/60

REPORTS OF UNIDENTIFIED FLYING OBJECTS

References

1. Loose minute D.D.I.(TECH)/290/HI738 dated 13th April, 1960, filed as enclosure 1 A. on AMOC/S.92/23.

Background

2. The responsibility for dealing with reports of Unidentified Flying Objects is with S.6 and A.I.(T)5b. Reports from civilian sources and the replies thereto are dealt with by S.6., and reports from service sources including unidentified radar responses are dealt with by A.I.(T)5b.

3. Reports may be received from both service and civilian sources. The Resident Clerk and the D.I.S.O. will keep the Duty Officer A.M.O.C. informed of any reports they receive outside normal working hours. Some reports are the result of the release of meteorological balloons, which give rise to reports of heights in the sky or unidentified radar responses.

Action by Duty Officer A.M.O.C.

4. The Duty Officer is to take action to reconcile reports of lights in the sky or unidentified radar responses, by telephoning as appropriate:-

a. Stanmore Met. Office (STONEGROVE 6361 Ex. 660 or 649), to check whether balloons are being released and in which direction. (This office is not normally open during the evening or night).

b. A.D.O.C., to request a check of F.C. radar stations for unidentified responses.

5. The Duty Officer is to pass the reports, together with any additional information obtained, as follows:-

a. During normal working hours to A.I.(Tech)5b. (METROPOLE Ext. 454).

b. Outside normal working hours to the D.I.S.O.

(P. DOBSON)
Wing Commander,
for Officer i/c A.M.O.C.

21st September, 1960

Distribution

Duty Officers Handbook
D. of I.(A)
A.I.(T)1
A.I.(TECH)5(b)
S.6.
A.I.4A
Resident Clerk
AMOC/S.92/23
AMOC/TS.92/2

(19)

Such passed 7/3/34.

A.(T)5 7802.

L.M. B.F. 616/B.6.

41d54/5347

S.6.

Copies to: Inf. 2
D.D.I. (Tech.)

I really do not think that this can be regarded as a public relations problem, at any rate to any greater extent than the host of other questions on which members of the public write to the Air Ministry. I understand that Inf.2 have been asked to sign letters about it only because D.D.I.(Tech.) felt that people might sometimes follow up their enquiries by asking for an interview and considerations of security made it undesirable that interviews should be in any of the offices used by his staff. I confess that this seems to me an odd arrangement and I should have thought that the answer lay in

/finding

finding a room which could be used rather than in bringing in another branch.

2. While therefore I agree that the present arrangement seems to call for review I cannot see that S.4 is really concerned.

(Sgd.) R. F. JENKINS

(R.F. JENKINS)
Head of S. 4

22nd August, 1958

UNCLASSIFIED

(1)

Unidentified Flying Objects - Policy

1. The Air Ministry is responsible for the collation of all reports dealing with U.F.Os. This responsibility has been delegated to A.I.(Tech)3 in the Deputy Directorate of Intelligence (Technical).

2. All reports from all sources are to be sent to A.I.(Tech)3 for examination, analysis and classification.

3. Reports on unidentified aircraft emanating from sources other than Fighter Command.

All such reports are to be noted and passed to C.I.O. Fighter Command for investiation.

4. Letters from members of the public

Letters will be received at Air Ministry in the first instance by the Public Relations branch who will send off an immediate acknowledgement.

The letter will then be passed to A.I.(Tech)3 for analysis, or alternatively the context of the letter may be passed to A.I.(Tech)3 by P.R. over the telephone. This latter method should be used when it appears that some immediate investigation is warranted.

A.I.(Tech)3 will examine the report and attempt to obtain substantiating evidence from Fighter Command, MET, MCA etc as appropriate.

The result of the investigation is to be forwarded to the public relations department who will write a suitable reply to the member of the public concerned.

5. Records to be kept by A.I.(Tech)3

(a) Register

All reports will be entered in a special register as they arrive and will include the following details

(i) Details of originator i.e. civilian, MET, etc
(ii) Address of originator
(iii) Preliminary classification of sighting i.e. balloon, aircraft etc
(iv) Height
(v) Speed
(vi) Shape
(vii) Size
(viii) Colour
(ix) Date/Time and locality of sighting
(x) Remarks

(b) A folder is to be raised for each report into which all papers relating to the occurrence are to be placed

(c) A pro forma which includes the details mentioned in sub para (a) above and also shows details of the investigation and analysis, is to be completed and inserted as the last enclosure in the case folder.

/6.

6. Consolidated Reports

An annual report summarising all U.F.O. sightings by types is to be submitted to D.D.I.(Tech).

Examples of the various categories of U.F.O. sightings are given below

(a) Balloons

(b) Aircraft

(c) Missiles

(d) Astronomical phenomena

(e) Other phenomena

(f) Unknown

(g) Insufficient data for evaluation

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

9

Section 40

Middlesex
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 3 September 2001, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

The MOD also agreed to supply the documents to all those from whom they had previously been withheld and they are therefore enclosed for your information. Some have been anonymised in accordance with the Data Protection Act 1998.

Yours sincerely,

Section 40

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
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WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax) Section 40
(GTN)

8/12

Section 40

Suffolk
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 22 January 2002, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40
Liverpool
Merseyside
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 14 May 2002, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40
Chelsea
London
Section 40

Your Reference
Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 18 July 2001, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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Yours sincerely,

Section 40

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Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40
Leiston
Suffolk
Section 40

Your Reference
Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 6 September 2001, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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Yours sincerely,

Section 40

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Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40
[redacted]
Shrewsbury
Shropshire
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 19 November 2001, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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Yours sincerely,

Section 40
[redacted]

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

Liverpool
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
25 July 2002

Dea Section 40

Further to our letter of 30 November 2001, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

ENCLOSURE 8/6

Section 40

St Helens
Merseyside
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 29 January 2002, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40
NY12756
USA

Your Reference
Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 24th September 2001, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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Yours sincerely,

Section 40

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Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
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Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

ENCLOSURE NUMBER 8/4

Section 40
West Yorkshire
Section 40

Your Reference
Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 16 October 2001, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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Yours sincerely,

Section 40

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Directorate of Air Staff (Lower Airspace)
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Room 6/73, Metropole Building, Northumberland Avenue, London,
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Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

ENCLOSURE NUMBER 8/3

Section 40
Sheffield
Section 40

Your Reference
Our Reference D/DAS/64/3
Date 25 July 2002

Dear Section 40

Further to our letter of 24 October 2001, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

8/2

Section 40

Northampton
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 24th September 2001, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

There has recently been an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

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Section 40

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Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

Hampshire
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
25 July 2002

Dear Section 40

Further to our letter of 13 May 2002, I am writing concerning three documents from the MOD file on the alleged sighting of an 'Unidentified Flying Object' near Rendlesham Forest, Suffolk, which were withheld from you under Exemption 2 of the Code of Practice on Access to Government Information (the Code).

As you will be aware, there was an investigation by the Parliamentary Ombudsman into the decision to withhold these documents and the Ombudsman has concluded that the three documents do fall under the scope of Exemption 2. However, in the particular circumstances of this case he recommended that the documents should nonetheless be provided to the individual who made the complaint, and MOD has accepted this.

The MOD also agreed to supply the documents to all those from whom they had previously been withheld and they are therefore enclosed for your information. Some have been anonymised in accordance with the Data Protection Act 1998.

Yours sincerely,

Section 40

Reference PQ 7608C

AF
E83

M1

Priority

This non-oral question has been allocated to Minister(AF) for answer.

2. Would you please supply a draft reply and background note, together with any relevant Hansard extracts and Press cuttings, to reach this office at the time shown on the front cover.

3. Please submit a copy of the draft answer to PS/USofS(AF) when returning this, allowing sufficient time for USofS(AF) to comment.

[redacted]
REDACTED ON ORIGINAL DOCUMENT
Office of Minister(AF)
Room 6386 Main Building
[redacted]

M2

APS/Minister(AF) (thro' DUS(Air))

Copy to:
APS/US of S(AF)
Ops(GE)2(RAF)

1. I have placed opposite a draft reply to PQ 7608C.

2. The same background note has been provided for PQ 7607C and PQ 7609C.

[redacted]
REDACTED ON ORIGINAL DOCUMENT

21 October 1983

DS 8
MB 7257 [redacted]

CODE 18-77

FOR NON ORAL ANSWER

C82

PQ 7608C

SIR PATRICK WALL (CONSERVATIVE) (BEVERLEY)

Sir Patrick Wall - To ask the Secretary of State for Defence whether, in view of the fact that the United States' Air Force memo of 13 January 1981 on the incident at RAF Woodbridge has been released under the Freedom of Information Act, he will now release reports and documents concerning similar unexplained incidents in the United Kingdom.

SUGGESTED ANSWER (Mr Stanley)

This has been considered. It is the intention to publish reports.

Background Note

These three questions follow from the News of the World article of 2 October 1983 (Annex A) describing an alleged UFO sighting by USAF personnel at RAF Woodbridge in Suffolk on 27 December 1980.

The report of 13 January 1981 (Annex B) examined by the Air Staff and DS 8. It was concluded that there was nothing of defence interest in the alleged sighting.

There was, of course, no question of any contact with "alien beings" nor was any unidentified object seen on any radar recordings, as alleged in the News of the World.

A BBC investigation into the incident following publication of the News or the World Article concluded that a possible explanation for the lights seen by the USAF personnel was the pulsating light of the Orfordness lighthouse some 6 - 7 miles away.

The sole interest of the MOD in UFO reports is to establish whether they reveal anything of defence interest (eg intruding aircraft). MOD investigations are not pursued beyond the point at which we are satisfied that a report has no defence implications. No attempts are made to identify and catalogue the likely explanation for individual reports.

Last year, Lord Long, during a debate initiated by the Earl Clancarty, said that he would look into the possibility of publishing such reports as are received by the Ministry of

/...

Defence. US of S(AF) has now decided to release compilations of reports. They will be published on a quarterly basis and will be available to members of the public, at a small charge to cover costs. US of S(AF) had planned to make an announcement shortly in the House of Lords through an arranged PQ. Pending arrangements for an announcement in the Lords, US of S(AF) has agreed that we should indicate the decision in the Commons.

Reference PQ 7607C

M1

PRO R74

This non-oral question has been allocated to Minister(AF) for answer.

2. Would you please supply a draft reply and background note, together with any relevant Hansard extracts and Press cuttings, to reach this office at the time shown on the front cover.

3. Please submit a copy of the draft answer to PS/USofS(AF) when returning this, allowing sufficient time for USofS(AF) to comment.

REDACTED ON ORIGINAL DOCUMENT

[redacted]
Office of Minister(AF)
Room 6386 Main Building
Extension [redacted]
21-10-83

M2

APS/Minister(AF) (thro' DUS(Air))

Copy to:
APS/US of S(AF)
Ops(GE)2(RAF)

1. I have placed opposite a draft reply to PQ 7607C.

2. The same background note has been provided for PQ 7608C and PQ 7609C.

REDACTED ON ORIGINAL DOCUMENT

21 October 1983

[redacted]
DS 8
Section 40

CODE 18-77

FOR NON ORAL ANSWER

E87

PQ 7067C

SIR PATRICK WALL (CONSERVATIVE) (BEVERLEY)

Sir Patrick Wall - To ask the Secretary of State for Defence, if he has seen the United States Air Force memo dated 13 January 1981 concerning unexplained lights near RAF Woodbridge.

SUGGESTED ANSWER (Mr Stanley)

Yes.

E86

Background Note

These three questions follow from the News of the World article of 2 October 1983 (Annex A) describing an alleged UFO sighting by USAF personnel at RAF Woodbridge in Suffolk on 27 December 1980.

The report of 13 January 1981 (Annex B) examined by the Air Staff and DS 8. It was concluded that there was nothing of defence interest in the alleged sighting.

There was, of course, no question of any contact with "alien beings" nor was any unidentified object seen on any radar recordings, as alleged in the News of the World.

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/...

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E13

Reference .....

REDACTED ON ORIGINAL DOCUMENT

12/4 copy to: 12/2/IV

M5

APS/US of S(AF)
through Sec(AS)2 [redacted]

1. US of S(AF) will recall recent correspondence on this matter with Lord Hill-Norton and Rt Hon Merlyn Rees MP. In both cases he took the line that we have nothing to add to what had already been said on the Woodbridge incident. Indeed, this was the line taken in previous correspondence with David Alton (See M3). The enclosed draft reply to Mr Alton once more follows this approach.

2. Mr Alton specifically requested a copy of the MOD official reply to [redacted] last letter. This is enclosed, together with an earlier letter to which it refers. There is no objection to passing this correspondence to Mr Alton.

3. You may wish to note that Mr Alton has apparently passed on both letters sent by Lord Trefgarne on 19 March 85, even though one of these was intended to be for his information only.

12 June 1985

[redacted]
Sec(AS)2
MB 8245

REDACTED ON ORIGINAL DOCUMENT

DRAFT

D/US of S(AF)/DGT 5173

June 1985

Thank you for your letter of 16 May to Michael Heseltine enclosing one from [redacted]. You asked to see a copy of the Department's reply to [redacted] letter of 25 February 1985 and this is enclosed, together with earlier correspondence to which it refers.

As I pointed out in my letter of 19 March, the MOD concerns itself only with the defence implications of reported UFO sightings. In this context, the report submitted by Col Halt in January 1981 was examined by those in the Department responsible for such matters and, as I have made clear in the past, it was considered to have no defence significance. We have since seen nothing to alter this view and there is nothing I can usefully add to the comments made in Sec(AS)'s letter or [redacted].

Lord Trefgarne

David Alton Esq MP

Job No 2-24

HOUSE OF COMMONS
LONDON SW1A 0AA

16th May 1985

Dear Michael,

I enclose a letter I have received from [redacted] following on from enquiries I first raised with your Department in March.

I read [redacted] letter with great interest and it seems to me that the points he raises are quite reasonable and merit a reply. I should be most grateful if you could let me have your comments and if you could let me see a copy of the reply to [redacted] own letter to your Department dated 25th February 1985.

Yours sincerely,

David Alton.

David Alton, MP.

The Rt. Hon. Michael Heseltine, MP.
Secretary of State
Ministry of Defence
Main Building
Whitehall
London SW1 2HB

[redacted]

14th May, 1985

David Alton, Esq., MP,
House of Commons,
Westminster,
London SW1

Dear Mr. Alton,

[redacted] has kept me informed about her correspondence with you on the unusual incidents which were reported to the Ministry of Defence by USAF authorities at RAF Woodbridge in January 1981. I have also seen Lord Trefgarne's letters to you of 19th March.

[redacted] decided to write further to you about this puzzling and disquieting case, and she referred to me her enclosed letter of 31st March, which is addressed to you, in the hope that I might be able to add useful comments. Much to my regret I have had to spend much time out of London on other business in recent weeks and it is only now that I am able, very belatedly, to send on [redacted] letter to you.

My own background, in brief, is that I served in the Ministry of Defence from 1949 to 1977, leaving in the grade of Under Secretary of State. From 1969 to late in 1972 I headed a Division in the central staffs of the MOD which had responsibilities for supporting RAF operations. This brought me into touch with a proportion of the many reports which the Department receives about unidentified traces in British airspace.

I believe that [redacted] is right to remain very dissatisfied with the official line which the MOD has adopted on the Rendlesham Forest incidents of December 1980. I have myself said so on a number of public occasions, and I have pursued the matter in correspondence with the MOD - wholly without success.

At the risk of burdening you with an excessive amount of paper, I attach the most recent of my letters to the Ministry of Defence. You will see that this is dated 25th February 1985. I have so far received no answer, despite reminders. On a previous occasion it took the Department three and a half months to send me a wholly perfunctory reply.

[redacted] claims much collateral evidence for her own views; on this I am not competent to comment. My own position is, quite simply, that an extraordinary report was made to the Ministry of Defence by the Deputy Base Commander at RAF Woodbridge early in 1981; that the very existence of this report was denied by the MOD until persistent researchers in the US secured its release under the American Freedom of Information Act in 1983; and that the MOD's responses to questions since that time have been thoroughly unsatisfactory.

I cannot accept Lord Trefgarne's view that there is no Defence interest in this case. Unless Lt.Col. Halt was out of his mind, there is clear evidence in his report that British airspace and territory were intruded upon by an unidentified vehicle on two occasions in late December 1980 and that no authority was able to prevent this. If, on the other hand, Halt's report cannot be believed, there is equally clear evidence of a serious misjudgement of events by USAF personnel at an important base in British territory. Either way, the

case can hardly be without Defence significance.

The dates in question are now rather remote, but I doubt that this should be taken to excuse the very perfunctory manner in which Lord Trefgarne has dealt with your letter. I hope that you may feel able to pursue the matter further, either in correspondence or in a PQ. The essence of the questions to be pressed seems to me to lie in my preceding paragraph. Seen in these terms, [redacted] article in the GUARDIAN (which Lord Trefgarne rather surprisingly falls back upon) is wholly irrelevant. If the USAF really are capable of hallucinations induced by a lighthouse which must surely be very familiar to them, then I shudder for that powerful finger which lies upon so many triggers...

My own letter to the MOD (enclosed) raises other more detailed questions. But I do not suggest that you should necessarily concern yourself with them, anyway at this stage. It would be nice if the MOD would answer letters, of course ! But the essence of the Defence interest which I suggest a responsible Member of Parliament might reasonably raise lies in the argument I have tried to present above.

If I can be of any assistance in discussion with you, I am at your disposal.

Yours sincerely,

[redacted]

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

County Fermanagh
Northern Ireland
Section 40

Your Reference

Our Reference
D/DAS/64/64/3
Date
5 July 2002

Dear Section 40

Thank you for your letter concerning the 'UFO' sighting report you made in 1998 and the newspaper articles which appeared in the Daily Mail and Daily Mirror.

We are aware that articles appeared in *The Daily Telegraph, The Express* and *The Daily Mail,* in April 1998, which made claims that RAF Fylingdales tracked a large unusual craft flying in a zigzag pattern over the North Sea at speeds up to 24,000 miles an hour. However, RAF Fylingdales have confirmed that they did not track any such object.

The articles also claimed that radar records of this alleged craft were to be shown at an "RAF Conference" at RAF Cranwell in June 1998. RAF Cranwell hosted a Military Exploitation of Space Symposium on 3-4 June 1998 which was open to Service and MOD civilian personnel and industrialists with an interest in this subject. It had nothing whatsoever to do with 'UFOs' and there was no material of this nature on the agenda.

I hope this explains the situation.

Yours sincerely,

Section 40

6413 PE M - ESO refers.

Section 40

County Fermanagh,
N.Ireland

Section 40

Section 40

Dear sir,

On the 10 April 1998 I reported to you a massive triangular shaped UFO that went over my head here in Enniskillen. (You would have received it about the 13/14th April)
As your records will show (I have the original reply) you said that as I was the only person to have reported the incident to them you could not corroborate my sighting. Frankly this is the answer I expected to get at the time but I figured I had done my duty in reporting it and at the same time had avoided the ridicule I would have got had I had gone to the press or police.

Since then through the internet I have discovered that a full page story was run in the Daily Mail on the story on the 27 April and the following day 28th the Daily Mirror ran a similar story. (Cuttings enclosed)

> The Daily Mail story says that the MOD long range listening station on Flyingdale Moor in North Yorkshire also spotted the UFO. Is this true as this does not tally up with your reply to me that my story was uncorroborated.

There is also video footage of this craft also seen down the south coast of England on the net.

How many over people did report this sighting or is this classified as nearly three years later this is still doing my head in.

Yours sincerely

Section 40

Section 40

FYI. CUT THIS OUT FOR ME—SEND NOTTO P

RAF TRACKS MYSTERY CRAFT OVER NORTH SEA ... AND FIGHTERS CAN'T CATCH IT

24,000mph UFO buzzes Britain

By DAVID DERBYSHIRE
Science Correspondent

THE RAF has tracked a UFO as big as a battleship off the coast of Britain, military sources revealed yesterday.

They said the massive craft was tracked flying in a zig-zag pattern at 17,000mph over the North Sea. It then accelerated to 24,000mph and zoomed off towards the Atlantic.

The Royal Air Force also tracked the UFO, but two F-16 fighters scrambled to intercept the object were unable to keep up, it is claimed.

RAF officials are said to be baffled by the object, spotted by the Ministry of Defence long-range listening station on Fylingdales moor in North Yorkshire.

'It was definitely under control, judging by the various manoeuvres executed,' said a source. 'It appeared to be triangular and was around the size of a battleship (*about 900ft long*).'

Radar records of the craft are due to be presented to science and military experts from around the world, who will examine how to exploit space for military purposes at a conference at RAF College, Cranwell, Lincolnshire, in June. Other tapes of the UFO – thought to have been made during the last two years – are being withheld because they give too much information about the radar base's scanning ability.

However, military chiefs may release a second series of tapes reported to show 12 UFOs changing shape in mid-flight.

While the 'battleship' UFO is most likely to be an experimental aircraft or a sighting caused by a freak weather effect, UFO watchers believe it is further evidence that the Earth is being visited by alien craft.

The popularity of TV series such as the X-Files has rekindled interest in flying saucers and conspiracy theories in recent years.

A spokesman for the Fortean Times, the journal devoted to UFOs, psychic phenomena and the paranormal, said: 'The vast majority of strange objects seen in the sky have a more down-to-earth explanation. But most UFO investigators would be very interested in seeing these tapes.' The latest theory gaining popularity among some dedicated UFO watchers is that the military deliberately release stories about UFOs as a 'smokescreen' – and that witnesses are really seeing top-secret experimental aircraft.

The base at RAF Fylingdales has been watching the skies since the end of the Cold War. A large pyramid-shaped, 360-degree radar has now replaced the gigantic landmark 'golf balls' tracking system.

The base has concentrated on tracking satellites and pieces of space junk orbiting the Earth.

A UFO in science fiction: But are they secretly science fact?

ALIEN VISITORS: A huge UFO has been spotted over Ireland by security services

RADAR TRACKED UFO 'BATTLESHIP' OFF IRISH COAST

By TONI NEWTON-KINNE

A UFO as big as a battleship has been tracked off the coast of Ireland, military sources revealed yesterday.

The massive craft, spotted by radar, was zooming out to the Atlantic Ocean at 24,000mph, to the north of Co Donegal.

Minutes before, it had soared RAF personnel by flying around the Irish Sea at 12,000mph in a zig-zag pattern.

"And after the object entered Holland's airspace, the Dutch air force scrambled two F-16 fighters to intercept it, but they couldn't keep up with its high speed.

The military source said: "It was definitely under control, judging by the various manoeuvres executed. It appeared to be triangular and 900 feet long - about the size of a battleship."

Unaccountable

The spine-tingling scare is one of the many unaccountable occurrences to be presented to a special RAF conference in June, it is claimed.

Experts from around the world will meet to hear air forces open up their "X-files", and discuss future space strategy.

Top Irish representatives are thought to be attending the event, called Military Exploitation of the Upper Atmosphere and Beyond at RAF Cranwell, in Lincolnshire. Other tapes of the UFO thought to have been made in the last two years - are being withheld because they give too much information away about the hi-tech Yorkshire radar base that spotted it.

But military chiefs may release a second series of tapes, reported to show UFOs changing shape in mid-flight.

While the "battleship" UFO is thought likely to be an experimental aircraft, a sighting caused by a freak weather effect, UFO-watchers believe it is further evidence that humans are not alone in the universe.

A spokesman for paranormal journal the Fortean Times, said: "The vast majority of flying objects seen in the sky have a down-to-earth explanation.

"But most UFO investigators would be very interested in seeing the tapes."

The Ministry of Defence in London yesterday denied all knowledge of the "battleship" UFO and other happenings.

But the RAF is thought to have shared most of its top-secret information with their Irish counterparts in Dublin, and are keeping them updated on all astral developments.

[redacted]

... excited one. ... exactly how I ... saw a flying saucer ... look."

On October 7 last year, David rushed for his camera again.

He revealed: "This one was almost identical to the last craft.

"I was in the garden and saw these amazing flashing lights towards the sea.

"I was so intrigued I jumped on my bicycle and rode towards the coast.

"There I saw this saucer-shaped object hover ... high speed ... idea what they were.

"Everything I have caught on video completely baffles me."

Last month it was reported the RAF tracked a triangular-shaped UFO "as big as a battleship" off the South-east coast.

Two Dutch air force jets scrambled to intercept the object but could not keep up, it was reported.

RAF officials were themselves baffled by the bizarre sighting.

One source said: "It was definitely under control, judging by the manoeu...

New Gold 1st Class Stamp Available

MINISTRY OF DEFENCE,
(Unidentified Flying Objects Dept')

LONDON,
ENGLAND.

Room 666
METBLDG

CLOSE ENCOUNTER Sauc

Scotland top spot for flying saucers

RECORD REPORTER

SCOTLAND tops the world league for UFO sightings according to a new report.

At least 300 flying saucers are seen in the country's skies each year.

Visitscotland – the Scottish tourist board – commissioned the survey to mark today's unofficial International UFO Day.

The country tops a league table based on sightings per head of population, with 59 sightings per million people, knocking Canada into second place.

The data also shows Scotland has four times as many compared with larger areas such as Italy and France, who came joint second in a table of sightings per square kilometre.

There have been dozens of reports of alien action over Bonnybridge in Stirlingshire.

It has been dubbed

SIGHTINGS	
SCOTLAND	59
CANADA	16
FRANCE	12
USA	8
ITALY	7

Scotland's Roswell – after the US town where an alien craft allegedly crashed in the 1950s – and attracts UFO spotters from Germany, Japan and America.

UFO expert Ron Halliday said: "There have also been a substantial number of sightings in Glasgow, East Kilbride and Kirkintilloch.

"When you think of the number of sightings in Scotland in relation to the size of its population, it is phenomenal.

"Right through history, Scotland has had a lot of odd incidents, from ghosts to the Loch Ness monster.

"So, Scotland is well-known as a place where strange things happen."

UFO experts say alien visitors are attracted to Scotland because it is remote. Ten per cent of UFO sightings can't be explained.

Section 40

Section 40

Royal Air Force Leuchars

St Andrews Fife Scotland KY16 0JX

GOLD MEDAL
Award

HONORARY AIR COMMODORE
HIS ROYAL HIGHNESS THE DUKE OF KENT
KG GCMG GCVO ADC

Telephone: 01334 839471 Ext7700 Section 40

Section 40
Leven
Section 40

Reference: LEU/1446/11/P1

Date: 8 July 2002

Dear Section 40

Thank you for sending us the cuttings from the newspaper dated 24 June 2002 regarding UFO sightings. I have once again, on your behalf, forwarded this to the department in the Ministry of Defence who deal with such data.

Kind regards

Section 40

Section 40
Flight Lieutenant
Corporate Communications Officer

ENCLOSURE 6

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

Liverpool
Merseyside
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
3 July 2002

Dear Section 40

I am writing with reference to your letter of 27th June addressed to my colleague, Section 40 and your letter of 11th June which has been passed to us by the Records Department.

In your letters you have made three requests for information as follows;

1. All information we have on the subject of 'unidentified aerial phenomena' reported to the MOD within the last 12 years, by British or allied military personnel or 'unidentified phenomena' sighted on or close to military installations. Including reports made by allied Armed Forces that have military installations in the British Commonwealth.

2. Reports of UFOs seen over the North West of England over the last 20 years.

3. All dates and times of UFO sightings accrued over the last 30 years over the North West of England.

As you will be aware from my letter of 29 May, we receive between 200 and 400 sighting reports each year and a similar number of letters some of which also contain reports. The information is not computerised, but filed manually on Branch files in the order in which it is received. Therefore, the only way to identify any reports in the categories you have specified is to undertake a manual search of all the files for the periods concerned. Any reports/correspondence found would then have to be anonymised in accordance with the Data Protection Act 1998, to protect the privacy of those who have contacted the Department. We estimate to conduct such an exercise for the three requests you have made would take over 213 hours for your first request, 286 hours for the second, and 620 hours for the third. We do not have the resources to undertake such a task and I therefore regret that your requests are refused under Exemption 9 of the Code of Practice on Access to Government Information (voluminous or vexatious request). If however, you were to submit a new request which would involve a more limited search of the archive, I should be happy to consider what information we could make available.

If you are unhappy about the decision to refuse your request and wish to appeal, you should write to the Ministry of Defence, Directorate of Information (Exploitation), Room 830, St Giles Court, 1-13 St Giles High Street, London WC2H 8LD requesting that the decision be reviewed. If following the internal review you remain dissatisfied, you can ask a Member of Parliament to take up the case with the Parliamentary Commissioner for Administration (the Ombudsman) who can investigate on your behalf. The Ombudsman will not, however, consider an investigation until the internal review process has been completed.

Finally, I should inform you that the Ministry of Defence is bound by the Code of Practice on Access to Government Information and this means that we are committed to providing you with the information you require, as long as it is not exempted under the Code. However, to ensure that this does not create an extra burden on the taxpayer, we have a charging regime for more complicated requests. If a request is likely to require over four hour's work, each hour's work over the four hours (or part thereof) is charged at £15 per hour. An estimate of the cost of a search would be provided before any task is undertaken.

Yours sincerely,

LOOSE MINUTE

D/DAS/64/3

2 July [redacted] Approved [redacted] I think it is a good idea to remain a little vague on what a "limited search" might be.

DAS-[redacted] (through DA[redacted]S+Pol) [redacted]

REFUSAL OF REQUEST FOR INFORMATION UNDER THE CODE OF PRACTICE ON ACCESS TO GOVERNMENT INFORMATION

1. [redacted] has written to us three times previously and has been advised of our limited interest in UFO matters. On this occasion he has written to both Information(Exploitation) Records 1, and ourselves requesting information. Info(Exp) have passed his letter to us for reply.

2. [redacted] has made three requests for information, all of which would involve a search of a great many files. The first request is for a 12 year period for which there are 64 files. I estimate to examine all these files, copy and anonymise any relevant reports found, would take 213 hours and 33 minutes to complete. His second request is for a 20 year period and would require the examination etc of 86 files, taking 286 hours 6 minutes and the third, a 30 year period, 186 files and 620 hours.

3. I propose we refuse these requests under Exemption 9 of the Code of Practice on Access to Government Information (Voluminous or Vexatious request) and I would be grateful for your approval of this action. I attach a copy of my draft reply to [redacted] as you will see (in accordance with the Code), I have informed him that we would consider a narrower request. I have also informed him of his right to appeal to Info(Exp) if he is not content.

[redacted]

[redacted]

DAS-LA-Ops+Pol1
MT6/73 [redacted]

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

Liverpool
Merseyside
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
July 2002

Dear Section 40

I am writing with reference to your letter of 27th June addressed to my colleague, Section 40 and your letter of 11th June which has been passed to us by the Records Department.

In your letters you have made three requests for information as follows;

1. All information we have on the subject of 'unidentified aerial phenomena' reported to the MOD within the last 12 years, by British or allied military personnel or 'unidentified phenomena' sighted on or close to military installations. Including reports made by allied Armed Forces that have military installations in the British Commonwealth.

2. Reports of UFOs seen over the North West of England over the last 20 years.

3. All dates and times of UFO sightings accrued over the last 30 years over the North West of England.

As you will be aware from my letter of 29 May, we receive between 200 and 400 sighting reports each year and a similar number of letters some of which also contain reports. The information is not computerised, but filed manually on Branch files in the order in which it is received. Therefore, the only way to identify any reports in the categories you have specified is to undertake a manual search of all the files for the periods concerned. Any reports/correspondence found would then have to be anonymised in accordance with the Data Protection Act 1998, to protect the privacy of those who have contacted the Department. We estimate to conduct such an exercise for the three requests you have made would take over 213 hours for your first request, 286 hours for the second, and 620 hours for the third. We do not have the resources to undertake such a task and I therefore regret that your requests are refused under Exemption 9 of the Code of Practice on Access to Government Information (voluminous or vexatious request). If however, you were to submit a new request which would involve a more limited search of the archive, I should be happy to consider what information we could make available.

If you are unhappy about the decision to refuse your request and wish to appeal, you should write to the Ministry of Defence, Directorate of Information (Exploitation), Room 830, St Giles Court, 1-13 St Giles High Street, London WC2H 8LD requesting that the decision be reviewed. If following the internal review you remain dissatisfied, you can ask a Member of Parliament to take up the case with the Parliamentary Commissioner for Administration (the Ombudsman) who can investigate on your behalf. The Ombudsman will not, however, consider an investigation until the internal review process has been completed.

Finally, I should inform you that the Ministry of Defence is bound by the Code of Practice on Access to Government Information and this means that we are committed to providing you with the information you require, as long as it is not exempted under the Code. However, to ensure that this does not create an extra burden on the taxpayer, we have a charging regime for more complicated requests. If a request is likely to require over four hour's work, each hour's work over the four hours (or part thereof) is charged at £15 per hour. An estimate of the cost of a search would be provided before any task is undertaken.

Yours sincerely,

Departmental Records Office
Room 821
Giles Court
1-13 Giles High Street
London
WC2H 8LD

11th June 2002

Section 40
Section 40 Liverpool
Merseyside
Section 40
Tel Section 40

Section 40 Section 40

Section 40

Section 40

Section 40

Section 40

Dear Sir/Madam

I am wrighting this letter to ask for Information under the Freedom Of Information Act.

1989-2001
64 files
213 hrs 33 min

Will you please send me all information that you have an the subject of Unidentified Aerial Phenomena that has been reported to the Ministry Of Defence with in the last 12 years, by British or Allied Military Personnel or Unidentified Phenomenon that have been sighted on or close to Military Installations.

1981-2001
86 files
286.06 hrs

Will you please include reports that have been made by Allied Armed Forces that have Military Instillations in the British Commonwealth. Could you please include any reports of Unidentified Flying Objects seen over the North West of England over the last 20 years.

If you would be kind enough to include all radio transcripts of thee events and any photographical material and also the governments reports into these events this will de of immense value to my investigation.

Thank You for your time and effort in this matter.

Yours Faithfully

Section 40

From: Section 40 Deputy Departmental Record Officer
Mezzanine 2
MINISTRY OF DEFENCE
3-5 Great Scotland Yard, London SW1A 2HW

CHOts address: Info-Records1
e-mail address: defence.records.1@gtnet.gov.uk

Tele: (Direct dial) Section 40
(Switchboard) 020 7218 9000
(Fax) Section 40

Section 40

Liverpool Section 40

Your Reference

Our Reference
D INFO(EXP)R/3/7/8
Date
18 June 2002

Dear Section 40

Thank you for your letter dated 8 March 2001 seeking information relation unidentified aerial phenomena.

Please note that your letter has been passed for action to the following address:

DAS(LA(Ops+Pol1
Ministry of Defence
Room 6/73 Metropole Building
Northumberland Avenue
London WC2n5BL

Section 40

Section 40
Director of Air Staff (Lower Airspace)
Operations & Policy 1a
Ministry of Defence
Room 6/73, Metropole Building,
Northumberland Avenue,
London
WC2N 5BP

27th June 2002

Section 40
Section 40
Liverpool
Merseyside
Section 40
Tel Section 40

Dear Section 40

I am writing this letter in reference to the information that you have sent to me in the past. The information that you have provided proved to be most useful in my ongoing investigation into the field of Unidentified Ariel Phenomenon for that I Thank You.

I am wrighting this letter to request information for a third party that has asked myself to investigate a sighting that they have experienced. Will you please send me all dates and times of U.F.O sightings that have accued over the last 30 years over the North West of England. If this material is Classified may I ask that the material has a classification and sanitation review.

186 files
620 hrs.

If you wish to contact me please do not hesitate to contact me on the telephone number provided and I will be glad to render my assistance.

Thank You for your time and effort in this matter.

Yours Faithfully

Section 40

DAS
102No.
28 JUN 2002
15 days
CIE 15 July

Section 40 [redacted]

Liverpool
Merseyside

27 JNE

Section 40 [redacted]

Director of Air Staff (Lower Airspace)
Operations & Policy 1a
Ministry of Defence
Room 6/73, Metropole Building,
Northumberland Avenue,
London
WC2N 5BP

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

ENCLOSURE 5 NUMBER

Section 40
Greenford
Middlesex
Section 40

Your Reference
Our Reference D/DAS/64/3
Date 2 July 2002

Dear Section 40

I am writing with reference to your report of an 'unidentified flying object', seen on the evening of 22 June 2002. Your letter has been passed to us as this office is the focal point within the Ministry of Defence for correspondence relating to 'UFOs.'

First, it may be helpful if I explain that the Ministry of Defence examines any reports of 'unidentified flying objects' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat to the United Kingdom from an external military source, and to date no 'UFO' report has revealed such evidence, we do not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

With regard to your particular observation, I can confirm that we received no other reports of 'UFO' sightings for 22 June from anywhere in the UK. We are satisfied that there is no corroborating evidence to suggest that the United Kingdom's airspace was breached by unauthorised military aircraft.

Yours sincerely,

Section 40

** TO BE GIVEN A HIGH PRIORITY ** howthyway UFOs

/EMAIL

TREAT OFFICIAL CORRESPONDENCE

To DAS (LA) P+P

TO Ref No 3097 /2002

Date 27.6.02

The Prime Minister/SofS/Min(AF)/Min(DP)/USofS/MOD* has received the attached correspondence from a member of the public, which this office has neither retained nor acknowledged. Please send a reply on behalf of the PM/Minister/Department*.

Ministers attach great importance to correspondence being answered promptly, and your reply should be sent **within 15 working days** of the above date. If, exceptionally, this should prove impossible, an interim reply should be sent within the same timescale. You should be aware that No 10 periodically calls for a sample of letters sent by officials on the PM's behalf for his perusal.

An *Open Government Code of Practice on Access to Government Information* came into force in 1997. All replies to members of the public must be in accordance with the procedures set out in the Code (a full explanation is contained in DCI(Gen) 232/01; further information is available from DG Info on Section 40

Under *Service First*, all Departments and Agencies must ensure that they have simple systems to record and track correspondence received from members of the public (including details of the correspondent and the nature and date of the reply). This information should be regularly monitored and reviewed against published targets. In addition, we are required to keep information on the number of **requests for information, which specifically refer to the Code of Practice.**

As part of our monitoring procedure, random spot checks on the accuracy of your branch records on correspondence will be performed throughout the year.

MINISTERIAL CORRESPONDENCE UNIT
Room 222 WH Section 40

** TO BE GIVEN A HIGH PRIORITY **

** TO BE GIVEN A HIGH PRIORITY **

** TO BE GIVEN A HIGH PRIORITY **

* Delete as appropriate.

[redacted]isters

From: Section 40 [redacted]
Sent: 26 June 2002 09:23
To: 'Ministers@defence.mod.uk'
Subject: Unknown sighting

Hi,

22 June

On Saturday evening, approx. between the hours of 12:00 and 01:00hrs; myself and a friend witnessed an odd object in the sky in Greenford, Middlesex.

The 'object' was not a perfect circular shape, but not oval. It was a light, almost white in colour.

Three was no flashing lights (as seen on usual aircraft) and it was not 'gliding' through the sky like normal aircraft either, it was more "rolling". We could definitely see it rotating.

I was just curious to know if a) anyone else has reported this; b) was it something the MOD were testing?

Yours Sincerely

Section 40 [redacted]

P.S. If you need to contact me, you can either e-mail me, or my telephone number is: Section 40 [redacted]

15 days - 16 July.

Ministers

From: Section 40
Sent: 26 June 2002 15:51
To: 'Ministers@defence.mod.uk'
Subject: RE: Unknown sighting

Section 40
Middlesex

Section 40
-----Original Message-----
From: Ministers@defence.mod.uk [mailto:Ministers@defence.mod.uk]
Sent: Wednesday, June 26, 2002 11:53 AM
To: Section 40
Subject: RE: Unknown sighting

Thank you for your further copy of your original email.

For a reply, please provide your full postal address.

Many thanks,

MOD Ministerial Correspondence Unit
Room 222, Old War Office Building,
Whitehall, London SW1A 2EU

ENCLOSU 4

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

Section 40

Yeadon
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
1 July 2002

Dear Section 40

Your letter of 7 June addressed to the National Air Traffic Services Limited regarding 'unidentified flying objects' has been passed to this Department because, as you will be aware from our previous correspondence, we are the focal point within the MOD for correspondence regarding these matters.

NATS staff have confirmed that they do not hold records of reports of 'unidentified flying objects' and that if they did receive a report it would be forwarded to this Department. With regard to your questions about extra-terrestrial craft, we know of no evidence of the existence of any craft of extra-terrestrial origin or of a public or private organisation that does have knowledge or expertise of such craft.

Yours sincerely,

Section 40

HIEF EXECUTIVE'S OFFICE
National Air Traffic Services Limited, T1415, One Kemble Street, London, WC2B 4AP.
Telephone: Section 40 · Fax: Section 40
E-mail: firstname.lastname@nats.co.uk

NATS

WITH COMPLIMENTS

Section 40

Co-Secretary's Office

Section 40

Section 40 COMPANY SECRETARY'S OFFICE
National Air Traffic Services Ltd
Section 40 One Kemble Street, London WC2B 4AP
Direct Tel: Section 40 Direct Fax: Section 40
Switchboard: +44 (0)20 7497 5888 E-Mail: Section 40

Section 40

Yeadon
Section 40

11 June 2002

Dear Section 40

Thank you for your letter dated 7 June regarding reports of UFO's. Unfortunately NATS does not keep records of the type of information you require. I am forwarding your letter to Section 40 at the Directorate of Air Staff, Ministry of Defence who will be able to give you a more detailed response.

Yours sincerely

Section 40

Section 40

I spoke to Section 40 & she confirmed that they were unaware of receiving any UFO reports but if they did get one, they would probably forward it to us. Section 40
1/7/2002

DAS
102No. .....
12 Jul 2002
FILE 15 DAYS 27 JULY

U:\UFO response letter.doc

Section 40
Yeadon
Section 40

National Air Traffic Services Ltd
Registered address:
One Kemble Street
London
WC2B 4AP

7 June 2002

Dear Sir

From time to time, you probably receive reports of unidentified flying objects (UFO's) and 'unconventional' but identified flying objects (by which I mean not a kite, aeroplane, helicopter, airship, balloon or missile/rocket) from pilots, air traffic controllers and others.

I am particularly interested in reports where there are radar tracks.

- What do you do with these reports when you receive them?
- Does NATS have any expertise in craft of extra-terrestrial origin?
- Is the NATS aware of any UK government department, public body or private organisation, in this country or abroad that has expertise in craft of extra-terrestrial origin?

Yours sincerely

Section 40

Section 40

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

ENCLOSI 3

Section 40

Rugeley
Staffordshire
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
28 June 2002

Dear Section 40

Thank you for your letter of 26 May in which you requested details of Bill Cash MP letter of May/June 1988 to Roger Freeman MP concerning events over Stafford on 16 May 1988.

I have located the relevant papers and can therefore provide the following details;

I can confirm that William Cash MP wrote to Roger Freeman MP (Under Secretary of State for the Armed Forces) on 15 June 1988 on behalf of his constituents about lights seen in the vicinity of Stafford on 16th May at 9.45pm. On 4 July 1988, the MP wrote again to the US of S(AF) and enclosed some eye witness reports which he thought the Minister may wish to consider when replying to his earlier letter.

On 19th September 1988 US of S(AF) replied to both of Mr Cash's letters as follows;

"As you may know, the Ministry of Defence receives and co-ordinates information about Unidentified Flying Objects (UFOs), usually in the form of brief reports of the sightings which have been passed onto us by those individuals who witnessed them. Our sole concern is then to establish whether or not the sightings present a threat to the security and defence of the United Kingdom. Unless we judge that they do, and this is not normally the case, we do not usually attempt any further investigation.".

"As far as the 16 May sightings are concerned, I can confirm that we received a number of reports from members of the public, which appear to correspond roughly with the detail given by your constituents and I enclose copies of these, which your constituents may find of interest. In order to maintain the privacy of the report originators, you will see that some details have been obscured".

"Although as I have said above, we do not normally find it necessary to investigate specific sightings, and could not justify the use of scarce MOD resources to this end, I am advised by my staff that the reported phenomenon is quite likely to be connected with civil air traffic going into Birmingham Airport, which was exceptionally busy at the time in question. The differing times of

the sightings could thus correspond to aircraft following a holding pattern around the airport, and the descriptions could relate to a modern jet aircraft. Our experience is certainly that most sightings can be adequately explained in term of natural occurrences such as aircraft observed at unusual angles, satellite debris, meteorological balloons to mention just a few".

For your information, I have enclosed with this letter copies of the "eye witness reports" mentioned in the MPs letter of 4 July 1988. The personal details have been removed in accordance with the Data Protection Act 1998, to protect the privacy of the individuals concerned. The reports mentioned in paragraph two of the reply from the Minister have already been sent to you with my earlier letter.

In your letter you also asked about the areas of work of the Departments on the distribution list of some of the reports I sent to you, and why these were consulted. The Departments mentioned were as follows;

Sec(AS) – (Secretariat (Air Staff)) –This Department had responsibility for developing and giving advice on political and parliamentary aspects of RAF activities and was the focal point within the Ministry of Defence for correspondence relating to 'UFOs'. Sec(AS) merged with the Director of Air Staff in August 2000 and now forms part of the Directorate of Air Staff (DAS). UFO matters have continued to be the responsibility of this section of DAS.

Directorate of Air Defence – Formerly part of a Directorate which is now known as the Directorate of Air Operations. This Department had responsibility for air defence matters and was consulted to see if reports may contain evidence of air defence concern. Today as part of our assessment of reports this office contacts, as required, appropriate air defence experts.

DGSTI – (Directorate General of Scientific and Technical Intelligence) – This was a part of the Defence Intelligence Staff (DIS) and is now a Directorate called Defence Intelligence Scientific and Technical. DI55 also mentioned on the distribution lists is one of its branches. Reports of sightings from either military or civilian sources were sent to DIS in case they contained any information of value in DIS's task of analysing the performance and threat of foreign weapons systems, nuclear, chemical and biological warfare programmes and technologies and emerging technologies. None of the reports received over a period of 30 years yielded any valuable information whatsoever and DIS therefore decided in December 2000, not to receive these reports any longer.

I hope this is helpful.

Yours sincerely

Section 40

MR B. CASH. MP.
[redacted]
STAFFORD.

[redacted]
STAFFORD.

ENCL No 42

Dear Sir,

I am writing in reply to the plea in the Newsletter regarding the object seen in the sky on approximately 16 May this year. I too saw this object for a good four minutes from start to finish.

My house is situated at [redacted] with an unrestricted view over Moss Pitt, Highfields and across to the castle. Sitting by my lounge window, I observed two bright lights at approximately 9.40pm approaching from the Acton Trussell / Penkridge direction. At first my thoughts were of a low flying plane, (very low) with lights on the wings coming towards my direction. The lights were at first horizontal to each other but after about one minute they very steadily moved in an arc from horizontal to vertical and then climbed up verticaly. (see sketch)

On seeing this I was intrigued as to what manoeuvre this "plane?" was taking and wanted to get a better view. I walked out on to the lawn and after a further minute or so the two bright lights started to dim, I could see the object was to come overhead. By now I could make out numerous coloured lights but no shape. As it flew overhead I started to make out two perfect triangles, but in line not one over the other as stated in the Newsletter. However, the lights were as stated but still none flashing as conventional lights do on aircraft. There was sound but very very faint. The sound was of a very high aircraft, 30 - 40 thousand feet but the object was nowhere near this altitude, if it was it would have been very big.

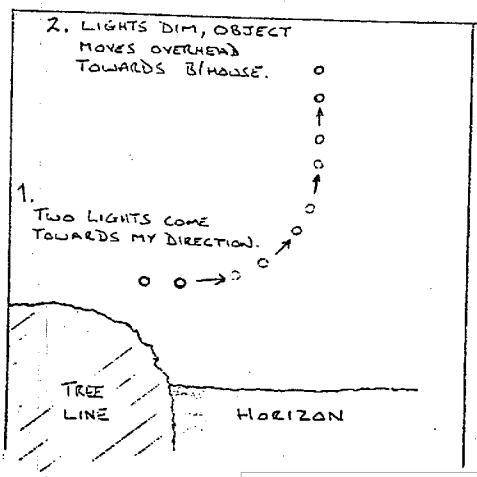
It moved overhead in the direction of Baswich House and out of view. I cannot beggin to explain what it was but I know of no plane that can manoeuvre in this manner at such a slow speed. The triangles were equal in size and the distance apart did not fluctuate at all. If it had not been in the air I would have said that it could not fly at all.

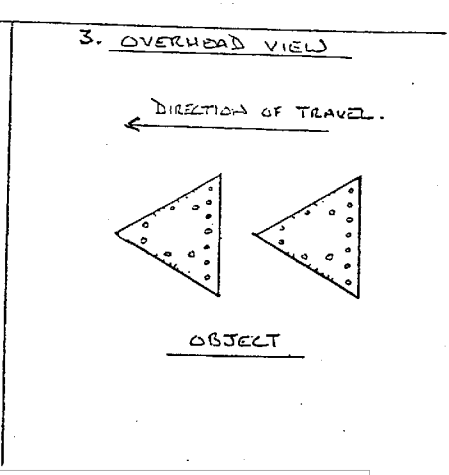
A real eye opener, lets hope for more! I hope this has been of some use to you,

Regards,

[redacted]

25.6.82





[redacted]

REDACTED ON ORIGINAL DOCUMENT

[redacted]

[redacted]

REDACTED ON ORIGINAL DOCUMENT

Mrs. [redacted] Stafford, [redacted]

She was mentioned in one of the Newsletter articles. She was standing in a front garden with 5 other people and the objects were seen in a northerly direction over the town. They were below the height that a microlight would fly. There was no noise. They moved slowly towards them and then banked round. She said a normal plane would not have banked in the same way. She phoned Shawbury RAF Station who told her that there were no movements that they knew of.

Mrs [redacted] Hixon, Stafford
Not a constituent.

9.45 pm was in the garden and saw two lights in the shape of a cross. There was no noise and they came over where she lives in went off in the direction of Uttoxeter. She ran into the house to phone her sister and when she came out again they had gone.

Mrs. [redacted] Bradley, Stafford.

Alan knows her and says she is perfectly sane. She was out walking with her son in law who is a policeman at 9.30. It looked like 2 headlights coming towards them, no sound. When it came overhead there was a mass of lights underneath. Moved very slowly and appeared to go in an eastward direction.

Mr. & Mrs. [redacted] Stafford [redacted]

They were sitting in their lounge approx 10pm. Suddenly saw two delta shaped objects coming from the south, which then turned southeast before Stafford. They were at about 5,000 ft, close together and silent.

MINISTRY OF DEFENCE
MAIN BUILDING WHITEHALL LONDON SW1A 2HB
Telephone 01-218 ..... (Direct Dialling)
01-218 9000 (Switchboard)

ENCL NO. 46

(1 of 2 PAGES)

PARLIAMENTARY UNDER-SECRETARY OF STATE
FOR DEFENCE FOR THE ARMED FORCES

D/US of S(AF)/RNF 6123 and 6278

19th September 1988

Dear Bill,

Thank you for your letters of 15 June and 4 July on behalf of a number of your constituents, about unusual sightings witnessed in the Stafford area during the evening of 16 May 1988.

As you may know, the Ministry of Defence receives and co-ordinates information about Unidentified Flying Objects (UFOs), usually in the form of brief reports of the sightings which have been passed onto us by those individuals who witnessed them. Our sole concern is then to establish whether or not the sightings present a threat to the security and defence of the United Kingdom. Unless we judge that they do, and this is not normally the case, we do not usually attempt any further investigation.

As far as the 16 May sightings are concerned, I can confirm that we received a number of reports from members of the public, which appear to correspond roughly with the details given by your constituents and I enclose copies of these, which your constituents may find of interest. In order to maintain the privacy of the report originators, you will see that some details have been obscured.

Although as I have said above, we do not normally find it necessary to investigate specific sightings, and could not justify the use of scarce MOD resources to this end, I am advised by my staff that the reported phenomenon is quite likely to be connected with civil air traffic going into Birmingham Airport, which was exceptionally busy at the time in question. The differing times of the sightings could thus correspond to aircraft following a holding

Section 40 Request
Total suite of MPs correspondence about events of 16 May 1988. Taken from D/Sec(AS)12/4A

Section 40 requested only details of the MPs letter and MOD reply as flagged. Extracts sent, plus sanitised copies of reports.

William Cash Esq MP

Section 40
216

pattern around the airport, and the descriptions could relate to a modern jet aircraft. Our experience is certainly that most sightings can be adequately explained in term of natural occurrences such as aircraft observed at unusual angles, satellite debris, meteorological balloons to mention just a few.

I hope you and your constituents will find this helpful.

I apologise for the delay in replying but hope this letter is helpful.

Yours ever

Section 40

Roger Freeman

Encl:
UFO Reports

12/4

ENCL No 44

file copy

(1 of 7 PAGES)

M2

APS/US of S(AF)

I attach at E2 a self explanatory draft response to William Cash's letter of 15 June 1988. I also enclose copies of the sighting reports we received that relate to the details given by Mr Cash's constituents, which US of S(AF) may wish to send with his reply. In line with our usual policy of maintaining the privacy of the report originators, identifying details have been obscured.

Section 40

12 September 1988

Section 40

Sec(AS)2
MB 8247

Section 40

D15/20

DRAFT

D/US of S(AF)/RNF 6123 and 6278 September 1988

Thank you for your letter of 15 June on behalf of a number of your constituents, concerning unusual sightings witnessed in the Stafford area during the evening of 16 May 1988.

As you may know, the Ministry of Defence receives and co-ordinates information about Unidentified Flying Objects (UFOs), usually in the form of brief reports of the sightings which have been passed onto us by those individuals who witnessed them. Our sole concern is then to establish whether or not the sightings present a threat to the security and defence of the United Kingdom. Unless we judge that they do, and this is not normally the case, we do not usually attempt any further investigation.

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with civil air traffic going into Birmingham Airport, which was exceptionally busy at the time in question. The differing times of the sightings could thus correspond to aircraft following a holding pattern around the airport, and the descriptions could relate to a modern jet aircraft. Our experience is certainly that most sightings can be adequately explained in term of natural occurrences such as aircraft observed at unusual angles, satellite debris, meteorological balloons to mention just a few.

I hope you and your constituents will find this helpful.

Roger Freeman

William Cash MP

Encl:
UFO Reports

REPORT FORM

12/2

UNIDENTIFIED FLYING OBJECT

A. 16/05/88 2150 10 MIN

B. TRIANGULAR IN SHAPE. TWO OBJECTS IN FORMATION, WHITE LIGHT AT FRONT OF EACH ONE. THE TWO OTHER CORNERS OF THE OBSECTS WERE REDDISH ORANGE IN COLOUR.

C. OUTDOORS. [redacted] CANNOCK STATIONARY.

D. NAKED EYE.

E. IN THE DIRECTION OF PENKRIDGE FROM POSITION OF THE OBSERVER.

F. 30°

G. UNCERTAIN

H. THE TWO OBJECTS MOVED IN FORMATION KEEPING SAME DISTANCE APART HEADING NORTH TOWARDS CANNOCK CHASE.

J. CLEAR, FINE AND DRY.

K. HOUSING ESTATE.

L. CANNOCK CHASE POLICE.

M. [redacted]

N. NONE.

O. [redacted]

P. 16/05/88 2325 UTC.

Q.

Copy sent to MAIS 17.00.25.7..... date/time

from ATC Civil Watch Supervisor.

[redacted]

REPORT FORM

12/2

UNIDENTIFIED FLYING OBJECT

A. 16/05/88 2150 10 MIN

B. TRIANGULAR IN SHAPE. TWO OBSECTS IN FORMATION, WHITE LIGH AT FRONT OF EACH ONE. THE TWO OTHER CORNERS OF THE OBSECTS WERE REDDISH ORANGE IN COLOUR.

C. OUTDOORS. [redacted] CANNOCK STATIONARY.

D. NAKED EYE.

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J. CLEAR, FINE AND DRY

K. HOUSING ESTATE

L. CANNOCK CHASE POLICE.

M. [redacted]

N. NONE.

O. [redacted]

P. 16/05/88 2325 UTC.

Q.

Copy sent to MAIS ...17.05.88..... date/time

from ATC Civil Watch Supervisor.

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

CAB022 17/0650 138C0663

FOR CAB

ROUTINE 170122Z MAY 68

FROM RAF WEST DRAYTON
TO MODUK AIR

U N C L A S S I F I E D
SIC ZSF
SUBJECT: AERIAL PHONUMENA
A. 162143A MAY 68. 15 MINS
B. ONE. INDETERMINABLE. DARKELLP ORANGE. YELLOW AND GREEN. WHITE BRIGHT. NIL. NIL
C. BACK GARDEN OF HOUSE. OUTDOORS. STATIONARY
D. NAKED EYE AND BINOCULARS
E. NORTH WEST FROM LUDLOW
F. 30 TO 40 DEGREES
G. UNKNOWN
H. CHANGING
J. SKY CLEAR
K. HOUSES AND TREES
L. DANDD.
M. [redacted]

PAGE 2 RAUAID 002 UNCLAS
N. NIL
O. [redacted]
P. 162143A MAY 68
ST

[redacted]

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

CA8V2I 17/0C+8 136C2C.3

FOR CAS

ROUTINE 172310Z MAY 88

FROM RAF WEST DRAYTON
TO RCDUK AIR

U N C L A S S I F I E D
SIC Z8r
SUBJECT: AERIAL PHENOMENA
A. 162115A MAY 88 FOR 2 MINS
B. TWO TAN SHAPED OBJECTS WITH VERY BRIGHT GREEN, RED AND AMBER COLOURS. LOW LEAVING CONTRA
C. OUTDOORS STATIONARY [redacted] BROMSGROVE
D. NAKED EYE
E. FROM BROMSGROVE TO KIDDERMINSTER
F. 45 DEGREES
G. NONE GIVEN
H. STEADY
J. SKY CLEAR
K. HOUSES TREES AND LAMPOSTS
L. WEST MERCIA POLICE
M. [redacted]

PAGE 2 RBDAID 4V1 UNCLAS
N. NIL
O. [redacted]
P. 162210A MAY 88
BT

[redacted]

WILLIAM CASH, M.P.

HOUSE OF COMMONS
LONDON SW1A OAA

ENCL 1 No

Sec (AS) 43

(Clerk Neville Special)

4 July 1988

Dear Roger

I enclose some eye witness reports on the question of the unidentified flying objects in the vicinity of Stafford which you may wish to consider when replying to my letter to you on this matter.

Yours ever,

Section 40

Roger Freeman, Esq., MP
Under Secretary of State for
the Armed Forces
Ministry of Defence
Main Building
Whitehall
London SW1A 2HB

ACKN 5/7/88

MR B. CASH. MP.
CASTLE STREET,
STAFFORD.

Section 40
WILDWOOD,
STAFFORD.

ENCL No 42

Dear Sir,

I am writing in reply to the plea im the Newsletter regarding the object seen im the sky on approximately 16 May this year. I too saw this object for a good four minutes from start to finish.

My house is situated at the front of Wildwood on the Radford side with an unrestricted view over Moss Pitt, Highfields and across to the castle. Sitting by my lounge window, I observed two bright lights at approximately 9.40pm approaching from the Acton Trussell / Penkridge direction. At first my thoughts were of a low flying plane, (very low) with lights on the wings coming towards my direction. The lights were at first horizontal to each other but after about one minute they very steadily moved in an arc from horizontal to vertical and then climbed up verticaly. (see sketch)

On seeing this I was intrigued as to what manoeuvre this "plane?" was taking and wanted to get a better view. I walked out on to the lawn and after a further minute or so the two bright lights started to dim, I could see the object was to come overhead. By now I could make out numerous coloured lights but no shape. As it flew overhead I started to make out two perfect triangles, but in line not one over the other as stated in the Newsletter. However, the lights were as stated but still none flashing as conventional lights do on aircraft. There was sound but very very faint. The sound was of a very high aircraft, 30 - 40 thousand feet but the object was nowhere near this altitude, if it was it would have been very big.

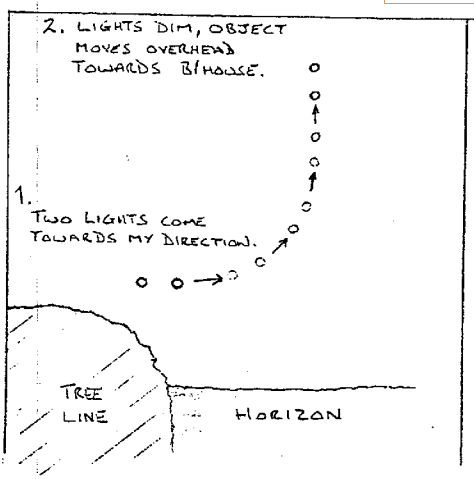
It moved overhead in the direction of Baswich House and out of view. I cannot beggin to explain what it was but I know of no plane that can manoeuvre in this manner at such a slow speed. The triangles were equal in size and the distance apart did not fluctuate at all. If it had not been in the air I would have said that it could not fly at all.

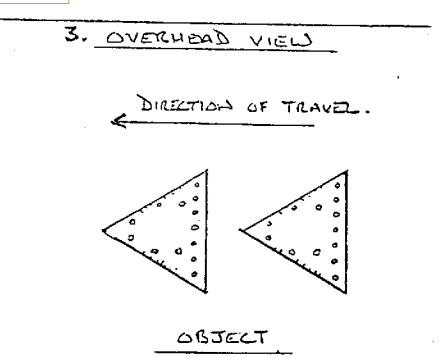
A real eye opener, lets hope for more? I hope this has been of some use to you,

Regards,

Section 40

Section 40 25.6.87





Section 40 Stafford, 45700.

She was mentioned in one of the Newsletter articles. She was standing in a front garden with 5 other people and the objects were seen in a northerly direction over the town. They were below the height that a microlight would fly. There was no noise. They moved slowly towards them and then banked round. She said a normal plane would not have banked in the same way. She phoned Shawbury RAF Station who told her that there were no movements that they knew of.

Section 40 Stafford

Section 40 Not a constituent.

9.45 pm was in the garden and saw two lights in the shape of a cross. There was no noise and they came over where she lives in went off in the direction of Uttoxeter. She ran into the house to phone her sister and when she came out again they had gone.

Section 40 Stafford.

Section 40 knows her and says she is perfectly sane. She was out walking with her son in law who is a policeman at 9.30. It looked like 2 headlights coming towards them, no sound. When it came overhead there was a mass of lights underneath. Moved very slowly and appeared to go in an eastward direction.

Section 40 Stafford (52697)

They were sitting in their lounge approx 10pm. Suddenly saw two delta shaped objects coming from the south, which then turned southeast before Stafford. They were at about 5,000 ft, close together and silent.

WILLIAM CASH, M.P.

HOUSE OF COMMONS
LONDON SW1A 0AA

ENCL No. 41 (SECRET)
ENCL 1

15 June 1988

Dear Roger

I have been requested to write to you by constituents of mine regarding reports in my constituency of sightings of unidentified objects and lights in the vicinity of Stafford on 16th May at 9.45 pm.

I have to confess to being highly sceptical about UFOs but apparently a number of people who saw these things were very emphatic and, therefore, I feel it is right to raise this matter with you.

I look forward to hearing from you.

Yours ever,

Section 40

[redacted]

Roger Freeman, Esq., MP
Under Secretary of State for
the Armed Forces
Ministry of Defence
Main Building
Whitehall
London SW1A 2HB

acd/cl
20/6/88

Section [redacted] Section 40 Sorry haven't had time to study.

Section 40 1/7.

E40/1

FILE COPY 12/4

UFO RE FROM BILL CASH MP

I attach a draft reply for us of S (AF). We have several reports on file which correspond (approximately) to the details given by Cash. I intend to send copies with the reply.

I have tried to find a definitive answer to the sightings but can't. The three reports do not correlate easily with each other on either description or direction of flight. It is likely therefore that they could be coincidental sightings of seperate a/c.

My reply suggests that the sightings could possibly be a/c going into Birmingham Airport — who have confirmed that they were particularly busy at the time. (20 movements during period 2100 — 2200 hours.) They also confirmed that a/c come in from all directions and "stack" prior to entry into the airport. I have also spoken to RJSS who agree that an a/c using B'ham airport is a possibility. Also spoke to the Police Flying Unit based at B'ham airport — but they said that they were not flying at the time.

30/6

O/C

S-LA-Ops+Pol1

From: Info-Access2
Sent: 26 June 2002 17:27
To: DAS-LA-Ops+Pol1
Subject: RE: Release of Information

Section 40

I obviously have seen neither the request nor the relevant letters, so it is difficult for me to comment on your draft, although no problems jump out. In terms of any Data Protection concerns, then Section 40 (Claims and Legal) has the policy lead, although with the amateur knowledge I have I can not detect any problems.

The office transfer has now been completed without any problems.

I will look forward to your response on the Ombudsman.

Regards,

Section 40

-----Original Message-----
From: DAS-LA-Ops+Pol1
Sent: 26 June 2002 16:58
To: Info-Access2
Subject: Release of Information

Section 40

1. The Ombudsman case - Section 40 has an unexpected domestic emergency and has not been in today. We are however discussing with DDAS and hope to get back to you very soon.

2. Please see attached my draft response to the person who requested details of an MPs letter and our response for which you provided advice. You will see I have only confirmed that the MP wrote to the Minister (not provided an extract of exactly what he said), and provided an extract of the Minister's reply. As the correspondent named the MP I thought there was little point in not mentioning his name. I would be grateful if you would cast an eye over this just to make sure I have not breached any Code/Data Protection rules.

<< File: Section 40 ne 02.doc >>

Thanks for your help.

Section 40

LOOSE MINUTE

DG Info 3/1/2

25 June 2002

DAS LA Ops and Pol 1

Copy to:
AD/ InfoExp-Access
CL (FS) – Legal 1

POLICY ON DISCLOSURE OF CORRESPONDENCE BETWEEN MOD AND MPS

1. We spoke last week regarding the policy on disclosure of correspondence between MOD and MPs. Your enquiry was in the context of a request that had been made under the Code of Practice on Access to Government Information (the Code) for, as I understand it, all correspondence between MOD and a named MP.

2. There is likely to be a great deal of correspondence between MOD and any particular MP, and it would be necessary to review information held across the Department in order to give a comprehensive reply to such a request. Unless the applicant has specified that he is interested in correspondence on a particular issue it seems unlikely that DAS holds all the relevant documents.

Document with Section 40 exemption is only for details of Section 40 — no need to mention other

3. If, however, the request is for correspondence on a specified issue that is within your purview, it is relevant to note that the Code provides for the disclosure of information rather than documents. Indeed, it explicitly states that "there is no commitment that pre-existing documents, as distinct from information, will be made available in response to requests." It may, in the first instance, be appropriate to notify the applicant of this fact in the response.

4. As you will be aware, it is important when disclosing correspondence to have due regard for the rights of the correspondents. There are statutory obligations to protect personal data set out in the Data Protection Act (DPA) 1998 and Exemption 13 of the Code (Privacy of an individual) further protects against the "unwarranted disclosure to a third party of personal information about any person." Personal information must therefore be removed from any correspondence prior to release. In this context personal information can be taken to include statements of personal opinion, in addition to names, addresses etc. It is also relevant to note that the decision has been taken in the past that it is more appropriate to release an abstract of any correspondence between MOD and an MP, rather than a copy.

5. Given that the applicant in question has identified a specific MP the situation is more complex, and it is more difficult to withhold the personal data. Although, assuming it is a simple policy statement, there is little sensitivity in releasing an abstract of a letter from the Department to an MP, the same can not necessarily be said of a letter from an MP.

6. The Code is a commitment to disclose information, as opposed to documents, and, given this, it might be simplest to acknowledge that any letters (implicitly from the MP or any other correspondent) regarding a specific incident would have received a response setting out MOD policy. An abstract of the letter from MOD to the MP could then be enclosed, as an example of the letter sent in reply to enquiries about this incident. An alternative would be to contact the MP in question to obtain their ascent for disclosure of the relevant correspondence but, in the first instance, I offer the approach outlined above.

7. In terms of whether it would be appropriate to acknowledge that a named MP did in fact write to MOD on a particular issue, this should be determined on a case-by-case basis with regard to the Code Exemptions. The only exemptions that it is likely to be appropriate to consider in this case, as I understand it, would be Exemption 12 (Privacy of an individual) and Exemption 14 (Information in confidence). Given that acknowledging correspondence on the issue is not synonymous with disclosing the contents of that correspondence, the decision as to the applicability of these exemptions should be based on the topic of the correspondence.

I hope that this is of some assistance. I am also copying this loose minute to Section 40 in Claims and Legal who may like to offer some comments on the personal data angle.

Section 40

Info-Access2

St Giles 830 Section 40

Section 40
Staffordshire.
Section 40

26 May 2002

Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
Ministry of Defence
Room 6/73, Metropole Building,
Northumberland Avenue,
London.

Your Ref: D/DAS/64/3

Dear Section 40

With reference to your letter dated 22 May, I am grateful for your assistance and thank you for the enclosures.

I am aware that there may be further information/correspondence relating to File 12/2 which unfortunately did not come to light in your search. In addition, I was also hoping that you could have provided me with details of Bill Cash's (MP) letter of May/June 1988 to Roger Freeman (Defence Minister) asking direct questions pertaining to the events over Stafford of 16 May 1988. If it should be possible to provide me with the MP's questions, and Roger Freeman's response under the terms of the Code of Practice on access to Government information, I would be very grateful. If this request should prove unviable, please advise me further.

Within your letter, you give explanation relating to the standard list of questions within the enclosed reports, which is most helpful. However, there is no indication as to the distribution lists Departments areas of work or why they should have been provided with details. I would be grateful if you could provide me with details as to what areas of work are conducted by the Departments within the distribution lists and reasons to why they were consulted/notified of the events of 16 May 1988.

I very much appreciate that there will be some information that cannot be disclosed and in such event, please make it known where such information is withheld. I would however, appreciate as much explanation as possible that would make the reports and their compilation more understandable.

I very much look forward to hearing from you further.

Yours sincerely

Section 40

[redacted]

Section 40

Royal Mail

29.05.02
05:47 pm

Weekend

Directorate of Air Staff (Low Altitude)
Operations - Policy 1
Ministry of Defence
Room 6/73, Metropole Building
Northumberland Avenue
London

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London, WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
(Fax)
(GTN) Section 40

2

Section 40
Goldenhill
Stoke on Trent
Section 40

Your Reference

Our Reference
D/DAS/64/3
Date
27 June 2002

Dear Section 40

Thank you for your letter of 5th June, addressed to Secretariat (Air Staff) 2a, concerning the extract from "The Daily Nation" newspaper about the Ministry of Defence, "Directorate of Intelligence" decision to no longer receive UFO reports. You may wish to note our change of title and address as shown at the top of this letter.

We believe that this newspaper article may have been generated as a result of press interest in the release of a document by the Public Record Office (PRO) in January this year. This document was a report made to the Directorate of Scientific Intelligence and Joint Technical Intelligence Committee by the Flying Saucer Working Party, in June 1951. Papers concerning the Flying Saucer Working Party have been open in the PRO for a number of years, but this document (whose whereabouts had previously been unknown), was recently discovered on an unrelated file during a routine review and was duly released to the PRO. This generated some interest from the public and media and in answering these enquiries the Defence Intelligence Secretariat gave details of their past involvement with these matters and the fact that in December 2000 they decided not to receive UFO reports any longer. There was no particular press announcement of this decision.

The reason behind this decision was that since the 1950s reports of 'UFO' sightings from both military and civilian sources were sent to Defence Intelligence Staff (DIS) from the Air Staff in case they contained any information which was of value in DIS's task of analysing the performance and threat of foreign weapons systems, nuclear, chemical and biological weapons programmes and technologies and emerging technologies. However, none of the reports received had yielded any valuable information whatsoever and DIS therefore decided in 2000 not to receive the reports any longer.

I hope this is helpful.

Yours sincerely,

Section 40

DAS-LA-Ops+Pol1

From: DI ISEC SEC4
Sent: 26 June 2002 16:23
To: DAS-LA-Ops+Pol1
Cc: DI55B
Subject: RE: DIS & UFO reports

Section 40 "over a period of 30 years." We think that this may have been because before then we had the Working party where we studied the reports, then there was heightened interest in UFOs in the 60's so reports were looked at carefully. It may also stem from the 30 year rule - ie files over 30 years old have been sent to archives. But the fact remains that nothing of any value ever came out of them. The phrase "over a period of 30 years" could be deleted.

Section 40
DI ISEC Sec 4
Section 40

-----Original Message-----
From: DAS-LA-Ops+Pol1
Sent: 26 June 2002 14:29
To: DI ISEC SEC4
Subject: RE: DIS & UFO reports

Thanks Section 40

-----Original Message-----
From: DI ISEC SEC4
Sent: 26 June 2002 14:27
To: DAS-LA-Ops+Pol1
Cc: DI55B
Subject: DIS & UFO reports

<< File: why did di55 get ufo reports_.doc >>

Dear Section 40
Please find attached a form of words to use in your answer to why DI55 were sent UFO reports. Sorry for the delay.

Section 40

In the 1950s, the Air Ministry, produced a 'minimum format', a one page, 'UFO' reporting procedure for both public and military reporting of the phenomena. Reports of sightings from either military or civilian sources were sent to Defence Intelligence Staff (DIS) from the Air Staff in case they contained any information which was of value in DIS's task of analysing the performance and threat of foreign weapons systems, nuclear, chemical and biological weapons programmes and technologies and emerging technologies. However, none of the reports received over a period of 30 years have yielded any valuable information whatsoever. DIS therefore decided in December 2000, not to receive these reports any longer.

5th June 2002

Section 40
Goldenhill
Stoke on Trent
Section 40

Subject: **MOD UFO reporting**

To whom it may concern,

I came across the following extract from "The Daily Nation" (Kenya newspaper) on the internet at:

http://www.virtuallystrange.net/ufo/updates/2002/may/m12-007.shtml

"Letter from London Sunday, May 12, 2002

After half a century, it's RIP for the UFOs

By Section 40

<snip>

The Ministry of Defence Directorate of Intelligence has declared that it no longer wishes to be sent any reports of UFOs (Unidentified Flying Objects) and, perhaps more pertinently, the enthusiasts of the British Flying Saucer Bureau announced they are suspending activities because sightings have dried up. "Perhaps", said a spokesman wanly, "our alien visitors have completed their survey of earth". UFOs were a national fixation These terse announcements tucked away inside a few newspapers in no way reflect the obsessional nature of the events they refer to."

I did not come across the UK newspaper reports alluded to in the article. Please can you confirm or refute the assertion in the article that "The Ministry of Defence Directorate of Intelligence has declared that it no longer wishes to be sent any reports of UFOs"?

If the report is accurate, please would you be so kind as to send me a copy of the original press release from the MOD.

Regards,

Section 40

Section 40

The Secretariat

Air Staff 2a

Room 6245

M.O.D.

Main Bldg.

London

SW1A 2HB

From: Section 40
Directorate of Air Staff (Lower Airspace)
Operations & Policy 1a
MINISTRY OF DEFENCE
Room 6/73, Metropole Building, Northumberland Avenue, London,
WC2N 5BP

Telephone (Direct dial) 020 7218 2140
(Switchboard) 020 7218 9000
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E-Mail das-laopspol1a@defence.mod.uk Section 40

Section 40

IN 46904
USA

Your Reference

Our Reference
D/DAS/64/3

Date
25 June 2002

Dear Section 40

Thank you for your letter dated 14 June in which you request information concerning the UK Ministry of Defence's position with regard to "unidentified flying objects". This office is the focal point within the MOD for correspondence of this nature.

First, it may be helpful if I explain that the Ministry of Defence examines any reports of 'unidentified flying objects' it receives solely to establish whether what was seen might have some defence significance; namely, whether there is any evidence that the United Kingdom's airspace might have been compromised by hostile or unauthorised air activity. Unless there is evidence of a potential threat, and to date no 'UFO' report has revealed such evidence, MOD does not attempt to identify the precise nature of each reported sighting. We believe it is possible that rational explanations, such as aircraft lights or natural phenomena, could be found for them, but it is not the function of the MOD to provide this kind of aerial identification service. We could not justify expenditure of public funds on investigations which go beyond our specific defence remit.

Finally, the MOD does not have any expertise or role in respect of 'UFO/flying saucer' matters or to the question of the existence or otherwise of extraterrestrial lifeforms, about which it remains totally open-minded. I should add that to date the MOD knows of no evidence which substantiates the existence of these alleged phenomena. I hope this is helpful.

Yours sincerely

Section 40

Dear Ministry Of Defense,

6-14-02

I would like to request the Ministry of Defense and Your Country's gourments View on UFO's & Life from outer Space.

Awaiting your Reply,

Section 40

Section 40

Section 40 IN 46904
USA

Section 40 USA

DAS
102No. .....
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