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MOD Form
(Revised)

MINISTRY OF DEFENCE

99

Date opened

7th April 1993

1. Attention is drawn to the notes on the inside flap

DIVISION/ESTABLISHMENT/UNIT/B

2. Enter notes of related files on page 2 of this jacket.

Sec (AS) 2a

Registered file number

D/Sec(AS)/12/17

Part No. A

RECEIVED 2 JAN 2002

SUBJECT

Unidentified Flying Objects (UFOs)
Alleged UFO incident
31st March 1993

Referred to

Date

Min/
Encl

Referred to

Date

Min/
Encl

Referred to

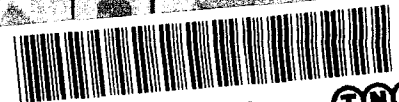
Date

Min/
Encl

Referred to

D

MOD
DR 1
30 NOV 1999
SECOND
REVIEW
2018
Section 40



RCU000087177

TNT

Sent Out Date:
Ext Section 40

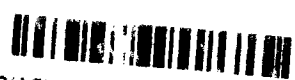
3 SEP 2002

From DR2e2
Bourne Ave. Hayes, Middx, UB3 1RF.

FOR DRO USE ONLY

1st Review date

Section 40



File Ref: SEC(AS)/12/7



M1

The following documents from this file were released into the public domain on 9 December 2002 following a request made by

Section 40

under the Code of Practice on Access to Government Information.

All the UFO sighting reports made Police Officers (Service and Civilian).

Memorandum to Sec(AS)2a from WO **Section 40** AIS(M) dated 19 April 93 giving details of a radar replay.

E24

Names and addresses were removed in accordance with the Data Protection Act 1998.

Further details of this request can be found on D/DAS/64/3/11 Part C.

Section 40

DAS-LA-Ops+Poll

10 December 2002

Registered File Disposal Form

MOD Form 282F
(Revised 10/97)

FILE TITLE: (Main Heading - Secondary Heading - Tertiary Heading etc) <p style="text-align:center">UFO - Alleged UFO Incident 31st March 1993</p>	Reference: (Prefix and Number): <p style="text-align:center">O/SECCAS) /12/7</p> Part: A
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PROTECTIVE MARKING (including caveats & descriptors): **UNC**

Date of last enclosure: **10/6/93** Date of review: **10/6/93**

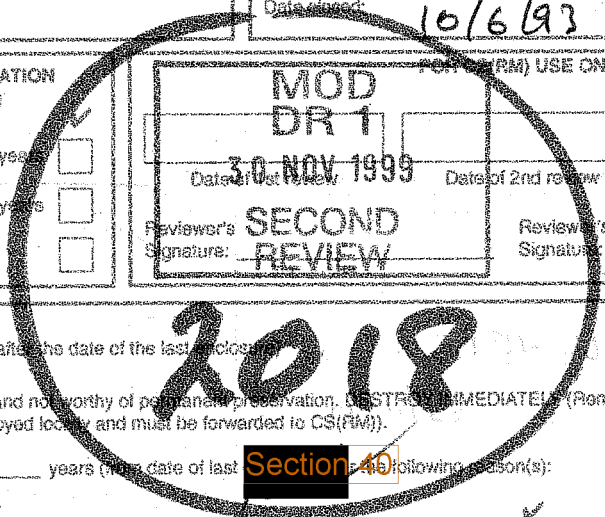
PART 1. DISPOSAL SCHEDULE RECOMMENDATION (To be completed when the file is closed) Destroy after _____ years <input type="checkbox"/> Forward to CS(RM) after _____ years <input type="checkbox"/> No recommendation <input type="checkbox"/>	MOD DR 1 30 NOV 1999 SECOND REVIEW
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PART 2. BRANCH REVIEW
(To be completed not later than 4 years after the date of the last review)
(Delete as appropriate)

a. Of no further administrative value and not worthy of permanent preservation, to be **DESTROYED 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 _____ years (from date of last review) following reason(s):

LEGAL <input checked="" type="checkbox"/> CONTRACTUAL <input type="checkbox"/> FINANCE/AUDIT <input type="checkbox"/> DIRECTORATE POLICY <input type="checkbox"/>	DEFENCE POLICY + OPERATIONS <input type="checkbox"/> ORIGINAL COMMITTEE PAPERS <input type="checkbox"/> MAJOR EQUIPMENT PROJECT <input type="checkbox"/> OTHER (Specify) <input type="checkbox"/>
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(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. BRANCH REVIEWING OFFICER

Section 40

Signature: _____

Section 40

Name: _____

(Block Capitals)

Grade/Rank: HEO Date: 23/11/99

Branch Title and Full Address:

MINISTRY OF DEFENCE
SEC (AS) 2
ROOM 101
DEFENCE BUILDING
WHITE HALL
LONDON SW1 2HB

Section 40

Produced by Ministry of Defence, CS (Pr) 2. Tel.

Section 40

PART 4. DESTRUCTION CERTIFICATE

It is certified that the specified file has been destroyed.

Signature: _____

Grade/Rank: _____ Date: _____

(Block Capitals)

Witnessed by (TOP SECRET* and SECRET only)

Signature: _____

Name: _____

(Block Capitals)

Grade/Rank: _____ Date: _____

*(FOR CS(RM) USE ONLY)



MINISTRY OF DEFENCE
Main Building Whitehall London SW1A 2HB
Telephone (Direct Dialling) Section 40
(Switchboard)
(Fax)

Section 40
[Redacted]

Your reference

Our reference
D/Sec(AS)12/3

Date June 1993

Dear Section 40,
[Redacted]

Thank you for sending me a copy of your final report into the UFO sightings of 30/31 March.

I agree that unless a sighting is explained almost immediately, there is very little hope that it will ever be explained; perhaps if the case is mentioned in "UFO Times" it will lead to some useful feedback.

I appreciate that your report had to cater to a number of different viewpoints, but I can assure you that there is absolutely no question of our ever supplying incorrect information ("... or was it incorrect and a deliberate ploy to confuse the issue and try to put me off the scent?). Also, in relation to the aircraft and helicopters that were seen, I said that I had been unable to find evidence of military activity that might account for what was seen - not quite the same as "their presence has been denied by the MOD - Why?".

Good luck with your research, and please feel free to contact me in the future; we will always do our best to help, and can let you know whether we have details of any sightings that might tie in with ones you are investigating - as with this case, however, I cannot guarantee that the timings or bearings will match yours!

Yours sincerely,

Section 40
[Redacted]

D - U - F - O - R - O
(Devon UFO Research Organisation)

Ref: Case No 933

Section 40

26th May 1993

Section 40

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

Dear Section 40

Thankyou for your letter received today in reply to mine of the 26th May last.

As promised please find enclosed a copy of my report re: the events of the night 30th/31st March 1993. As is usual with these types of cases once the event has passed there is not much more we can do with it. Our only hope is that something else might pop out of the woodwork at a later date to throw some light on it.

There appears to have been a lot of ufo activity over the last few months particularly in the Gwent area of South Wales. Some of the sightings are very similar to the events in that area in 1980 and 1982 which were in themselves quite extraordinary - but again once reported upon what else can we do. One day perhaps we shall have a landing or some tangible evidence of what these 'things' are and more importantly - what their doing!

I hope you find the report of some interest and if you have any ideas or theories on this event please let me know.

Once again many thanks for your help and look forward to speaking to you again.

Kind regards

Yours sincerely

Section 40

MINISTRY OF DEFENCE
Sec (AS) I
08 JUN 1993
FILE

D - U - F - O - R - O

(Devon UFO Research Organisation)

Section 40

INVESTIGATION REPORT

CASE NO 933 - 'The Wales and Westcountry Sightings'
30th / 31st March 1993

This report has been compiled with information received from, and with the much appreciated co-operation of Section 40 - Chairman of the Plymouth UFO Research Group (PUFORG). It also includes information received from Section 40 of the Ministry of Defence (Sec Air)2a, Section 40 of the British Astronomical Association (BAA), Section 40 a BBC correspondent for BBC Radio 4, based in Dublin, Ireland, members of the Devon & Cornwall Police Force and numerous members of the British public living in Wales, Cornwall, Devon and Somerset.

Introduction

On Wednesday the 31st March 1993, at approx 2.20am, I received a telephone call from Sgt Section 40 of the Devon & Cornwall Police Force. He is stationed at Bodmin, Cornwall and was reporting an incident that had occurred at 1.10am that morning whilst on duty near Liskeard. Briefly he reported that at 1.10am, whilst driving towards Dobwalls on the A38, he noticed 2 very bright lights of objects hovering at about 2,000' above the N.W. Horizon. Knowing the night sky fairly well he immediately realised that 'they' were not stars and did not conform to any known aircraft or their navigation lights. At this point he stopped his patrol car and got out. he watched the objects for a few seconds and was amazed to see them suddenly start to ascend at a fairly fast rate of knots.

(2)

They seemed to move in an arc over his position and disappeared to the south. At their highest point, about *10,000' 2 vapour like trails appeared behind each object and they appeared to be self luminous. * This height is based on information obtained from the control tower at Exeter Airport later that day.

At the end of his report, Sgt **Section 40** informed me that several other police officers had made similar reports to their operations room at Exeter.

Shortly after this call, I contacted the Ops. Room at Exeter and was told that they had received a number of reports, all from police officers on duty within the counties of Cornwall and Devon. They also said that 2 other officers of the Gwent Police Force, had also logged a similar report.

In total I was given the names and contact addresses of 11 officers. In addition I was informed that 2 other officers who were on a special surveillance operation somewhere in East Devon, had also reported something very similar. Unfortunately, I was unable to obtain these officers names and can do no more than note their sightings.

During that day, I managed to contact (by phone) all the officers concerned and after taking details of their sightings and with their permission despatched each a copy of our UFO report forms for completion and return.

* Strangely, to date I have only received back 3 completed sets of forms and what is even more puzzling, is the fact that all of these have been from police sergeants - none from police constables! Whether there is a particular reason for this remains to be seen, but it does seem a bit odd to say the least.

(3)

From the original phone reports and the returned report forms a fairly comprehensive picture of the nights events soon became apparent.

* At appendix 'A' to this report is a summary of these reports, coupled with others received from members of the public during the course of the investigation.

What emerged from these reports, (with the exception of Sgt **Section 40** (Liskeard) and Sgt **Section 40** (Lynton) was that they all virtually told the same story - this is as follows:

The time is 1.10am on the 31st March 1993, and a number of police officers on duty within Devon & Cornwall, observed 2 very bright white lights or objects, traversing the sky from the N.W. to the S.E., and at a high altitude. All report seeing some sort of vapour trails behind and staying with the objects. Most had problems in describing these 'trails' but most thought they were self luminous or lit by some light source from the objects. What is certain is that they were not the usual vapour trails associated with high flying conventional aircraft. Most reported the objects as fairly fast - somewhat faster than a Jet aircraft. In addition all reported that the objects were completely silent.

As stated earlier all the reports are very similar, given due regard to these officers knowledge or otherwise of the night sky and their abilities to judge the height or speed of objects traversing it. This is not doubting these officers truthfulness or their observation powers, but I do think it's a case of 'horses for courses'. Objects in the night sky, as we all know, can be very deceptive and this is particular so when uncommon phenomenon such as decaying space hardware is concerned.

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Most of these reports (if not all!) were, I have reason to believe, their observations of a Russian 2nd stage launch vehicle of the Tsyklon class, which had previously (about midnight) put into orbit a Cosmos 2238 Satellite. Its return to earth had occurred at approx 1.05am and was first seen over Innis, Ireland at that time. From its orbital direction of 65 degrees it would have traversed the sky at a height of between 80kms and 100kms in a S.E. direction. If it did cross Innis at 1.05am and I have reliable evidence to support this, then it would have crossed Lands End shortly after - approx 1.10am. Given the officers locations in Cornwall & Devon, it is I believe reasonable to assume that what they saw was the re-entry of this space vehicle. However, at this time a final conclusion cannot be given, until receipt of a report from a BUFORA investigation team in Ireland, which will hopefully confirm the spent rockets course over Innis.

This leaves me with the problem of the reports from Sgt **Section 40** and Sgt **Section 40** they tell a different story!

Sgt **Section 40** in company with P.C. **Section 40** were approaching the the coast town of Lynton, Nth Devon, at 1.10am. Their direction of travel was due north and as they neared the town they noticed 2 very bright lights approaching from the north across the Bristol Channel. Stopping their patrol car they watched as the lights drew nearer to them. The lights or object(s) passed to the west going in a S.Easterly direction. As it / they passed over, they noticed a third light, much smaller than the other two and positioned somewhere between them. Sgt **Section 40** states - that as it passed silently by, he got the impression that the lights were attached to a very large object, but could not make out any shape of other details. As it went away from from them, both officers saw two white vapour like trails

(5)

behind each light. They described these trails as 'self luminous' but not the same as normal aircraft vapour - more like beams of light! They estimated the elevation of the objects to be 40 degrees to the horizon at a distance of between 1,000' and 2,000'.

This is obviously at variance to the other reports, but would seem to substantiate Sgt Section 40 report who was at the same time S.W. of their position and saw the objects in a stationary mode N.W. of his position. This suggests that both the Sgts sighting are in many respects different to the others and indicate that their objects were extremely low and appeared to have the ability to stop and hover!

I personally have no doubts about their sightings, because, as whereas some people may have difficulty in judging objects at great height, I hardly think these officers could be mistaken in their judgements - 2,000' is one thing, but anywhere between 10,000' and 80kms is another. It is therefore my considered opinion that these two sightings are of different to that of the re-entry rocket and may be associated with certain other events that took place later in the morning, at 2.00am and indeed the previous evening between 8.00pm and 11.00pm over Nth Devon.

Most of these reports were received following the publication of some news articles in two local papers. (Honiton News & Somerset Gazette) The articles did not specify the type of objects seen or the time. As a result I received a large number of phone calls from members of the public and another police officer, this time from Somerset. After evaluating these reports and filing away those which I considered were not relevant to this case, it became apparent that in addition to the initial 1.10am police reports, there were a number which were very similar and did therefore have some association.

(6)

In an effort to give these events some clarity - they have been separated into groups with each group being given its own heading, they are as follows:-

<u>Event</u>	<u>Place</u>	<u>Date</u>	<u>Time</u>
'A'	Innis, Ireland	31/3/93	1.05am
'B'	* Wales, Cornwall, Devon and Somerset.	31/3/93	1.10am to 1.17am
'C'	Bridgewater, Somerset	31/3/93	2.00am
'D'	North Devon	30/3/93	7.00pm to 11.00pm
'E'	St Ives & Penzance, Cornwall	31/3/93	1.30am
'F'	** Wales, Westcountry, Avon, Shropshire, Sth Yorkshire	30-31/3/93	Various

* The reports associated with this event include those received from the police officers who initially saw the objects at 01.10am on 31/3/93.

** These reports are the subject of a letter received from the MoD (Sec Air)2a giving some details of reports received by them. They are thought to be associated with the events of 30-31/3/93 because of the similarities between them and those already known to me.

(7)

Investigation

Event 'A' - Innis, Ireland.

This event occurred at 1.05am on Wednesday 31st March 1993 over Innis, Ireland, when 2 bright lights were observed traversing the sky. It is believed that they were seen at high altitude, displaying white vapour trails. They appeared to be flying parallel to each other, on a N.W. to S.E. course. Evidently this sighting caused some concern to the Irish Government and as a consequence a fighter aircraft was despatched to monitor the objects. It seems the operation was not successful as the objects were thought to have been travelling at about 3,000mph - obviously too fast for the jets. The full details of this sighting are not yet to hand, but it is thought to be basically correct.

As with the 1.10am police reports and some of the other 1.10am reports, this sighting is also believed to be result of the previously mentioned rocket re-entry, but more of that later!

* Information supplied by Section 40 a BBC Correspondent based in Dublin.

Event 'B' - Wales, Cornwall, Devon and Somerset.

At various times between 1.10am and 1.17am on Wednesday 31st March 1993, 12 people (excluding the original 11 police officers) reported the sighting of two very bright objects flying across the night sky in a south easterly direction. With the exception of one, they all report seeing some sort of vapour trails, but describe them slightly differently! In the main they were white, and trailed back from the objects and appeared to be self luminous.

(8)

This indicates that they were not normal jet aircraft trails, but do seem synonymous with something like the trail of a 'shooting star'.

After evaluating these reports and giving due regards to peoples different perspectives of the objects, it is reasonable to assume that they, like the police officers, had also observed the spent rocket on its south easterly travels.

As a footnote, I have also received a report from **Section 40** **Section 40** of the British Astronomical Association, that two people, one in Belgium and one from the south of France, also observed some bright objects flying in a south easterly direction. The French report indicates a number of objects (6 or 7) and this I believe is the breakup of the original two seen earlier over Ireland and the south west coast of England. The Belgium report is not very comprehensive, but the 'sighter' is believed to have seen them from his location, most probably over France, but not over Belgium.

What is evident here, is that although I cannot be absolutely certain that the two objects seen was the re-entry of the Russian Space Rockets, their presence at this time and their reported locations, must be a strong consideration. Given the known height of these objects - between 80kms and 100kms, and the time they would have taken to traverse from horizon to horizon, some 2 to 3 minutes and certainly not less than one minute, then it can be reasonable assumed that from their known flight path i.e. from Ireland over Lands End and on over France, they would easily have been seen from as far away as Somerset and most probably even further! On the night in question there was very little cloud cover, which would have afforded all of the 'sighters' a clear view for many miles.

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(9)

At this point, given all the known facts, what we are dealing with is the following scenario:-

At sometime between 1.10am and 1.17am two very bright white objects with some sort of vapour trails, were observed flying N.W. to S.E. at high altitude and parallel to each other and appear to have been on a pre-determined course. There were I believe the remnants of a Russian Space Rocket that had earlier deposited a Cosmos Radio Satellite into orbit.

But, at the same time i.e. 1.10am, two brightly lit objects or a very large one with two lights attached, crossed the Bristol Channel, flew low over Lynton and somewhere between there and Liskeard came to a halt and hovered for a few seconds. They /it then ascended at great speed to about 10,000' and then altered course taking a southerly course over the English Channel.

If the information contained in the letter from the MoD is correct, then the object or objects were later seen over or near Bristol, Avon, at approx 1.15am heading south easterly! Also, if the MoD information is correct, similar objects were seen between 9.10pm on the 30th March 1993 and 2.40am on the 31st covering area from Cornwall to South Yorkshire! The implication of this being that some 4 hours before the re-entry an 'unknown' object or objects were flying across the Westcountry up into Avon and on to South Yorkshire with the last known sighting over Shropshire at 2.40am. It also indicates that the objects appeared to be crisscrossing these areas during this period.

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Event 'C' - Bridgewater, Somerset.

On Wednesday 31st March 1993, a group of fishermen (known as Elvers) were fishing the river Parrot, Nr Bridgewater, Somerset. At approx 1.30am they noticed 3 military type helicopters flying in a radius from Bridgewater to Hinkley Point. This activity was observed for some 30 minutes or so. At a little before 2.00am the 'elvers' saw two bright orange coloured lights approaching from the north. As they drew closer, the 'elvers', who had previously thought they were the returning helicopters, realised they were not. Firstly there was the absence of any engine or rotor blade noise and navigation lights. The objects approached their position at a steady pace, not over fast, and appeared to be at a height of about 800'. On their final approach, in addition to the orange lights seen, two very bright white lights seem to be glowing from the rear of the objects. As they passed overhead, one of the elvers (Section 40) thought the objects were joined by some sort of structure and likened this to a 'Large Catamaran'. As the object(s) cleared their position, two very bright light sources were seen at the rear of the 'craft' throwing light beams backwards. These were described as like car headlights. What amazed the sighters most (Section 40 and Section 40) was the complete absence of any noise, in fact quite the opposite - deathly silence! the objects proceeded on a south easterly course towards Dorset and were in view for 2 to 3 minutes before disappearing.

I have personally spoken to both of these gentlemen and received a written report from one (Section 40). Section 40 has not returned his report form and this I believe is because he has difficulty in writing - (don't we all!). and therefore feel it best not to persue the matter any further.

(11)

One other interesting point that I noted during conversation with **Section 40**, was this. During the early hours, somewhere between midnight and 1.00am, the cows occupying an adjacent field appeared to be very restless, which I am told was very unusual. Just after their sighting, **Section 40** **Section 40** and their wives, were astonished to see all the cows had congregated in the middle of the field. They were all facing each other in a circular formation and had gone very quiet! This is also I'm told very unusual.

Event 'D' - Nth Devon and Somerset.


During the evening of Tuesday 30th March 1993, 6 independent witnesses reported an object or objects flying over and or hovering over Somerset and Nth Devon.

The first sighting occurred at 9.00pm, when **Section 40** observed two glowing white/orange objects hovering north west of her position. At the time she was travelling from her home at Kington-St-Mary, Somerset, towards Bishops Lydeard and thought they were somewhere above or just beyond the town. They remained stationary for some 2 or 3 minutes, were very silent and **Section 40** got the feeling that 'something was going to happen' as everything seemed to have gone very quiet.! She eventually lost sight of the objects behind some clouds.

Meanwhile, **Section 40** a local business man, who lives at **Section 40** Nr Lydeard-St-Lawrence, Somerset, - just north of Bishops Lydeard, had gone out into his garden to feed his fish. It was about 8.00pm and on looking up observed a triangular formation of 3 objects approx 5 miles north west of his home. They were brightly lit (self luminous) and each object was larger than a star.

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(12)

He likened them to golf balls, two at the top with the other immediately below (). From the lowest object a light beam seemed to be shining down at an angle of about 45 degrees. Section 40

Section 40 kept the objects in view for a little over 3 hours.

During this time his daughter Section 40 had also been out to see the objects and has confirmed the sighting.

At this point I think it is worth pointing out that from the evidence the object(s) seen by Section 40 and that by Section 40 are probably one and the same. The direction is right i.e.N.W. and although Section 40 feels the object(s) were over Bishops Lydeard I think in this she could be mistaken and that they were a bit further away towards the N.W.

The third report came from P.C. Section 40 who is stationed at Bishops Lydeard. His report (by phone) was as follows: At approx 9.00pm he was up on the Quantock Hills, Nth Somerset, with a group of Scouts carrying out some field exercises, when his attention was drawn to a series of bright lights approaching from the north west. They appeared to be at a height of about 3,000' and travelling at a constant speed, but not over fast! As the lights got closer he made out the outline of a large craft, which he said "looked like two Concorde flying side by side and joined together". the lights he had seen appeared to be around the object(s) and were similar to cabin lights on an aircraft, only much brighter. the object passed to his left and after 2 or 3 minutes was lost to sight as it proceeded on a south easterly course.

Strangely, as with the other P.Cs, despite agreeing to complete a report form, this has never been returned - I wonder why?

(13)

At approx 10.30pm, **Section 40** a Traffic Warden, was standing outside his home on the Sandhill Park Estate, at Bishops Lydeard when he noticed a brightly lit object approaching from the south. At arms length he describes the object as about the size of a Zippo Lighter and had 6 rows of lights numbering 30 in all. They were in two sections of 15 which were spaced in 3 rows of 5 lights in each.

*



The objects speed was similar to a jet aircraft and appeared to be at a high altitude. Because of this **Section 40** had the object in sight for nearly 15 minutes before it disappeared to the north. Some 5 minutes after the event **Section 40** observed a civil airliner on the same course at approx the same altitude and he was able to identify this without any problem.

The 5th report came from **Section 40** who lives in Taunton, Somerset. At approx 10.20pm (maybe a bit later) he observed 2 white lights, apparently connected, flying parallel to each other in an easterly direction. Again there was no noise from the objects and they appeared to be moving very fast. He gave the length of his sighting as 2 minutes and is convinced it /they was not an aircraft.

The 6th and last report for this evening, came from **Section 40** **Section 40** who lives at Milverton, Devon. At sometime before midnight - about 11.30pm, he saw 2 groups of lights flying along side each other. He describes them as 2 objects with 3 lights in a triangular formation. He says that they were moving very fast and watched them for 2 minutes before they disappeared in a south westerly direction.

Notes

From these reports it is obvious that during the evening (8.00pm to 11.00pm) an object or objects were clearly visible and seen hovering over Nth Devon. This is substantiated by **Section 40** **Section 40** and **Section 40** in their reports. In addition other objects of a similar type, were seen traversing the sky from north to south and south to north. Although the reports are not identical, i.e. they are different in their descriptions, they do indicate that a fairly large twin hulled craft was airborne that evening and flying low over some areas. What this object was, is of course unknown and must therefore, temporarily at least, be classed as an Unidentified Flying Object!

Event 'E' - St Ives & Penzance, Cornwall

At just before 1.30am on Wednesday 31st March 1993, two men living in St Ives, Cornwall, observed two very bright objects flying on a N.N.W. to S.S.E. course over the town. Their height was estimated to be about 2,000' and were described as rockets with light trails. they were moving very fast and were only in sight for 5 to 10 seconds. At one stage one of the sighters **Section 40** thought that the two lights seemed to dim and come on brightly again. The other observer **Section 40** did not see this particular effect. He, however, only had the objects in sight for a couple of seconds.

Meanwhile, **Section 40** who lives at Crowles, Nr Penzance, was himself watching two very bright objects, with trails, heading S.E. at a very low altitude 2,000' to 3,000'. He also observed a third object behind the other two, but was less bright. none of the objects made any noise and the light trails "were" he said "thin and straight like a light tube". At the rear of the

(15)

2 large objects he also noticed a pink and blue light source but was unable to say if they were attached to the objects or the smaller one flying close by. From his southerly position the objects were to the north and not moving very fast. In fact he had them in sight for at least 2 minutes. this of course is at variance with the other two sighters at St Ives, who said their objects were very fast!, but this maybe because they saw the objects overhead whilst **Section 40** was looking at them from a distance. It's my belief that this sighting was of the same 2 objects seen over St Ives only from a different location and therefore different line of sight.

Event 'F' - Ministry of Defence reports 30th/31st March 1993

During the course of this investigation, I received a non Ufo report from a gentleman (name on file) who is a recently retired airline pilot. he had phoned me in response to one of the local newspaper articles and thought he had the answer to this case? He told me that at 1.30am on Wednesday 31st March 1993, he had observed two Jet Fighter Aircraft travelling at 30,000' in a westerly direction and at a very fast speed - about 1,500mph. They had their 'after burners' on which indicated they may still have been climbing! As an airline pilot he was well qualified to identify these 'jets' and was also certain that they were of a single engine type. Once I explained our sightings, (at this time I only had a number of 1.10am sightings) it was fairly obvious that his sighting was not connected to my reports - or was it?

Thanking him for this information, I resolved to contact the MoD to try and ascertain if they had any knowledge of these aircraft. The next day I phoned **Section 40** at the MoD (Sec Air) 2a office and relayed my information to him. He was most helpful and promised to look into it for me - and would ring

/16

(16)

back. About an hour later he did, but what he had to tell me was nothing short of amazing. He had been unable to discover any details regarding these aircraft and was at a loss to explain their presence over East Devon at the time. To his knowledge there had not been any flyovers by RAF, NATO or other aircraft and stated that all known flights would most certainly have been logged and they was no way that aircraft of this type could fly over Britain without the MoD's knowledge.

However, having explained to him why I was making this enquiry he did tell me that 'they' also had received a number of calls and letters reporting the same kind of 'objects' i.e. two very bright lights traversing the sky during the evening of the 30th and early morning of the 31st March 1993. Upon request, he later sent me a list of these sightings, giving locations, times and directions of travel. A study of these locations and times was most informative and I have to say, also somewhat puzzling. Because I had sent Section 40 a summary of my reports, some of these were mine and were in accordance with them. There were, however, a number which were not. Briefly his reports covered the period 10.10pm on the 30th to 02.40am on the 31st, and indicated that these objects had been seen as far north as South Yorkshire, Shropshire and the counties of Cornwall, Devon and Hampshire - all at different times and in many cases flying in different directions!

This as you can imagine was very confusing. For example, there were 3 sightings from South Yorkshire, all at different times i.e. 9.10pm, 11.40pm & 1.17am. the 9.10pm sighting had the objects travelling S.E., the 11.40pm ones travelling north whilst the 9.10pm ones were unknown. In addition there was a sighting from Bristol at 1.10am but these objects were travelling westwards - and so it went on. * A copy of the MoD report with map is attached to this report.

/17

What all this means is anybody's guess. Was the information correct and I see no reason why it shouldn't be, or was it incorrect and a deliberate ploy to confuse the issue and try to put me off the scent? - I really don't know.

If correct, and lets suppose it is, then this surely means that not only were there 'unknown' objects flying and hovering over the westcountry between 8.00pm and 2.00am on the night, but were also tracking across the Midlands, South Yorkshire and Hampshire - what were they doing?

Conclusions

As a Ufo researcher, it's my job to try and evaluate all reports and information received in an objective and hopefully methodical way. This case has, to date, shown all the hallmarks of a typical ufo event with evidence swaying the urgently sought answers one way and then the other. Were the events on this night nothing more or less than the re-entry of a man made space vehicle, or was it a ufo phenomenon related to that event? I think it may well be the latter. My reasons for thinking this are twofold.

Firstly, there is no doubt that the re-entry took place and that this occurred at approximately 01.05am on the 31st. From the evidence collected and collated it is almost certainly a fact that the reports describing the events at 1.10am indicate that what these people witnessed was the re-entry of this missile. The heights given are synonymous with a re-entry of this kind and the length of 'sighting time' likewise. All the 'sighters' give the objects direction of flight as N.W. to S.E. or N. to S. giving some margin of error and this would certainly been the spent rockets course.

(18)

This I believe, is evidence enough to suggest that this is exactly what these people saw - a rocket re-entry.

What is also evident is that on the evening before, between 8.00pm and 11.00pm, objects were seen traversing the North Devon sky and indeed hovering N.W. of the same area. In addition it is fairly certain that at 2.00am on the 31st, an object of some considerable size, flew over the River Parrot at Bridgewater, disturbing not only the local fishermen, but also the cattle in the adjacent fields. Also at this time we have the mystery of the 3 helicopters seen. They were almost certainly of a military type, but as with the 2 fighter aircraft over East Devon earlier, their presence has been denied by the MoD - Why?

In association with this we have the 1.30am sightings at St Ives and Penzance and the other numerous sightings over Cornwall, Devon, Shropshire, South Yorkshire and Hampshire, starting at 10.10pm on the 30th and ending at 2.40am on the 31st.

If these reports are correct, and as I said earlier, I have no reason to doubt them and my reports are also correct, then it must be the case that at least one, if not more, unidentified flying objects were active over these areas on the night in question - but what was their purpose? Were they / it here on a specific mission, or just carrying out a nighttime surveillance operation. The latter scenario is of course quite feasibly given what we already know from their well documented past, but what about the first proposition?

Well if we examine the evidence and what we already know about this alleged mode of operation, there is clearly a case for this line of thinking.

In Timothy Goods latest book 'Alien Update' he edits a whole chapter on this very subject. He cites a number of cases from

(19)

Russia where ufos have been observed tracking rocket launches, space flights and more importantly their re-entry procedures. It seems that this activity has been monitored for some years and that the Soviet Authorities are fully aware that their space program has been subjected to some very intense scrutiny by unidentified objects, which appear disc like and are able to traverse their air space at will, and in some extraordinary ways!

Additionally, it seems that Britain has also been the victim of such activity. In her new book 'From Out Of The Blue' Jenny Randles also explores this possibility. This book is the follow up to another entitled 'Sky Crash' which she co-authored with Dot Street and Brenda Butler and is more than just a spectacular account of a ufo landing in Rendlesham Forest, Suffolk, Nr the Bentwaters Air Base jointly manned by the RAF and USAF. Around the time of the alleged landing it is known that a similar re-entry of a Russian space rocket occurred over the area. Following this, and in addition to the events at the Bentwaters Base, a number of ufo sightings were received. Some of the sightings were before the known re-entry time and indeed after. This strongly implies that some unknown craft was present over the area and as suggested by **Section 40** may have been interested in the re-entry.

The events at Bentwaters are in themselves quite remarkable and suggest that a space vehicle of unknown origin actually landed in Rendlesham Forest and that a possible 'alien liaison' took place. The evidence presented does seem to substantiate this, but as with most, if not all of these cases, will we ever learn the truth!

(20)

Unlike the Bentwaters case, this one has not to date thrown up any evidence of a ufo landing, but there is certainly enough evidence to imply a ufo presence over the Westcountry, and possible other parts of the country, on the evening before and after the known re-entry of a Russian space rocket at 1.10am. My gut feeling is that this is exactly what occurred, and until the present 'unknown object(s) reported upon are identified, then they should without question be classified for what they are - 'Unidentified Flying Objects'.

Section 40

Devon UFO Research Organisation

WESTCOUNTRY AND WALES SIGHTINGS - 31st March 1993Event 'B'

-
1. Section 40 [redacted] Nr Kerris, Cornwall
Section 40 [redacted]
Time 1.10am - 2 very bright lights, travelling fast, flying parallel with wonderful vapour like trails. *Two smaller trails to left hand trail! thought there might have been two other smaller objects. Looking towards moon, from north, very high. No sound from object/s but audible rumbling sound from ground level. Time of sighting 30 seconds. When in cloud, object/s illuminated them. Distance apart as seen from the ground = 1" to 1½".
-
2. Section 40 [redacted] - Urches, Pentregaler, Crymyn, Dyfed
Section 40 [redacted]
Time 1.10am. Lady on hill side approximately 1,000' above sea level. Attending sheep, observes 2 large white objects, flying parallel, one slightly in front of the other. Time 2 minutes - maybe less!, very high - vapour trail.
-
3. PCs Section 40 [redacted] - Section 40 [redacted] Treharris Police Station, Perrot Street, Treharris, Nr Merthyr.
Time 1.10am. 2 bright white objects (brighter than stars) came from north west travelling south east, flying parallel to each other - approximately same height as conventional aircraft - steady pace. light vapour trail but third light or vapour trail between the other two! Sighting time 2 to 2½ minutes. No noise. Object passed overhead.
PC Section 40 [redacted] phoned MOD - told no aircraft known to be in the area.
-
4. Sgt Section 40 [redacted]
Time 1.10am. Accompanied by PC Section 40 [redacted]. East of Ilfracombe driving into Lynton. Looking towards the Bristol Channel and saw two white lights, which they they thought were attached to a very large object. Estimated distance between lights as 500'. No sound. Object passed overhead and headed south, south west. Time of sighting 10 to 15 seconds. Height 2,000' plus!
* Same night, PC Section 40 [redacted] en-route to Holsworthy after departing Lynton, observed white lights pass over his vehicle going in south westerly direction.
-

(2)

5. Sgt **Section 40** **Section 40** Fletchers Bridge, Bodmin
Section 40

Time 1.10am. Two bright slightly yellowish objects / lights, stationary 2,000' due north of his position - S.E. of Liskeard. Watched object lift up and ascend banking left towards the S.E. Object dropped slightly, then climbed and continued S.E. over Torpoint, Plymouth. No sound. At height (about 10,000') a vapour like trail appeared and what appeared to be a third object or light source behind the object. Objects / Lights gave the impression of being controlled or guided.

* Other side of Liskeard at approximately the same time, PCs **Section 40** and **Section 40** were N.W. of Liskeard and saw two very bright white dot like objects appear from the north and head towards Liskeard.

6. Plymouth police received a call from a gentleman at approx 1.10am who reported seeing two white lights flying over Stoke, Plymouth. Incident not officially logged but noted by officer on duty!

7. Torquay. Two lights seen over gentleman's house. Report with **Section 40** (PURORG).

8. Sgt **Section 40** and PCs **Section 40** & **Section 40**
Heavitree Police Station, Heavitree Road, Exeter.
Time 1.10am Saw two dot like objects / lights flying parallel, fairly high, heading east. Sighting time 15 seconds.

9.* East Devon. Two police officers observe two white objects flying easterly. Objects seen through binoculars - report to follow from station Inspector.

10. **Section 40** Cotleigh, Devon **Section 40**
Time after 1.05am! Two large light gold / yellowish lights heading towards Stockland. No noise, fairly fast, one light slightly in front of the other!

11. **Section 40** Wellington, Somerset
Section 40

Time 1.11am Two bright white lights - like round balls, Small vapour trails (lit up!) Very high. Speed very fast. No noise. Time of sighting 20 seconds. Flying parallel N.W to S.E. but could have been West to East!

(3)

12. **Section 40** [REDACTED] Taunton, Somerset..
Time 1.15 (approx) Two very bright white / yellowish objects, flying parallel to each other. Long vapour trail - not smoke! Objects approx 3" apart at height. Very high but not star height! Time of sighting 20 seconds. Passed left to right in a southerly direction.

13. Taunton Man - Wishes to remain anonymous.
Time 1.13am two very large luminous objects - glowing, silent. After glow that stayed with objects - (fluorescent). Speed- Gliding very fast. Direction N.N.W. to S.E. Seemed to turn right. Time of sighting 2 minutes. Objects 2" to 3" apart at height. Seen through binoculars. Felt compelled to get up and go outside. No noise.

14. **Section 40** [REDACTED] Taunton, Somerset. Time 1.15am Returning from Bristol Airport. Saw two bright white objects with whitish vapour trail. Thought vapour trail was lit up by another light source! Very high in sky, appeared cigar shaped and silver in colour. Flying parallel (in tandem) in an easterly direction, south of his position. Objects appeared 6" to 7" apart at height. No noise.

15. **Section 40** [REDACTED] Bridgewater, Somerset **Section 40** [REDACTED]
Time 1.15am 2 Balls of light - followed by vapour trail or a light! No noise. Flying over Bridgewater in a south easterly direction. Knew it was not an aircraft!.

16. PC **Section 40** [REDACTED], Police House, Butts Way, Wiveliscombe, Somerset. Time 1.15am to 1.20am. Two bright objects - vapour like trail. From right hand object/light appeared to be a long light shining backwards! Height 10,000' Speed 2 or 3 times faster than a jet airliner. 3" apart at height. Flying N.W. to S.E. Right object appeared to be leading.

17. **Section 40** [REDACTED] Bridgewater **Section 40** [REDACTED]
Time 1.17am Two very bright lights - trail of light behind. flying parallel, left object slightly in front. No Noise - completely silent 'OZ FACTOR?' Time of sighting 50 to 55 seconds. Very low - if piloted could have seen pilot.

(4)

18. Section 40 Minehead Section 40
Time 1.10am to 1.15am Two white coloured lights - trailing
vapour reddish/orange in colour! First one object seen, then
followed by second 30 seconds later. Flew parallel to each
other and descended to approximately 2,000'. Observer thought
they /it was going to land! No noise. Flying in easterly
direction.



MINISTRY OF DEFENCE

Main Building Whitehall London SW1A 2HB

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

Section 40

Your reference

Our reference
D/Sec(AS)12/3

Date
22 April 1993

Dear Section 40,

Thank you for sending me a copy of your Interim Report on the wave of UFO sightings that occurred in the early hours of Wednesday 31 March.

I have attached a copy of a map that I have produced, setting out the locations of sightings, together with a time and heading, if known. I have included the sightings described in your report (some of which we already had details of), together with some other reports that you may not have heard about. Our policy of witness confidentiality means that I am unable to give out names and addresses, but the following locations correspond to the crosses on the map:

- Penistone, S Yorks.
- Bradway, S Yorks.
- Cosford, Staffs.
- Rugeley, Staffs.
- Shawbury, Salop.
- Grateley, Hants.
- Merthyr Tydfil, Mid Glamorgan.
- Haverfordwest, Dyfed.
- Crymych, Dyfed.
- Bristol, Avon.
- Bridgewater, Somerset.
- Quantock Hills, Somerset.
- Bishop's Lydeard, Somerset.
- Taunton, Somerset.
- Minehead, Somerset.
- Braunton, Devon.
- Ilfracombe, Devon.
- Plymouth, Devon.
- Exeter, Devon.
- Liskeard, Cornwall.
- Wadebridge, Cornwall.
- St Ives, Cornwall.

I hope this will be useful to you in your investigation; I will keep you informed of developments.

Yours sincerely,

Section 40



UFO sightings late 30th / early 31st March '93

Notes : All times are local
 pencil arrows show estimated heading of U1





MINISTRY OF DEFENCE

Main Building Whitehall London SW1A 2HB

Telephone (Direct Dialling)
(Switchboard)
(Fax)

Section 40

Section 40

Your reference

Our reference
D/Sec(AS)12/3

Date
28 May 1993

Dear

Section 40

Thank you for your letter dated 26 May.

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

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

Yours sincerely,

Section 40



D - U - F - O - R - O
(Devon UFO Research Organisation)

Ref: Case No 933

Section 40
[Redacted]

26th May 1993

Section 40
[Redacted]

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

Dear Section 40

Firstly, many thanks for your help over the last few weeks, it really has been appreciated.

Just a quick update on the events of 30th/31st March 1993 re: the sightings here in the Westcountry.

It is almost certain that the majority of the 1.10am sightings were in fact the re-entry of a Russian second stage rocket that had put a Cosmos Radio Satellite (2238) into orbit sometime before midnight.

What we don't know is what the object or objects seen at 1.30am over St Ives, Cornwall and 2.00am over Bridgewater, Somerset and indeed the hovering object(s) seen over Nth Devon between 8.00pm and 11.00pm on the 30th!

From the evidence to date, something was most definitely haunting the sky over Nth Devon on the evening of the 30th and I have substantiated reports confirming this.

The 2.00am Bridgewater sighting also appears to be genuine and I can see no reason to doubt it.

(2)

Then there is the collection of sightings you kindly gave me covering Avon, Shropshire and South Yorkshire up to 2.40am on the 31st - it certainly was a busy night for something.

At the moment I am busy putting together a 16 page report on these events and once completed will despatch it to the appropriate authorities - you will of course receive a copy.

However, before finalising this report, I wondered if you had been able to obtain any information re: the two fighter aircraft seen over Devon at 1.30am on the 31st or the 3 helicopters seen over and around Bridgewater at 1.30am also on the 31st.

Could I please ask if you could once again check your records and ascertain, if possible, what they were doing! I realise this may be difficult, but I do honestly believe that they have a bearing on this case.

Once again, many thanks for your help to date and do hope I,m not causing you any undue trouble or inconvenience.

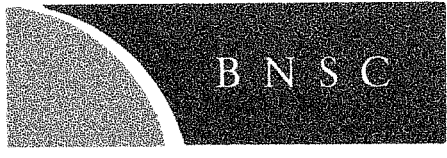
Kind regards

Yours sincerely

Section 40

P.S. My thanks for the letter sent to you by the Post office - I received it this morning.

Section 40



CAA/NATS.

WITH COMPLIMENTS

Please find enclosed letter from the Staffordshire Police, I have spoken to the Dept. of Transport, Civil Aviation Section who suggested I send to N.A.T.S. as it has nothing to do with DT/BNSC.

Section 40

BRITISH NATIONAL SPACE CENTRE

Dean Bradley House
52 Horseferry Road
London SW1P 2AG

Telex 297121 Ansaback OT FAIR G Fax 071 821 5387

Telephone (Direct Dialling) 071 276 2577 (Enquiries) 071 276 2688

WITH COMPLIMENTS

SECRETARY AND LEGAL ADVISER'S OFFICE



Section 40

CAA House
45-59 Kingsway
(main entrance Kemble Street)
London WC2B 6TE

Telephone: 071-379 7311
Fax: 071-240 7983 (Group 3)
Telex: 883092

STAFFORDSHIRE POLICE

Telephone: Cannock 574545

Our Ref. CAN/JC/SAT

Your Ref.



Police Station,
Wolverhampton Road,
Cannock,
Staffs.
WS11 1AW

7th May, 1993

Department of Trade and Industry,
National Air Traffic Control Services,
1 Victoria Street,
London SW1H 0ET

Dear Sirs,

I attach hereto copy reports received from my officers in connection with alleged sightings of unidentified flying objects.

Yours faithfully,

Section 40

Superintendent.

Secretariat (Air Staff) 2A
MOD
Main Building
Room
Whitehall
London SW1A 2H

FAO

Section 40

The person dealing with this correspondence is:

Staffordshire Police

Your Reference:

Our Reference:

FROM: P.C. Section 40

STATION: RUGELEY

TO: SUPT. Section 40

DATE: 31.3.93

SUBJECT: U.F.O. REPORT

1. With reference to the attached report by P.C. Section 40 concerning a U.F.O. being sighted in the Brereton Area of Rugeley, more information has been received by myself from a Cpl Section 40 of the Military Police at R.A.F. Cosford.
2. Section 40 has informed me that from enquiries he has made he has further sightings of the U.F.O. in Bristol at 0100 hours by an Section 40 at Bristol Airport, at Ternhill Barracks at 0200 hours by two guards on duty there and at R.A.F. Stafford where two guards also saw it travelling at a speed of approximately '400 knots' on a very low flight path.
3. Section 40 Cpl Section 40 also informed me that he has liaised with R.A.F. Shrewsbury, at Section 40 who informed him that he had seen a U.F.O. in the sky travelling at high speed but riding erratically at different attitudes. He observed it for approx. 15 minutes until it went off at speed (400 knots) in a southern direction.
4. Enquiries have been made with all aviation centres and there was no activity in the area at all by any military or civil aeroplanes.
5. All the above information has been recorded at R.A.F. Cosford and a separate report has been compiled by Cpl Section 40
6. If any more information is required it can be obtained from The Military Police at R.A.F. Cosford Tel. No. Section 40 Extension Section 40

Section 40

P.C. Section 40

Staffordshire Police

Your Reference:

Our Reference:

FROM: P.C. Section 40

STATION: RUGELEY

TO: SUPERINTENDENT Section 40

DATE: 31st March, 1993

SUBJECT: REPORT OF UNIDENTIFIED FLYING OBJECT

1. At 0149 hours on Wednesday 31st March, 1993 a Section 40
Section 40 Rugeley, reported to Rugeley Police Station that he had sighted a U.F.O. in the Brereton area. The informant was visited and the following details were obtained:

A TIME - 0109 hrs
DATE - 31.3.93
DURATION OF SIGHTING - Approx. 1 minute

B DESCRIPTION OF OBJECT

Shape - Oval
Size - Approximately 150 metres in length
Colour - Shiny. Unable to state colour.
Brightness - The object had lights at each end which were cream and very bright
Sound - Loud humming noise.

C EXACT POSITION OBSERVED

The informant sighted the object whilst stood in the garden of his home address.

D HOW OBSERVED

Naked eye

E DIRECTION IN WHICH OBJECT WAS FIRST SEEN

The informant saw the object over the Stile Cop area of Cannock Chase.

F ANGLE OF SIGHT

Approximately 45 degrees

G DISTANCE

Approximately $\frac{3}{4}$ of a mile

H MOVEMENTS

Moved away into the distance slowly

J METEOROLOGICAL CONDITIONS

Dry and Clear

K NEARBY OBJECTS

Housing and industrial estate

L TO WHOM REPORTED

R.A.F. Cosford and Rugeley Police Station

M NAME AND ADDRESS OF INFORMANT

Section 40

N ANY BACKGROUND ON THE INFORMANT THAT MAY BE VOLUNTEERED

It is not thought that the informant has ever made any previous reports of a similar nature in the past.

O OTHER WITNESSES

Section 40

Section 40

16 years)

(14 years)

Section 40

P DATE AND TIME OF RECEIPT OF REPORT

0149 hours 31.3.93

Q IS A REPLY REQUESTED

Yes

2. In accordance with Force Standing Order E4 1:1 I would ask that this report be forwarded to:

Department of Trade and Industry,
National Air Traffic Control Services,
1 Victoria Street,
London SW1H 0ET.

Section 40

P.C. Section 40

- 2 -

Superintendent Collinge

- (1) This report, together with the report from P.C. Section 40 dated 31st March, 1993, is forwarded for your information and subsequent transmission to the Department of Trade and Industry at the above address.

Section 40

13.4.93

Inspector

Chief Superintendent [Section 40] Department, [Section 40]

- 1. I would ask that a copy of this report be forwarded as outlined in Minute 1 (2) above.

26 April 1993



[Section 40]
Chief Inspector

PAB.

Superintendent [Section 40], Cannock.

- 1. This type of report need not be referred to Headquarters and may be forwarded direct to the Department of Trade and Industry.

5th May, 1993.

[Section 40]
[Signature]
Chief Superintendent.

Head of Sec (AS)



Section 40

*Thank you
I appreciate you
now drops this
subject*

*As you will see, we may have
an explanation for some - but certainly
not all - of the recent UFO sightings.
PT55c will follow this up.*

LOOSE MINUTE

D/Sec(AS)12/7

7 May 1993

DI55c - Wg Cdr Section 40

UFO SIGHTINGS - WEDNESDAY 31 MARCH

Section 40

Section 40

1. As we discussed, I have forwarded three video recordings of radar data for 31 March, covering the locations and times of most of the UFO sightings. Although there are some slow moving primary contacts in the Devon/Cornwall area at 1.10am local, and 1.20 am local, the Controllers at RAF West Drayton, together with GE3, did not believe that this was significant; the contacts appear when the data is being drawn from the Burrington radar head, which is apparently prone to clutter.

2. As I also mentioned, I was contacted by a representative of the British UFO Research Association (BUFORA), who believed he had an explanation for the sightings; he told me that the sightings coincided with the decay of a Russian rocket, which had been used to launch a radio communications satellite. The NORAD category number is 22586, and the international code is 1993/08B. This information came from Section 40, a journalist with BBC Dublin (The BUFORA representative told me that there were many sightings in Eire, and that the Irish Government had been interested; he also said that aircraft were launched to investigate).

3. I spoke to RAF Fylingdales, who confirmed that there had been a decay, estimated at 2.20am local, but with an error margin of an hour either way. This decay was not mentioned during my original checks with RAF Fylingdales, although as you will recall, an earlier decay was mentioned, involving a standard re-supply rocket to the space station MIR. I now understand that this decay did not occur until 1 April.

4. Whilst the decay mentioned in para 2 might explain some of the high altitude sightings, it does not explain the low level sightings. It also fails to explain Section 40 report of a low hum, or the report from Section 40 the Met Officer at RAF Shawbury. The spread of timings and bearings of the sightings also argues against this decay explaining all of them.

Section 40

Sec(AS)2a

Section 40

LOOSE MINUTE

D/Sec(AS)12/7

7 May 1993

DI55c - Wg Cdr **Section 40**

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Section 40

Sec(AS)2a
Section 40



File Note

Section 40 from BUFORA showed **Section 40** TAD inc UFO sightings might be Russian
 Rocket - Cosmos 2238 using Venus launcher - burning up after launching secret radio communications
 satellite NORAD category no 22586, International code 1993/088. Info came from
 BBC Dublin Journalist **Section 40** on **Section 40** Home address, **Section 40**
 Dublin, Eire. He got info from "Kelsa" (unknown) in USA. Irish Govt took interest, as
 many sightings reported over Eire. Also, allegedly, aircraft were launched to investigate.

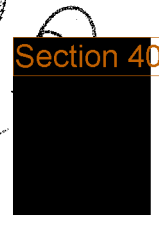
Spt **Section 40** at Fylingdales confirmed details of rocket. Decay estimated at 2:20 am local,
 ± 1 hour. Just possible, i.e., that this could explain high level sightings.

Section 40

6/5



UNCLASSIFIED
RESTRICTED



ACAS.70549 - 855

27 Apr 93

AS2

Hd Sec(AS)

Copy to:

PS/CAS

SIGHTINGS OF UNIDENTIFIED OBJECT

Reference: D/Sec(AS)12/7(JC106/93) dated 22 Apr 93 (copy attached for PS/CAS).

1. Thank you for your Minute at Reference which we subsequently discussed.
2. In spite of the quality of the many witnesses who reported the unusual sightings on 31 Mar, I can add nothing to the debate. You will recall that my earlier interest in Aurora was prompted by a question from our AA in Washington seeking advice on whether the UK had any "black" programme or whether the earlier alleged sightings in Scotland could be attributed to the Vulcan display aircraft. My answer on both counts was "no". I regret that I cannot add anything further to the debate in the light of the events which took place on 31 Mar.



ACAS

MINISTRY OF DEFENCE
 Hd. Sec (AS) 346
 28 APR 1993
 FILE



Section 40

The video tape shows data from two radar heads: Clee-Mill and Burrington. The data is in realtime, with trackings (Zulu) displayed on screen.

I have set the video to commence at about 1.15 am local. Before 1.15, the Clee-Mill data is used (a cross indicates the selected radar head). As we approach 1.15, the display is "frozen" and Burrington is selected. At this point, we see several returns close to the radar head.

However, West Brighton's controllers and Pete Singleton in 7 Air Ref do not believe there is anything unusual in the tapes. The Burrington radar is, apparently, prone to radar clutter, and the returns could even be caused by tall trees or buildings close to the radar head.

I have another tape, for earlier in the evening, at a time when we had no UFO reports. This tape shows the same sort of returns close to Burrington, when the Burrington radar is selected. This tends to suggest that there is probably nothing strange about the returns, which do not track from left to right, but simply pop in and out.

Section 40

MEMORANDUM

To Sec (AS) 2a

From WO Section 40
AIS(M)

Date 19 April 93

Tel Ext Section 40

Your ref D/Sec(AS)12/1

Our ref INC 055/93

Subject UFO Sightings - 31 March 1993.

1. As requested we have completed the radar replay for Wednesday the 31 March, transferring this information onto a video recording for further examination.

2. I have attached your map on which I have now placed the radar heads used together with numbers which now relate to individual timings. Unfortunately the Clee-Hill radar head was not working on primary radar during the recording period, therefore, only aircraft working Secondary Surveillance Radar can be seen.

3. Listed below is the breakdown for each incident time you gave us which we have now changed to zulu time.

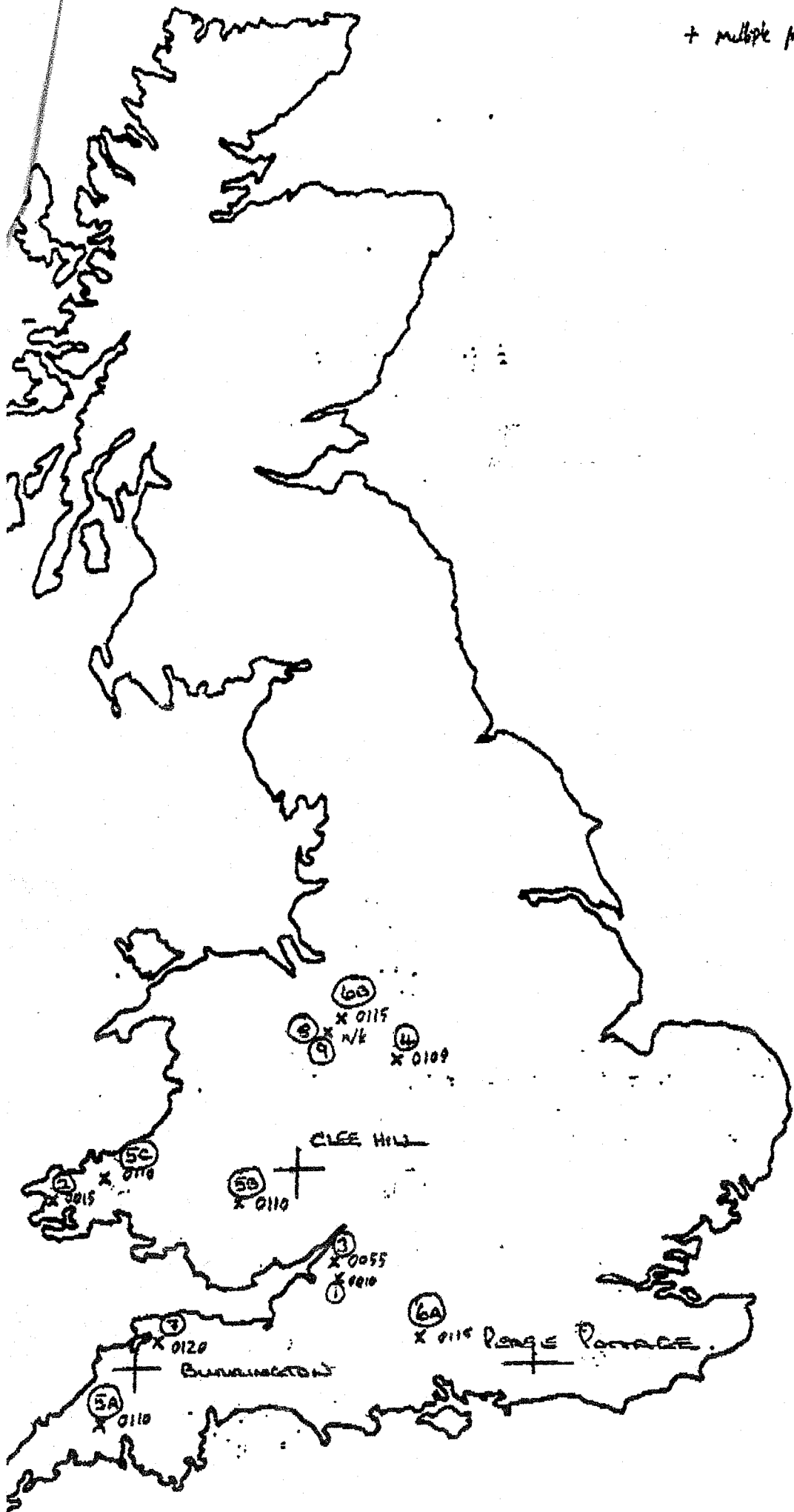
- 1. 302310z Clee-Hill Squawk 1461/039 N/E to S/W
- 2. 302315z Clee-Hill Nothing seen.
- 3. 302355z Clee-Hill Traffic out of Bristol going north squawk 4652/086 vicinity Mommouth 2355z. Squawk 1461/040 vicinity Bristol Filton 2347z going S/W, changing to 7201.
- 4. 310009z Clee-Hill Squawk 6416/090 northbound.
- 5A. 310010z Burrington 0015z primary contacts slow vicinity of Launcester and Bodmin.
- 5B. 310010z Clee-Hill Northbound traffic on A25 squawk 2363/242.
- 5C. 310010z Clee-Hill Nothing seen.
- 6A. 310015z Clee-Hill Squawk 4651/110 from the north through Pease Pottage Salisbury Plain area towards Southampton.
- 6B. 310015z Clee-Hill Squawk 2363/239 north on A25 and squawk 6416/090 15nm east of Shawbury northbound.
- 7. 310020z Burrington Intermittent slow primary contacts close to the radar head moving N/E towards Chivenor, another to south manoeuvring. East of the radar head primary contact slow heading east.
- 8. N/K No times given.
- 9. 310140z Clee-Hill Squawk 2304/200 descending on A25. At 0146z overhead Shawbury squawk 5231/203 southbound.

5. Unfortunately I would say there was nothing unusual seen on the radar recordings, I will hold the master tapes and video recordings until we hear from you. Should you require any further assistance please call we are only to happy to help.

Rank WO Name Section 40 Signature

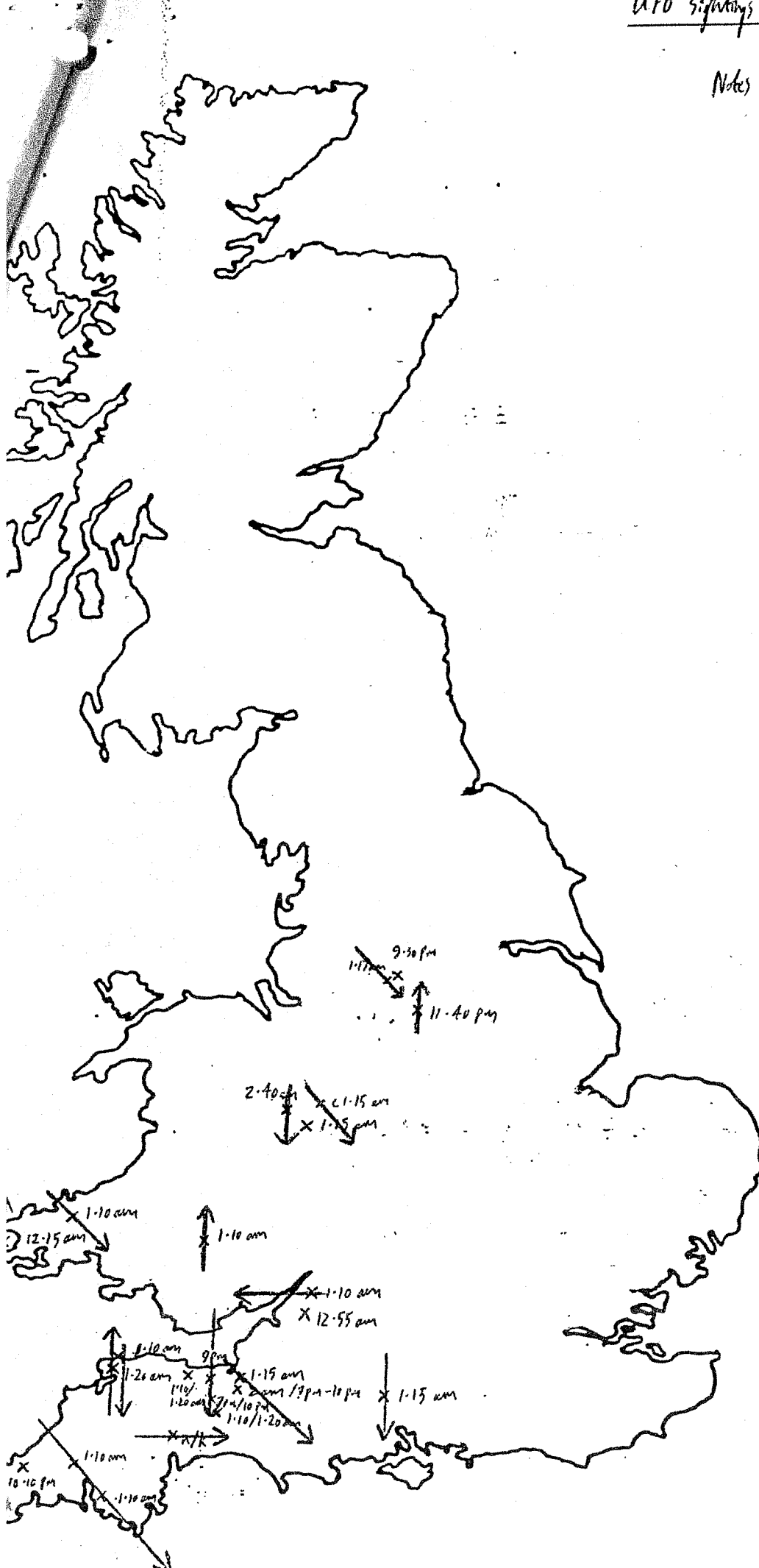
Section 40

+ multiple place springs in Penn / Cornwall



UFO sightings late 70's / Early 80's (March 81)

Notes : All times are local
Pencil arrows show estimated heading of U.





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Section 40

E30



LOOSE MINUTE

D/Sec(AS)12/7(JC106/93)

22 April 1993

ACAS

SIGHTINGS OF UNIDENTIFIED OBJECT

1. I do not normally concern you with the UFO aspect of Sec(AS)'s work but in the light of previous conversations we have had, you may wish to be aware of a recent particularly unusual incidence of UFO sightings over the UK, involving descriptions that match some of the reported characteristics of the so-called "Aurora".
2. The sightings took place over a period of about 3 hours early on Wednesday 31 March. Most of them were in Devon and Cornwall, South Wales and Shropshire. There is a number of factors which make these sightings unusual; firstly, there is a good deal of commonality in the description of the object, and considerable commonality in the times of many of the sightings - around 1.10 am (although several occurred in locations some distance apart at about the same time indicating the possibility of more than one phenomenon); secondly, none of the usual explanations put forward to explain UFO sightings seem applicable; and thirdly, the reliability of the witnesses, a good many of whom were police officers and military personnel. Our latest information indicates that at least seventy people witnessed something, and I have attached a small selection of the reports.
3. My staff have made extensive efforts to find an explanation for these sightings, including discussions with air defence and both civil and military ATC authorities; generally it has been confirmed that nothing unusual was seen, and no requests for clearance for any "unusual activity" have been acknowledged to have been received. However the ATC radar at Burrington recorded some slow moving contacts over North Devon at the same time as some of the sightings in that area were reported. Despite this coincidence West Drayton suggest these recordings could be attributed to clutter. The only other main ATC radar (Clee Hall) which might have picked up contacts in the area in which sightings were reported was in fact not working on primary radar during the period of the sightings and therefore only aircraft working Secondary Surveillance Radar could be seen. Routine checks have advised us that there were no military aircraft operating at the time.
4. Some of the reports state that the object was moving at a very high speed, while some say that it was hovering or moving very slowly. Many of the reports refer to the object being very large, flying low and making a low humming sound. My staff have spoken to a number of the military and police witnesses, many of whom commented that the object was unlike anything they had ever seen before; a

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Met Officer at RAF Shawbury reported seeing the object projecting a narrow beam of light at the ground at a height of 400-500 feet and estimated its size at somewhere between a C130 and B747 when it passed over his head at an estimated 4000 feet.

5. In summary, there would seem to be some evidence on this occasion that an unidentified object (or objects) of unknown origin was operating over the UK. Given recent speculation about Aurora by both media and MPs it is surprising that so far this has not been taken up by the Press or, indeed, again by MPs. Frankly, I can see little that we can do to follow it up. If there has been some activity of US origins which is known to a limited circle in MOD and is not being acknowledged it is difficult to investigate further. I would however be interested in your views in the light of your earlier interest about Aurora. I attach a copy of a letter I sent to the US Embassy not long ago which I am assured has been disseminated to all "interested Agencies" in the US.

Section 40

Head of Sec(AS)

Section 40



From: Section 40

Head of Secretariat (Air Staff)



Room Section 40

MINISTRY OF DEFENCE

Main Building, Whitehall, London SW1A 2HB

Telephone (Direct Dialling) Section 40

(Switchboard) Section 40

D/Sec(AS)37/14(JC42/93)

11 February 1993

Section 40

First Secretary (Political)
Embassy of the United States of America
24-32 Grosvenor Square
London W1A 1AE

Section 40

- 1 I spoke to you last week to explain that I have recently taken over the work previously undertaken by S9(Air) on US Visiting Forces in the UK. This has been combined with the existing work in Secretariat (Air Staff) in dealing with operational matters affecting the USAF in the UK. I should be very happy to meet you if you would care to drop in when you are in Main Building.
- 2 I also said that, over quite a lengthy period now, we have been receiving correspondence from the public and also Parliamentary Questions and Enquiries about the perceived United States experimental aircraft project which has been called "Aurora" in correspondence and questions we have received and in the Press. I know that this phenomenon has also been given a good deal of public and Press attention in the United States and I seen a number of Press articles. I am also aware that your Air Force Secretary made a public statement about it. However as you will appreciate despite all denials, this subject seems set to provoke further public and media interest.
- 3 Earlier Parliamentary Questions here in London were most appropriately dealt with by an Answer (which was agreed with your staff) on the lines "This is a matter for the United States Government". However I mentioned that the most recent Question asked whether the British Government had authorised flights over the United Kingdom and landings by an experimental aircraft of the United States Air Force or any other United States Government body. We made formal enquiries of the responsible agencies in the UK and of your Air Attache and answered the Question in the negative. I attach an extract from Hansard which gives the Question and Answer. However continuing Questions of this nature cause us some concern and my Secretary of State has been advised that I would be contacting the United States authorities in order to restate the MOD position and to seek





confirmation that if any such unusual aircraft activity were to be envisaged by the United States Government which would in any way affect the United Kingdom, the United States Government would approach the Ministry of Defence to seek prior agreement. In this context when similar Parliamentary Questions were tabled in 1988 concerning speculation about the "Stealth" aircraft - the F117A - the Minister for the Armed Forces said that the aircraft had not flown in the UK and that should the US authorities wish to deploy it to this country a request for approval would have to be submitted to MOD Ministers.

4. As I mentioned in our telephone conversation, I am writing to draw this to your attention and would be most grateful if you would pass this advice to any United States Government Department or Agency which you feel should be aware of it. I should also be grateful for your confirmation as set out above.

Jan. Seely

Section 40



WATER CHARGES: ASSISTANCE WITH:

PAYMENT

Lord Molloy asked Her Majesty's Government:

What means will be considered for helping poorer families who have difficulty in meeting rising water bills.

Lord Henley: In April, income-related benefits will be uprated fully in line with inflation. In addition, people on income support will no longer be required to meet local taxes. Effectively, this means that income support rates will be increased by £750 million above inflation, worth up to £145 in a full year for a couple.

Families on income support who have water charge debts bills will continue to have access to direct payments from benefit.

BANKS: COMPLAINTS FROM SMALL BUSINESSES

Lord Inchyra asked Her Majesty's Government:

How many complaints they have received from small businesses about their banks and how many of those complaints were about interest rates or interest margins.

The Minister of State, Department of Transport (The Earl of Caithness): Between 1st November 1992 and 1st February 1993 we have received some 750 complaints from small businesses about their banks, of which around 320 were about interest rates.

WATER METERS: ACCURACY

Lord Molloy asked Her Majesty's Government:

What is the level of accuracy of water meters and whether they consider this satisfactory.

The Parliamentary Under-Secretary of State, Department of Trade and Industry (Baroness Denton of Wakefield): The permissible error limits for a meter used for measuring the consumption of cold potable water are detailed in the British Standard 5728, Part 1, Section 5.

This standard allows a maximum error limit of 5 per cent. in excess or in deficiency of the quantity delivered when there is a minimum flow of water and a maximum error limit of 2 per cent. in excess or deficiency of the quantity delivered when the flow rate range is between the transitional minimum and the maximum that the meter is designed to operate at.

The National Weights and Measures Laboratory is content that the level of accuracy of cold water meters is satisfactory.

GAS (EXEMPT SUPPLIES) ACT 1993

Lord Cochrane of Cults asked Her Majesty's Government:

What are their plans for the coming into force of the Gas (Exempt Supplies) Act 1993.

Baroness Denton of Wakefield: We have made it clear that the Gas (Exempt Supplies) Act 1993 will not

come into force until the Health and Safety Executive has had sufficient time to put appropriate safety arrangements in place. We therefore plan to bring the Act into force once the revised Gas Safety (Installation and Use) Regulations 1994 are in place, probably early in 1994.

ALDERMASTON: SAFETY

Lord Jenkins of Putney asked Her Majesty's Government:

Whether, in view of the large number of accidents at Aldermaston, they will halt work there until, as suggested by Greenpeace, an independent safety investigation has taken place.

The Parliamentary Under-Secretary of State, Ministry of Defence (The Viscount Cranborne): The Government do not intend to halt work at Aldermaston and have no plans to order an independent safety investigation. Safety is, and will remain, of paramount importance at the establishment, which is subject to independent inspection under the provisions of the Health and Safety at Work Act 1974.

US EXPERIMENTAL AIRCRAFT

Lord Kennet asked Her Majesty's Government:

Whether the United States Air Force (or other US body) has been authorised to fly an experimental aircraft over these islands, and to land it; what conditions govern its use of British airspace; what assurances have been received concerning its possible environmental impacts, locally or to the atmosphere; and whether this development is an activity agreed in NATO, or bilaterally with the United States.

The Viscount Cranborne: No authorisation has been given by Her Majesty's Government to the United States Air Force (or any other US body) to fly an experimental aircraft over these islands and to land here.

ANIMAL KIDNEYS: DISEASE

Lord Finsberg asked Her Majesty's Government:

In each year from 1985, how many incidents there were of diseased kidneys being discovered from (a) pigs, (b) sheep and (c) beef kidneys, and how many incidents there were of illness resulting therefrom in humans.

The Parliamentary Secretary, Ministry of Agriculture, Fisheries and Food (Earl Howe): This information is not available.

GRANT-MAINTAINED SCHOOLS: ELECTION OF GOVERNORS

Lord Finsberg asked Her Majesty's Government:

What provisions are made in respect of opted-out schools for electing governors when any vacancy occurs and for periodic retirements.

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COS/87/2/Sy

RAF Police Flight
RAF Cosford
Wolverhampton
West Midlands
WV7 3EX

OC RAF Police Flt

Mar 93

Sir,

POSSIBLE UFO SIGHTINGS

1. I have to report that at RAF Cosford on 31 Mar 93 at 0115 hours in company with Cpl **Section 40** RAF Police, I was on mobile patrol of Leeming Road, adjacent to the Gravel Car Park when I saw two bright lights in the sky above the Airfield. The lights appeared to be flying at great velocity in a South Easterly direction at an altitude of approximately 1000 feet. The lights were circular in shape and gave off no beam. They were creamy white in colour and constant in size and in relation to each other.
2. I brought the vehicle to a standstill and pointed out the lights to Cpl **Section 40**. I switched off the vehicle engine and we both got out of the car and observed the lights. There was no sound of any engine noise despite there being no wind and the sky being free from cloud. The lights were observed over-flying the Unit and away towards the Wolverhampton area. A slight red glow could be seen from the rear of the lights as they disappeared from view over the horizon. The lights were visible for approximately one minute.
3. Myself and **Section 40** then returned to the COC and I contacted RAF Shawbury. I was informed that there were no aircraft flying from there.
4. At 0125 hours, I contacted ATC at RAF Lyneham and was informed that there were no known aircraft in the area of Cosford.
5. At 0127 hours, I contacted RAF Brize Norton and was informed the same.
6. At 0128 hours, I was informed by the Ord Cpl, Cpl **Section 40** that a **Section 40** **Section 40** Rugeley, Staffordshire had reported seeing the same lights over Rugeley. Four members of **Section 40** party had also witnessed the lights. **Section 40** had followed the lights which he described as being cream in colour at an altitude of 900-1000 feet and an estimated size of 200 metres. He could hear a humming noise as the object flew directly above him. **Section 40** stated that he believed that the object landed in an area known as Hazelslade but when he approached he could not find any signs of the landing. **Section 40** **Section 40** was instructed to inform his local Civil Police Force, which he did, and during a subsequent conversation, it was established that a Constable from Staffordshire Police had visited **Section 40**.
7. At 0130 hours, I informed West Mercia Police, WPC **Section 40** of the sightings.

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8. At 0140 hours, I informed HQ P&SS (UK), Cpl [Section 40] of the incident.

9. At 0142 hours, I informed RAF West Drayton, Lt Cdr [Section 40] of the incident, and he confirmed that there was no military aircraft of any kind in UK airspace and there had not been since 0001 hours.

10. At 0143 hours, the Senior Air Traffic Controller at Birmingham International Airport was contacted, and he confirmed that there were no civilian aircraft in Cosford Airspace and had not been for some hours.

11. At 0215 hours, OC RAF Police Flt and the Ord Off, Flt Lt [Section 40] were informed of the incident.

12. At 0250 hours, [Section 40] RAF Shawbury Met Office, contacted Cpl [Section 40] and stated that he had seen two lights in the sky at RAF Shawbury. The lights were first sighted approximately 15-20 kms away and [Section 40] [Section 40] observed them travel towards him over the Airfield moving erratically at hundreds of miles per hour unlike any aircraft. He described the lights as appearing to be searching for something. He heard a low humming noise and watched the object for 5 minutes until it disappeared from sight in a southerly direction. [Section 40] stated that he had been a Met Officer for 8 years and had never seen anything like it before.

[Section 40]

13. At 0300 hours, Cpl [Section 40] contacted a [Section 40] the Met Officer at Bristol Airport, who stated that similar lights had been seen there at 0055 hours. He had initially put the lights down to adverse meteor activity but in the light of the subsequent reports recorded it as unidentified.

14. At 0310 hours, West Mercia Police were made aware of the further reports and would contact Staffordshire and Avon & Somerset Forces to correlate the reports.

15. At 0330 hours I resumed normal duties.

[Section 40]

Cpl [Section 40]
RAF Police

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

CWD151 31/1002 090C1243

FOR CAB

ROUTINE 310730Z MAR 93

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 310110A MAR 93. 2 TO 3 MINUTES

B. TWO, VERY BRIGHT, CIRCULAR WITH TAILS, WHITE IN COLOUR

C. GELLIGAR COMMON TRESHARRIS, MERTHER TYDFIL

D. NAKED EYE

E. OVERHEAD MOVING NORTH

F. LOW, APPROX 100-200 METRES

G. OVERHEAD

H. VERY SLOW

J. CLEAR

L. POLICE

M. Section 40 MERTHYR TYDFIL, CENTRAL POLICE STATION, SWAN STREET,

Section 40

N. NONE

PAGE 2 RBD AID 0005 UNCLAS

D. OTHER POLICE OFFICERS

P. 310154A MAR 93

BT

DISTRIBUTION Z6F

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

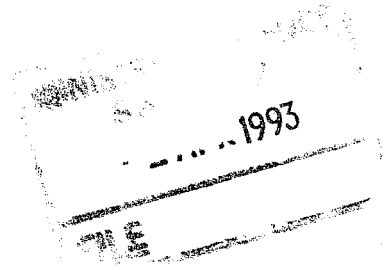
U N C L A S S I F I E D

CWD153 01/1325 091C1129

FOR CAB

ROUTINE 010850Z APR 93

FROM RAF WEST DRAYTON
TO MODUK AIR



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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 310115Z MAR 93 30 SECONDS

B. TWO WHITE LIGHTS TRAVELLING AT HIGH SPEED, FORTY TO FIFTY FEET APART

C. GREATLY HAMPSHIRE, OUTDOORS AND STATIONARY

D. NAKED EYE

E. NORTH TO SOUTH

F. 300 - 400FT AGL

G. OVERHEAD

H. HIGH SPEED

J. REASONABLY CLEAR, SLIGHT OVERCAST

K. LOCAL HILL (COSLEY HILL)

L. ~~SECTION 40~~

M. ~~SECTION 40~~ GREATLY HAMPSHIRE

PAGE 2 RBD AID 0003 UNCLAS

N. ~~AVIATOR WITH ARMY FLYING ASSOCIATION, ENGINEER AND~~ Section 40

Section 40

O. Section 40

P. 010845Z APR 93

BT

DISTRIBUTION Z6F

F

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

CYD 1 DD GE/AEW

CAP 1 DI 55



UNCLASSIFIED

CWD148 31/0959 090C1185

FOR CAB

ROUTINE 310720Z MAR 93

FROM RAF WEST DRAYTON
TO MODUK AIR

UNCLASSIFIED

SIC Z6F

SUBJECT: AERIAL PHENOMENA

- A. 310110Z MAR 93. 30 SECONDS
- B. TWO, POSSABLY THREE, STARSHAPED WITH VAPOUR TRAIL WHEN MOVING, YELLOW/GOLD AND BRIGHT
- C. MOORSWATER, LISHEARD, CORNWALL, OUTDOORS, STATIONARY
- D. NAKED EYE
- E. NORTH
- F. ABOVE
- G. N/K
- H. STATIONARY THEN MOVING STEADILY
- J. CLEAR
- L. ~~POLICE~~
- M. SGT Section 40 LISKEARD, CORNWALL
- N. POLICE OFFICERS

PAGE 2 RBD AID 0003 UNCLAS

O. SEEN BY OTHER POLICE OFFICERS THROUGHOUT DEVON AND CORNWALL

P. 310130Z MAR 93

BT

DISTRIBUTION Z6F

F

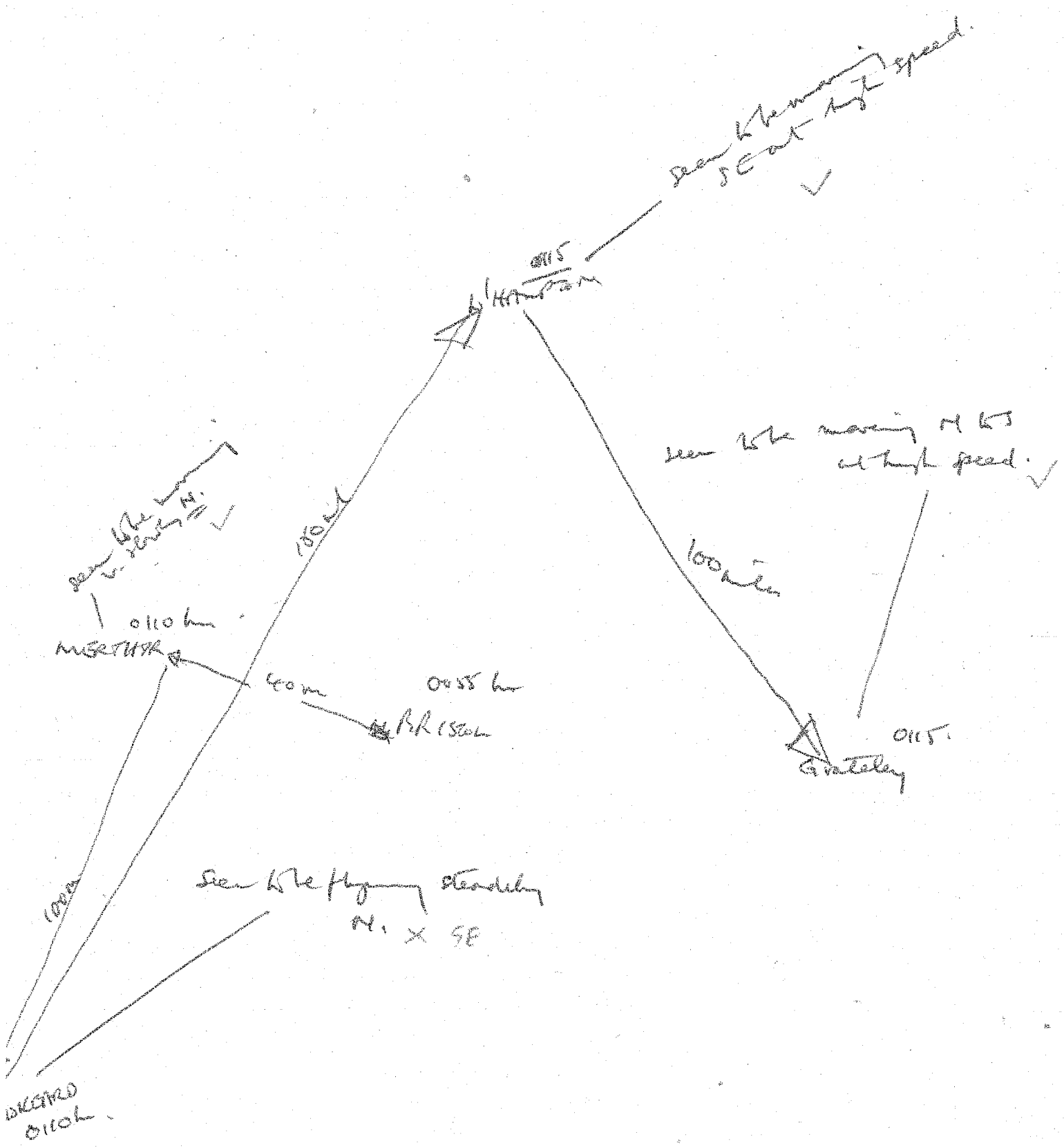
CAB	1	SEC(AS)	ACTION	(	CXV	1	AFDD)
CYD	1	DD	GE/AEW					
CAP	1	DI	55					

Notes : All times are local
Pencil arrows show estimated heading of U



<u>Location</u>	<u>Time seen</u>	<u>Height/Heading/speed etc</u>	
RAF Cosford, Wolverhampton	1.15 am	→ SE	✓
Rugeley, Staffs	1.10 am	v. low, slow	✓
Widnesbridge, Cornwall	10.10 pm	High, at speed?	✓
Crakeley, Hunts	1.15 am	Low, high speed, N → S	✓
Beaconsfield, Devon	1.20 am	low, S → N	✓
Bristol	1.10 am	fast, E → W	✓
Menthorpe Tydfil	1.10 am	low, slow, S → N	✓
Bristol	12.55 am		✓
Liskeard	1.10 am	→ SE	✓
Harewood West	12.15 am	N → S, v. fast	✓
Crymchill, Dyfed	1.10 am	v. high + fast, NW → SE	✓
Bridgewater,	1.15 am	v. fast, N → SE	✓
RAF Shawbury	2.40 am	low, slow + fast, → S	✓
Bradway, Shropshire	11.40 pm	→ N	✓
Liskeard	N/k	→ SE	✓
Ilfracombe	1.10 am	→ S	✓
Alpswith	1.10 am	→ SE	✓
Exeter		→ E	✓
Bridgewater	2 am	low	✓
St. Ives	1.30 am		✓
Quantock Hills	9 pm	→ S	✓
Bridgewater	9 pm - 10 pm		✓
Bishops Lyford	9 pm - 10 pm		✓
Taunton	1.10 / 1.17 am		✓
Monehead	1.10 / 1.17 am		✓
Penistone	9.30 / 1.17 am	→ SE	✓
Caerhoun	N/k	→ SE	✓

Wolverhampton	0115	heading SE at high speed ✓
Rugby	N/K	✓
Hazel Stade ?	N/K	✓
Sharnbury	N/K	moving fast in S direction ✓
Bristol	0055	✓
Methy	0110	moving N v. slow ✓
proletary Hants	0115	moving N to S high speed ✓
hickford	0110	moving steadily N. ✓





MINISTRY OF DEFENCE
Main Building Whitehall London SW1A 2HB

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

Section 40
[Redacted]

Your reference

Our reference
D/Sec(AS)12/3

Date
22 April 1993

Dear Section 40
[Redacted]

Thank you for sending me a copy of your Interim Report on the wave of UFO sightings that occurred in the early hours of Wednesday 31 March.

I have attached a copy of a map that I have produced, setting out the locations of sightings, together with a time and heading, if known. I have included the sightings described in your report (some of which we already had details of), together with some other reports that you may not have heard about. Our policy of witness confidentiality means that I am unable to give out names and addresses, but the following locations correspond to the crosses on the map:

- Penistone, S Yorks.
- Bradway, S Yorks.
- Cosford, Staffs.
- Rugeley, Staffs.
- Shawbury, Salop.
- Grateley, Hants.
- Merthyr Tydfil, Mid Glamorgan.
- Haverfordwest, Dyfed.
- Crymych, Dyfed.
- Bristol, Avon.
- Bridgewater, Somerset.
- Quantock Hills, Somerset.
- Bishop's Lydeard, Somerset.
- Taunton, Somerset.
- Minehead, Somerset.
- Braunton, Devon.
- Ilfracombe, Devon.
- Plymouth, Devon.
- Exeter, Devon.
- Liskeard, Cornwall.
- Wadebridge, Cornwall.
- St Ives, Cornwall.

I hope this will be useful to you in your investigation; I will keep you informed of developments.

Yours sincerely,

Section 40
[Redacted]



UFO sightings late 30th / early 31st March '93



Notes : All times are local
Pencil arrows show estimated heading of UF



MEMORANDUM

To Sec (AS) 2a

From Section 40
AIS(M)

Date 19 April 93

Tel Ext Section 40

Your ref D/Sec(AS)12/1

Our ref INC 055/93

Subject UFO Sightings - 31 March 1993.

1. As requested we have completed the radar replay for Wednesday the 31 March, transferring this information onto a video recording for further examination.

2. I have attached your map on which I have now placed the radar heads used together with numbers which now relate to individual timings. Unfortunately the Clee-Hill radar head was not working on primary radar during the recording period, therefore, only aircraft working Secondary Surveillance Radar can be seen.

3. Listed below is the breakdown for each incident time you gave us which we have now changed to zulu time.

- | | | | |
|-----|---------|------------|---|
| 1. | 302310z | Clee-Hill | Squawk 1461/039 N/E to S/W |
| 2. | 302315z | Clee-Hill | Nothing seen. |
| 3. | 302355z | Clee-Hill | Traffic out of Bristol going north squawk 4652/086 vicinity Mommouth 2355z. Squawk 1461/040 vicinity Bristol Filton 2347z going S/W, changing to 7201. |
| 4. | 310009z | Clee-Hill | Squawk 6416/090 northbound. |
| 5A. | 310010z | Burrington | 0015z primary contacts slow vicinity of Launcester and Bodmin. |
| 5B. | 310010z | Clee-Hill | Northbound traffic on A25 squawk 2363/242. |
| 5C. | 310010z | Clee-Hill | Nothing seen. |
| 6A. | 310015z | Clee-Hill | Squawk 4651/110 from the north through Pease Pottage Salisbury Plain area towards Southampton. |
| 6B. | 310015z | Clee-Hill | Squawk 2363/239 north on A25 and squawk 6416/090 15nm east of Shawbury northbound. |
| 7. | 310020z | Burrington | Intermittent slow primary contacts close to the radar head moving N/E towards Chivenor, another to south manoeuvring. East of the radar head primary contact slow heading east. |
| 8. | N/K | | No times given. |
| 9. | 310140z | Clee-Hill | Squawk 2304/200 descending on A25. At 0146z overhead Shawbury squawk 5231/203 southbound. |

5. Unfortunately I would say there was nothing unusual seen on the radar recordings, I will hold the master tapes and video recordings until we hear from you. Should you require any further assistance please call we are only too happy to help.

Rank WO

Name

Section 40

Signature

Section 40

Pattern of UFO sightings Wed 31st March

+ multiple false sightings in Devon / Cornwall



Head of Sec (AS)

I spoke to RAF West Drayton Birmingham, re the contacts recorded on the Birmingham radar head; they believe them to be "radar clutter", caused by meteorological factors such as changes in air density.

We could therefore either drop the sentence entirely, or say "One ATC radar head did record star moving contacts in the North Peckin area, but it is believed that these can be attributed to "radar clutter". "

I've asked them to send me all the tapes anyway (they're on video) - so we can get a second opinion from D Air Perf's staff etc.

Section 40

LOOSE MINUTE

D/Sec(AS)12/7

21 Apr 93

ACAS

SIGHTINGS OF UNIDENTIFIED OBJECT

1. In the light of previous conversations we have had, you will wish to be aware of a recent wave of UFO sightings over the UK, involving descriptions that match some of the reported characteristics of Aurora.

2. The sightings took place in the early hours of Wednesday 31 March. Most of them were in Devon and Cornwall, South Wales and Shropshire. There are a number of factors which make these sightings highly unusual; firstly, there is some commonality in the description of the object, and considerable commonality in the times of many of the sightings (around 1.10am); secondly, none of the usual explanations put forward to explain UFO sightings seem applicable; and thirdly, the reliability of the witnesses, some of whom were police officers and military personnel. Our latest information indicates that at least seventy people witnessed something, and I have attached a small selection of these reports.

3. My staff have made extensive efforts to find an explanation for these sightings, including discussions with air defence and both civil and military ATC authorities, who have not reported seeing anything unusual. Routine checks confirmed that there were no military aircraft operating at the time.

4. Some of the reports state that the object was moving at a very high speed, while some say that it was hovering or moving very slowly. Many of the reports refer to the object being very large, flying low and making a low humming sound. My staff have spoken to a number of the military and police

UNCLASSIFIED

RESTRICTED

witnesses, many of whom commented that the object was unlike anything they had ever seen before; a Met Officer at RAF Shawbury reported seeing the object projecting a beam of light at the ground.

5. In summary, there would seem to be considerable evidence that an unidentified object of unknown origin has been operating over the UK. Given recent speculation about Aurora by both media and MPs, I am not sure that this is something that we should necessarily let lie, although equally there would seem to be little else that we can do. I would be interested in your views on this.

Section 40

Head of Sec(AS)

Section 40

UNCLASSIFIED

RESTRICTED

LOOSE MINUTE

D/Sec(AS)12/1

16 Apr 93

Head of Sec(AS) - through **Section 40**

Copy to:

Section 40

SIGHTINGS OF UNIDENTIFIED OBJECT - WEDNESDAY 31 MARCH

Head of Sec(AS).

Section 40 has spent a lot of time following this up, within the confines of restricting his approaches to official sources and not speaking to members of the general public. It would certainly appear that some unidentified object was seen. The problem is to decide what, if anything, to do next **Section 40**

1. In the early hours of Wednesday 31 March an unidentified object was seen over several parts of the UK. Most of the sightings were in Devon and Cornwall, South Wales and Shropshire, although reports were received from other locations. We are aware of at least 30 or 40 people who witnessed something, although this number is growing.

2. Aside from the fact that so many people reported seeing something strange, a number of other factors combine to make these sightings highly unusual; firstly, there is some commonality in the description of the object, and considerable commonality in the times of the sightings (around 1.10am). Secondly, none of the usual explanations for UFOs seem applicable, and thirdly, the reliability of the witnesses, most of whom were police officers, and some of whom were military and civil aviation personnel. I have attached the report made by a Corporal at RAF Cosford, together with three of the many other reports, as illustrations.

3. As far as can be ascertained, no military aircraft of any kind were operating in UK airspace at the time, as confirmed by both HQ MATO at RAF Uxbridge, and RAF West Drayton.

4. Sector Operations Centre (South) at RAF Neatishead have told D Air Def's staff that nothing was detected on Air Defence radar. London Air Traffic Control Centre (Military) confirmed that nothing was detected on Air Traffic Control radar.

5. RAF Fylingdales told me that a Russian rocket re-entering the atmosphere at 12.10am would have been visible from the UK, but this time does not match the majority of the sightings; furthermore, the descriptions from witnesses are not consistent with this explanation. The Royal Observatory at Greenwich were aware of no meteorite showers or similar occurrences.

6. DI55c have been consulted, but have not as yet been able to come to any conclusions about the sightings.

7. Some of the reports state that the object was moving at a very high speed (one estimate, based on timing the object over a known distance, was of 1100 mph), while some reported that the object hovered, moved slowly, and then flew off at high speed. This, together with some of the other descriptions given, suggests Aurora. Notwithstanding the US denials, these sightings might prompt renewed speculation.

8. The UK's two main UFO groups are well aware of this wave of sightings, and have told me that they have received many reports themselves. At least one local newspaper has reported the sightings. Although we have not received any press enquiries yet, there is always a possibility that questions will be asked, and it might be difficult to maintain our usual line that no further action was being taken as the sightings had been looked at, and were judged to be of no defence significance.

9. I have spoken to as many of the police and military witnesses as I could contact; nearly everyone I spoke to said that the object was unlike anything they had ever seen before.

10. Given the above, it would not seem sufficient to simply write these sightings off. It seems that an unidentified object of unknown origin was operating in the UK Air Defence Region without being detected on radar; this would appear to be of considerable defence significance, and I recommend that we investigate further, within MOD or with the US authorities.

Section 40

Sec(AS)2a

Section 40

LOOSE MINUTE

D/Sec(AS)12/1

16 Apr 93

Head of Sec(AS) - through **Section 40**

Copy to:

Section 40

SIGHTINGS OF UNIDENTIFIED OBJECT - WEDNESDAY 31 MARCH

1. In the early hours of Wednesday 31 March an unidentified object was seen over several parts of the UK. Most of the sightings were in Devon and Cornwall, South Wales and Shropshire, although reports were received from other locations. We are aware of at least 30 or 40 people who witnessed something, although this number is growing.
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Section 40
[Redacted]

Sec(AS)2a

Section 40
[Redacted]

D - U - F - O - R - O
(Devon UFO Research Organisation)

Section 40



14th March 1993

Section 40



SEC (AS) 2A
Room Section 40
MOD Main Building
Whithall
London SW1A 2HB

Dear Section 40



Firstly, thank you for your help when I rang you last week re: the sighting of an unknown object on Wednesday 31st March '93 over Wales and the Westcountry.

As requested I am enclosing a copy of my hastily prepared Interim Report concerning this event. It will obviously take some time to collate all the information I receive, but once this is completed I will let you have a copy of my final report.

I understood from our conversation, that you have also received some reports of this event and would appreciate anything you can tell me concerning this. I have no idea at present what flew over this area on the night in question, all I do know is that it was very big, was shaped something like a 'Catamaran' and was completely silent!

Once again many thanks for your help.

Kind regards

Yours sincerely

Section 40



DUFORO



D - U - F - O - R - O
(Devon UFO Research Organisation)

Section 40

Tel: Section 40

INTERIM REPORT

Case No 933

Case Name - 'Westcountry / Wales Sightings - 31st March 1993'

Introduction

At 2.20am on the morning of 31st March 1993, I received phone call from Sgt Section 40 of the Devon & Cornwall Police Force informing me that at 1.10am he had observed 2 very bright white objects hovering at approximately 2,000' north of his position, S.E. of Liskeard on the A38. He had been notified of the objects presence in the area, by two other Police Officers, P.Cs Section 40. These officers were travelling out of Liskeard in a north westerly direction and had themselves observed the two objects approaching from the N.E. Sgt Section 40 watched the objects for a few seconds before they started to ascend fairly quickly and moved S.E. in an arc to a height of about 10,000' towards Torpoint, Plymouth, Devon.

Following this report, I contacted the Police Control Headquarters at Exeter, Devon and was informed by an officer on duty that they had received a number of similar reports from other Police Officers in Ilfracombe, Plymouth and East Devon. They also mentioned a report from the South Wales Gwent Police. Acting on this information, I telephoned the police station at Ilfracombe, (Nth Devon) and spoke to a Sgt Section 40 who informed me that at approximately 1.10am whilst driving down into Lynton, with another officer (P.C. Section 40) they saw two

(2)

very large bright white lights approaching from the north, across the Bristol Channel. He estimated their height to be about 2,000'. As the lights passed overhead, both officers discerned a structure between the lights and estimated that an object some 500' wide with lights on either side had passed over their heads at low altitude! They subsequently logged a report of this event with their headquarters.

After this call, I contacted the Plymouth police and was informed that they had received a call, about 1.10am, from a gentleman who reported seeing two very bright lights, flying fairly high over Stoke (Plymouth) and proceeding in a S.Easterly direction. Because of the time of night and the improbability of what the person was reporting, this report was not officially logged.

Later in the day, I contacted the police at Merthyr Tydfil (South Wales) and after some delay obtained the names of two police officers stationed at Treharris Police Station who had also reported seeing two very bright white objects/lights flying across South Wales and heading across the Bristol Channel. Their report was also timed at about 1.10am.

That evening I contacted the Exeter Police and was given the names of three police officers who had earlier reported a sighting. These proved to be a Sgt **Section 40**, PC **Section 40** and PC **Section 40**. All three officers had been on duty in Paul Street, Exeter, when they observed two very bright objects flying parallel to each other and on an Easterly course over the city.

(3)

On Thursday 1st April 1993, I received a call from [Section 40] at the British UFO Research Associations Office, giving me the name, address and telephone number of [Section 40] from Pentregalar, Dyfed, who had also seen the two very bright lights in flight across N.W.Wales at 1.10am on Wednesday 31st March 1993.

At this point, I now had some seven or eight reports, mostly police officers, who had all observed two very bright white lights or objects, travelling across the night sky from approximately N.W to S.E. in complete silence and trailing some form of illuminated vapour trail behind them / it! What was noticeable about these sightings, was that all the persons I spoke too had great difficulty in describing the 'trails' and used the term vapour as a simply means of doing so. What was also noted was the fact that whatever it was that was trailing behind the objects, it was 'illuminated' or 'lit up' by some means or other. One person described them as 'like car head light beams shining backwards, another thought they looked like long thin fluorescent light tubes!

Because of the extraordinary similarity between the reports, it was obvious to me that at approximately 1.10am on the morning of the 31st March 1993, an object of enormous size had crossed N.W.Wales, S.Wales, N.Devon, Cornwall and E. Devon. During its flight it had descended from a great height over N.W.Wales to about 2,000' above the Bristol Channel and hovered at the same height north of Liskeard. From there it ascended to approximately 10,000' over Plymouth and subsequently E. Devon. From here I felt sure it must have travelled further east or south easterly and decided therefore to try and obtain some additional sightings by use of the local press. I contacted the Taunton Gazette and Honiton News, both weekly papers and gave them some details of the events of Wednesday 31st.

(4)

I avoided giving the time of the sightings and a full description of what had been seen.

These reports were published on Friday 2 April 1993 and by mid afternoon on that day my phone was ringing continuously. My callers were mainly from the Taunton, Minehead area and interestingly gave me a good picture of the objects journey over Somerset and onto the Dorset border. Again most of the reports were of two very bright white lights, flying parallel to each other and at a constant speed. The rear light source was again mentioned in all the reports and as before the callers had difficulty in describing this. The length of the trailing light varied from caller to caller and was anything from 100' to 100yds depending on the callers angle of sighting. Most of these sightings were timed between 1.10am and 1.17am, which indicated a 1.10am to 1.15am sighting, some five minutes later than the Welsh, Cornwall sightings.

In addition to the 1.10am - 1.15am sightings, I also received two reports concerning a large object carrying two very bright outward light sources. This object was seen at 2am over the River Parrot, Nr Bridgewater, flying very low, about 800', by some local fishermen known as 'Elvers'. Elvers being young eels. Both reports concerned a number of fishermen, but were initially made by two of them, Section 40 and Section 40 of Bridgewater, Somerset. One of the sighters, Section 40 described the object as looking like a very large 'Catamaran'. It had two long ski like sections underneath which appeared to be joined by a centre structure about 400' to 500' apart! From the rear they described a long beam like light source, something like a cars headlights dimmed.

(5)

In all the reports received, there was no mention of any noise being associated with the lights / object, in fact the reverse appears to be the case, i.e. complete silence!

Whilst collating all these reports, I also received some reports concerning bright lights flying in formation and hovering over Bridgewater and Bishops Lydiard between 9pm and 10pm on the evening of 30th March 1993. I also received one report, again from a police officer, who was off duty and with some Scouts up on the Quantock Hills at about 9pm on the 30th. He reports seeing a large object flying in from the north, fairly low and said it resembled 'two concord aircraft fixed together' and covered in a number of white bright lights. Obviously this could not have been two 'Concords' but its not a bad description in comparison with the 'Elvers' description at 2am i.e. a large 'Catamaran'.

Since these reports I have received three more, only these have come from St Ives, Cornwall. again two very bright lights are reported flying parallel to each other and very high in the sky. This is some twenty minutes later than the earlier sightings on the 31st and indicates that the objects or objects were seen over the West Country and Wales, on at least three separate occasions i.e. 1.10am, 1.30am and 2am.

From the general description given, it would appear that the object seen was about 500' in width, carrying two very bright light sources at its outer edges with a number of smaller lights surrounding its main body. It left a tail of light, something like a vapour trail, only illuminated or lit up.

(6)

At this point in the investigation, Sunday 11th April 1993, I have now despatched 33 report forms to all the 'sighters' and once returned will hopefully be able to plot at least the 1.10am flight path of the object and provide a better description of its form, structure and performance. I will also have a better picture of the 1.30am St Ives, Cornwall and 2am Bridgewater, Somerset events.

As a matter of interest, two of my reports concerned the presence of two 'Jet Fighters' flying in from the East. one behind the other, and across Devon at 1.30am on the 31st. One report came from a retired airline pilot living in East Devon who gave the altitude of the jets as 20,000' and their speed as 1,500mph. He also said they were in a hurry and had their 'after burners' on! This report was later corroborated by a second report from a gentlemen living in Wellington, Somerset. My efforts to confirm the presence of these aircraft with SEC (AS) 2A at the MOD (AIR) was not successful. From their records no military aircraft were airborne at this time over Devon and are therefore unknown to anybody at this time!

I also received two reports of three military type helicopters flying in a radius of Bridgewater between 1.30am and 2am on the 31st. Both reporters are adamant that the helicopters were military - probably 'Sea Kings'? but again MOD (AIR) were unable to confirm their presence in the area. My information is that these Helicopters were on a search operation of some kind or another and that at one stage 'red flares' were seen due south of Bridgewater.

Section 40

DUFORO

13th April 1993



MINISTRY OF DEFENCE

Main Building Whitehall London SW1A 2HB

Telephone (Direct Dialling)
(Switchboard)
(Fax)

Section 40

Section 40

Your reference

Our reference
D/Sec(AS)12/3

Date
14 April 1993

Dear

Section 40

Your letter to the Station Commander at RAF St Mawgan concerning the strange lights in the sky that you saw on 30 March has been passed to this office as we co-ordinate reports of UFO sightings.

You will be interested to hear that many other people reported having seen two bright lights later on that night, with similar reports being made from areas such as Devon and Cornwall, South Wales and Shropshire. Although your report is earlier than the others, the description is very similar. We are not sure what the explanation is, although the possibilities include a satellite in low orbit, or some piece of space debris entering the atmosphere. We are not aware of any aircraft activity that would explain what was seen.

You might like to contact some of the civilian organisations currently engaged in the study and investigation of UFOs. These organisations may be able to offer some further thoughts on what you saw, or tie in your sighting with some of the other reports I know they have received. I suggest the following groups:

British UFO Research Association

Section 40

Tel no. Section 40

Quest International

Section 40

Tel no. Section 40



Contact International (UK)

Section 40

Tel no. Section 40

I hope this is helpful.

Yours sincerely,

Section 40

Memorandum

MOD Form 4A
(Revised 4/89)

To	SECRETARIAT (AIR STAFF) 2A, ROOM Section 40 MOD MAIN BUILDING WHITEHALL	From	CPL Section 40 JACOBI & SON RAF ST MANGON.
Date	7 APR 93.	# Number	Section 40
Your Reference		Our Reference	SM/324/ATC SM/317/2/AR
Subject	REPORT OF UNIDENTIFIED FLYING OBJECT.		

1. FURTHER TO OUR TELEPHONE CONVERSATION OF SAIR 93 I ENCLOSE A COPY OF THE LETTER WE TALKED ABOUT.

Name
(In Block Letters Please)

Section 40

Signature

Section 40

Rank:

CP

Section 40

1st April 1993.

Dear Sir,

I would be most grateful if you could assist me with the identification of one, or two flying objects I happened to see at 2210 hours on 30th March 1993. Conditions were good with approx. 2/10 cloud.

Whilst out walking my dog, I happened to see two bright lights in the west which at first I took to be stars. These however were soon seen to be moving, one rather higher than the other giving the impression of an aircraft banking.

The objects were at a considerable height (40,000ft. perhaps) and passed ahead of me flying due East in the direction of Brown Willy near Camelford.

I heard very little in the way of engine noise, but whilst at the nearest point to me, I could hear a faint sound.

The two white lights were visible for some minutes until they disappeared from my view, but at no time did I see the usual intermittent flashing aircraft identification light which struck me as being very unusual.

Yours truly,

Section 40

The Station Commander,
Royal Air Force, St. Mawgan,
Newquay,
Cornwall.

P.S. I hasten to add the above date is in no way relative to my enquiry!



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



MINISTRY OF DEFENCE

Main Building Whitehall London SW1A 2HB

Telephone (Direct Dialling)
(Switchboard)
(Fax)

Section 40

Section 40

LATCC (Mil)
RAF West Drayton

Your reference

Our reference
D/Sec(AS)12/1

Date
6 April 1993

Dear WO **Section 40**,

UFO SIGHTINGS - WEDNESDAY 31 MARCH 1993

1. As we discussed, I am currently looking into a wave of UFO sightings that occurred on Wednesday 31 March at around 1.10am. I would be grateful if the appropriate radar tapes could be transferred onto video and examined.
2. I have attached one of the most detailed reports received, together with a map showing the timings and approximate locations of some of the sightings. The actual locations are Braunton, Liskeard, Bristol Airport, Grateley, Merthyr Tydfil, St Bride's Bay, Rugeley, Crymych, RAF Cosford and RAF Shawbury. There are many other reports - mainly from Devon and Cornwall - that we do not yet have details of. The most common time is 1.10am.
3. There is some confusion about the height, size and speed of the object(s), but enough evidence to suggest that something unusual occurred.
4. Many thanks for your assistance with this, and please let me know if you require any other information.

Yours sincerely,

Section 40



Correspondent's name

Date & ref

Enclave number

Section 40

21/6/94

E1

17/6/94

E2

22/6/94

E3

22/6/94

E4

24/6/94

E5

24/6/94

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2/8/94

E41

2/8/94

E42

2/8/94

E43

8/8/94

E44

8/8/94

45

UFO Sightings, Wed 31 March - Contact nos, names etc

At **Section 40**, Liskeard Police. **Section 40** (home).
Saw object pass almost directly overhead, heading due South, High, with thick vapour trails.
Believed there to be 2 objects, stationary at first, then moving slowly. Like nothing he's seen before.

PCS **Section 40**, **Section 40**. Saw object from Menthys Tydfil
Spoke to **Section 40**. Thought there were 2 objects, but because size would be immense
if it was only one (a 500 metres diameter?). 2 lights never moved in relation to each other.
Neither had seen anything like it before.

Section 40 Person = Cornwall UFO researcher Member of BUFORA.
Has been co-ordinating reports - has approx 30 - largely from police witnesses. Will send me data.
Mentioned 3 x jets seen nr Bridgwater at 1:30 am, and 2 x jets, seen from Honiton / Wellington
at approx 20,000 ft, heading East - West. Again, 1:30 am. Info not substantiated by UK bridge or
West Drayton.

Wg Cdr **Section 40** **Section 40** **Section 40** SCATCC (Mil). Nothing in civil +
military logbooks that would indicate unusual blips etc. This covers ATC radars.

MPC **Section 40** at Bodmin. Witnesses. **Section 40** spoke to MPC **Section 40**

Person + Cornwall Police HQ: **Section 40** Not co-ordinating reports.

Ludgate ATC, Bristol Airport: **Section 40** **Section 40** witness. Others at ATC

ATS (Mil) at RAF West Drayton **Section 40** Lt Cdr **Section 40** Took details of
RAF Casford report and confirmed no military ac in UK airspace at time. Has impounded
ATC radar tapes, which can be viewed + analysed. 120 miles - 60,000 ft, 100 miles,
7000 ft. 10 miles - 1000 ft. Sites at Clechhill and Buxington. Contact for analysis (requested) -

WO **Section 40** Fax ext **Section 40**
Section 40

RAF Fylingdales

Section 40

FIT Lt

Section 40

Could only from an unmanned re-supply mission to the Russian space station MIR re-enter atmosphere at around 1:30 am, but would not have been visible from UK. Solar illumination unlikely at this time. Nothing else to suggest. Phoned back to say that burn up may have been visible over UK in perigee orbit, but time would be 12:10 am. Possibility of burn up over times (Zulu etc), but v unlikely with so many reports.

Royal Observatory Greenwich

Section 40

Dr

Section 40

Nothing that could explain what was seen. Fireballs are more frequently reported in SW/W areas, for some reason, but this doesn't appear to explain these sightings.

Section 40

RAF Shawbury Met office

Section 40

Saw object at 2:40 am (local stationary, then moving straight up, then zig-zag movements, 2 red lights, and beam (white) which was narrow, like laser beam, and appeared to be searching for something on the ground when the object was at its lowest point (approx 400-500 ft, 1 or 2 km from Shawbury). Object then passed directly overhead at approx 4000 ft, heading almost due South. 3 Red lights seen, 2 side by side, 1 larger red light slightly behind, and slightly larger, flashing. Guessimate of object's size: somewhere between C-130 and 747.

Cpl

Section 40

Witness from RAF Cosford, with Cpl Telford.

Spoke at length, although most info in his report. Object disappeared off into NNE, at constant speed, course etc. 10-15 miles in 1 minute (600-900 mph?).



MINISTRY OF DEFENCE
Main Building Whitehall London SW1A 2HB

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

Your reference

Section 40

Our reference

Date

1 April 1993

I spoke to HQ MATO today to ask them whether any military low flying activity was going on which could account for the reports of UFO activity in the West Country during the night of 30-31 March. All they could suggest was a pair of Sea Kings from RNAS Yeovilton who were operating in LFAZ up to 2400 local on 30 March. I hope this is helpful.

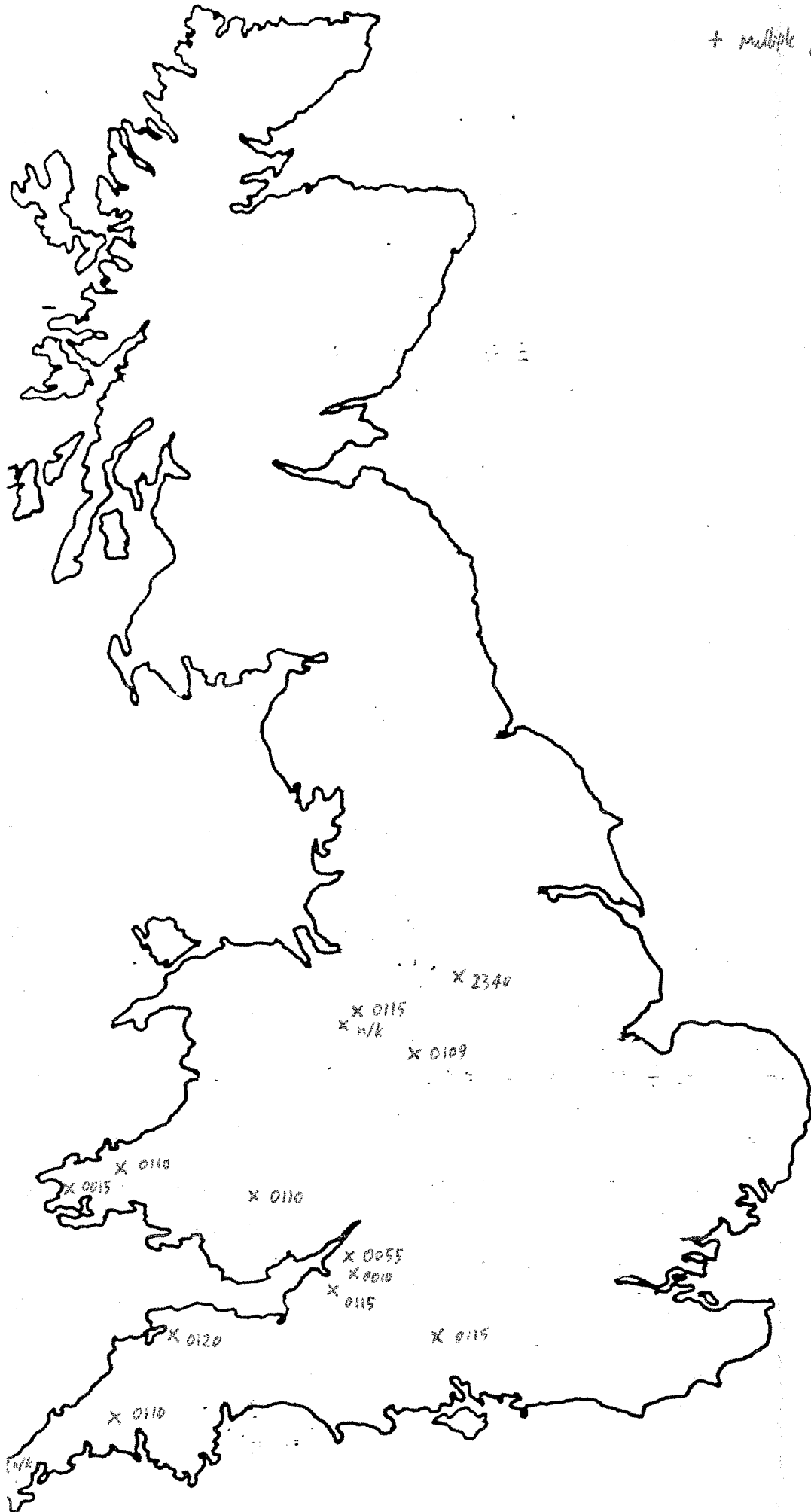
Section 40

Pattern of UFO sightings Wed 31st March

E17



+ multiple place sightings in Devon / Cornwall



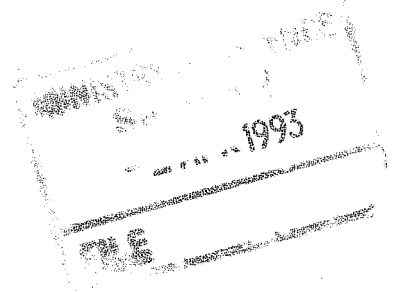
U N C L A S S I F I E D

CWD153 01/1325 091C1129

FOR CAB

ROUTINE 010850Z APR 93

FROM RAF WEST DRAYTON
TO MODUK AIR



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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 310115Z MAR 93 30 SECONDS

B. TWO WHITE LIGHTS TRAVELLING AT HIGH SPEED, FORTY TO FIFTY FEET APART

C. GREATLY HAMPSHIRE, OUTDOORS AND STATIONARY

D. NAKED EYE

E. NORTH TO SOUTH

F. 300 - 400FT AGL

G. OVERHEAD

H. HIGH SPEED

J. REASONABLY CLEAR, SLIGHT OVERCAST

K. LOCAL HILL (COSLEY HILL)

L. SATCO MIDDLE WALLOP

M. Section 40

GREATLY HAMPSHIRE

PAGE 2 REDAID 0003 UNCLAS

N. AVIATOR WITH ARMY FLYING ASSOCIATION, ENGINEER AND

Section 40

Section 40

U. Section 40

P. 010845Z APR 93

BT

DISTRIBUTION Z6F

F

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

CYD 1 DD GE/AEW

CAP 1 DI 55

END

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

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

CAB123 31/1257 09002197

FOR CAB

ROUTINE 311220Z MAR 93

FROM RAF CHIVENOR
TO MODUK AIR

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

SUBJECT AERIAL PHENOMENAL

A. 310120L MAR 93

B. 3. LARGE. VERY BRIGHT LIGHT

C. BRAUNTON BURROWS/OUTDOORS/WALKING

D. NAKED EYE

E. OBJECT FLEW OVER BURROWS FROM SOUTH AND SEEMED TO LAND IN SAND

DUMES

F. NIL

G. N/K

H. STEADY

J. CLEAR SKY

K. NIL

L. REPORTED TO RAF CHIVENOR OPERATIONS ALSO SEEN BY POLICE PATROL
PASSING BURROWS IN CAR

PAGE 2 RBD01A 0013 UNCLAS

M. Section 40

N. NIL

O. POLICE OFFICERS PLUS FRIENDS

P. 311230L MAR 93

BT

DISTRIBUTION Z6F

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

END

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

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

CWD203 31/1158 090C1975

FOR CAB

ROUTINE 311050Z MAR 93

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 310010Z MAR 93

B. TWO, VERY BRIGHT, STAR LIKE OBJECTS IN A ECHELON MILITARY
FORMATION LEAD OBJECT HAD POINTED TAIL OTHER HAD GOLD TAIL

C. OUTDOORS, STATIONARY

D. NAKED EYE

E. EAST TO WEST, SOUTH OF HOUSE

F. LOW

G. APPROX 20 KM

H. STEADY

J. VERY CLEAR, HALF MOON

M. Section 40

EAST HARPTREE,

BRISTOL

N. BA HISTORY GRADUATE

PAGE 2 RBD AID 0006 UNCLAS

O. THREE OTHERS AGED 20-24

P. 311015Z

BT

DISTRIBUTION Z6F

F

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

CYD 1 DI GE/AEW

CAP 1 DI 55

END

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

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

CWD151 31/1002 090C1243

FOR CAB

ROUTINE 310730Z MAR 93

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 310110A MAR 93. 2 TO 3 MINUTES

B. TWO, VERY BRIGHT, CIRCULAR WITH TAILS, WHITE IN COLOUR

C. GELLIGAR COMMON TREHARRIS, MERTHER TYDFIL

D. NAKED EYE

E. OVERHEAD MOVING NORTH

F. LOW, APPROX 100-200 METRES

G. OVERHEAD

H. VERY SLOW

J. CLEAR

L. POLICE

M. PC Section 40 MERTHYR TYDFIL, CENTRAL POLICE STATION, SWAN STREET,

Section 40

N. NONE

PAGE 2 RBD AID 0005 UNCLAS

O. OTHER POLICE OFFICERS

P. 310154A MAR 93

BT

DISTRIBUTION Z6F

F

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

CYD 1 DD GE/AEW

CAP 1 DI 55

END

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

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

CAB092 31/1001 090C1230

FOR CAB

ROUTINE 310725Z MAR 93

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SUBJECT: AERIAL PHENOMENA

A. 310055A MAR 93

B. TWO METEORITE TYPE OBJECTS, ORANGE AND WHITE WITH TRAIL AND BRIGHT

C. INDOORS, MOVING

D. BINOCULARS

E. SOUTH, RIGHT TO LEFT

F. LOW

G. UNKNOWN

H. STEADY

J. CLEAR

K. NONE

M. Section 40 LULSGATE AIR TRAFFIC CONTROL LULSGATE BRISTOL 8519

3DY

N. WITNESSED BY AIRCREW AND OTHER AIRPORT STAFF

PAGE 2 RBD AID 0004 UNCLAS

P. 310334A MAR 93

BT

DISTRIBUTION Z6F

F

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

CYD 1 DD GE/AEW

CAP 1 DI 55

10

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

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

CWD148 31/0959 090C1185

FOR CAB

ROUTINE 310720Z MAR 93

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 310110Z MAR 93. 30 SECONDS

B. TWO, POSSIBLY THREE, STARSHAPED WITH VAPOUR TRAIL WHEN MOVING,
YELLOW/GOLD AND BRIGHT

C. MOORSWATER, LISHEARD, CORNWALL, OUTDOORS, STATIONARY

D. NAKED EYE

E. NORTH

F. ABOVE

G. N/K

H. STATIONARY THEN MOVING STEADILY

J. CLEAR

L. POLICE

M. SGT Section 40 LISKEARD, CORNWALL

N. POLICE OFFICERS

PAGE 2 RBD AID 0003 UNCLAS

O. SEEN BY OTHER POLICE OFFICERS THROUGHOUT DEVON AND CORNWALL

P. 310130Z MAR 93

BT

DISTRIBUTION Z6F

F

CAB	1	SEC(AS)	ACTION	(	CXV	1	AFDD)
CYD	1	DD	GE/AEW					
CAP	1	DI	55					

END

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



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

CWD151 31/1002 090C1243

FOR CAB

ROUTINE 310730Z MAR 93

FROM RAF WEST DRAYTON
TO MODUK AIR

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

SIC Z6F
SUBJECT: AERIAL PHENOMENA

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

PAGE 2 RBD AID 0005 UNCLAS

O. OTHER POLICE OFFICERS

P. 310154A MAR 93

BT

DISTRIBUTION Z6F

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

UNCLASSIFIED
POLICE IN CONFIDENCE

COS/87/2/Sy

RAF Police Flight
RAF Cosford
Wolverhampton
West Midlands
WV7 3EX

Mar 93

OC RAF Police Flt

Sir,

POSSIBLE UFO SIGHTINGS

1. I have to report that at RAF Cosford on 31 Mar 93 at 0115 hours in company with Cpl [Section 40] RAF Police, I was on mobile patrol of Leeming Road, adjacent to the Gravel Car Park when I saw two bright lights in the sky above the Airfield. The lights appeared to be flying at great velocity in a South Easterly direction at an altitude of approximately 1000 feet. The lights were circular in shape and gave off no beam. They were creamy white in colour and constant in size and in relation to each other.
2. I brought the vehicle to a standstill and pointed out the lights to [Section 40]. I switched off the vehicle engine and we both got out of the car and observed the lights. There was no sound of any engine noise despite there being no wind and the sky being free from cloud. The lights were observed over-flying the Unit and away towards the Wolverhampton area. A slight red glow could be seen from the rear of the lights as they disappeared from view over the horizon. The lights were visible for approximately one minute.
3. Myself and [Section 40] then returned to the COC and I contacted RAF Shawbury. I was informed that there were no aircraft flying from there.
4. At 0125 hours, I contacted ATC at RAF Lyneham and was informed that there were no known aircraft in the area of Cosford.
5. At 0127 hours, I contacted RAF Brize Norton and was informed the same.
6. At 0128 hours, I was informed by the Ord Cpl, Cpl [Section 40] that a [Section 40] [Section 40], Rugeley, Staffordshire had reported seeing the same lights over Rugeley. Four members of [Section 40] party had also witnessed the lights. [Section 40] had followed the lights which he described as being cream in colour at an altitude of 900-1000 feet and an estimated size of 200 metres. He could hear a humming noise as the object flew directly above him. [Section 40] stated that he believed that the object landed in an area known as Hazelslade but when he approached he could not find any signs of the landing. [Section 40] [Section 40] was instructed to inform his local Civil Police Force, which he did, and during a subsequent conversation, it was established that a Constable from Staffordshire Police had visited [Section 40].
7. At 0130 hours, I informed West Mercia Police, WPC [Section 40] of the sightings.

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POLICE IN CONFIDENCE

8. At 0140 hours, I informed HQ P&SS (UK), Cpl [Section 40] of the incident.

9. At 0142 hours, I informed RAF West Drayton, Lt Cdr [Section 40] of the incident, and he confirmed that there was no military aircraft of any kind in UK airspace and there had not been since 0001 hours.

10. At 0143 hours, the Senior Air Traffic Controller at Birmingham International Airport was contacted, and he confirmed that there were no civilian aircraft in Cosford Airspace and had not been for some hours.

11. At 0215 hours, OC RAF Police Flt and the Ord Off, Flt Lt [Section 40] were informed of the incident.

12. At 0250 hours, [Section 40] RAF Shawbury Met Office, contacted Cpl [Section 40] and stated that he had seen two lights in the sky at RAF Shawbury. The lights were first sighted approximately 15-20 kms away and [Section 40] observed them travel towards him over the Airfield moving erratically at hundreds of miles per hour unlike any aircraft. He described the lights as appearing to be searching for something. He heard a low humming noise and watched the object for 5 minutes until it disappeared from sight in a southerly direction. [Section 40] stated that he had been a Met Officer for 8 years and had never seen anything like it before.

13. At 0300 hours, Cpl [Section 40] contacted a [Section 40] the Met Officer at Bristol Airport, who stated that similar lights had been seen there at 0055 hours. He had initially put the lights down to adverse meteor activity but in the light of the subsequent reports recorded it as unidentified.

14. At 0310 hours, West Mercia Police were made aware of the further reports and would contact Staffordshire and Avon & Somerset Forces to correlate the reports.

15. At 0330 hours I resumed normal duties.

[Section 40]

Cpl [Section 40]
RAF Police

POLICE IN CONFIDENCE

UNCLASSIFIED

CWD148 31/0959 090C1185

FOR CAB

ROUTINE 310720Z MAR 93

FROM RAF WEST DRAYTON
TO MODUK AIR

UNCLASSIFIED

SIC Z6F

SUBJECT: AERIAL PHENOMENA

A. 310110Z MAR 93. 30 SECONDS

B. TWO, POSSIBLY THREE. STARSHAPED WITH VAPOUR TRAIL WHEN MOVING,
YELLOW/GOLD AND BRIGHT

C. MOORSWATER, LISHEARD, CORNWALL, OUTDOORS, STATIONARY

D. NAKED EYE

E. NORTH

F. ABOVE

G. N/K

H. STATIONARY THEN MOVING STEADILY

J. CLEAR

L. POLICE

M. SGT **Section 40** LISKEARD, CORNWALL

N. POLICE OFFICERS

PAGE 2 RBD AID 0003 UNCLAS

O. SEEN BY OTHER POLICE OFFICERS THROUGHOUT DEVON AND CORNWALL

P. 310130Z MAR 93

BT

DISTRIBUTION Z6F

F

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



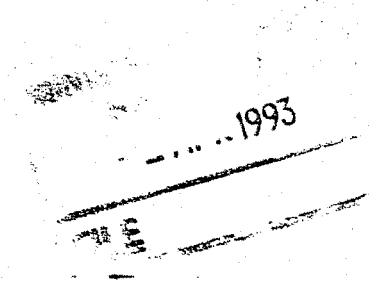
U N C L A S S I F I E D

CWD153 01/1325 091C1129

FDR CAB

ROUTINE 010850Z APR 93

FROM RAF WEST DRAYTON
TO MODUK AIR



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

SIC Z6F

SUBJECT: AERIAL PHENOMENA

- A. 310115Z MAR 93 30 SECONDS
- B. TWO WHITE LIGHTS TRAVELLING AT HIGH SPEED, FORTY TO FIFTY FEET APART
- C. GREATLY HAMPSHIRE, OUTDOORS AND STATIONARY
- D. NAKED EYE
- E. NORTH TO SOUTH
- F. 300 - 400FT AGL
- G. OVERHEAD
- H. HIGH SPEED
- J. REASONABLY CLEAR, SLIGHT OVERCAST
- K. LOCAL HILL (COSLEY HILL)
- L. SATCO MIDDLE WALLOP
- M. Section 40 [REDACTED] GREATLY HAMPSHIRE

PAGE 2 RBD AID 0003 UNCLAS

N. AVIATOR WITH ARMY FLYING ASSOCIATION, ENGINEER AND

Section 40

Section 40

O. Section 40

P. 010845Z APR 93

BT

DISTRIBUTION Z6F

F

CAB	1	SEC(AS)	ACTION	(	CXV	1	AFDD)
CYD	1	DD	GE/AEW					
CAP	1	DI	55					

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

MINISTRY OF DEFENSE
Sec.(AG)2
23 APR 1993

*With the Compliments of the
Chief Superintendent*

Devon & Cornwall Constabulary

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A. Date, Time & Duration of Sighting	31 ST MARCH 1993, 2110 HRS. DURATION 45 SEC - 1 MINUTE
B. Description of Object (No of objects, size, shape, colour, brightness)	2 OBJECTS, APPEARANCE CONSISTENT IDENTICAL TO STARS
C. Exact Position of Observer Location, indoor/outdoor, stationary/moving	DRIVING WEST ON A38 @ MAPLE LODGEMILLS NR. LINGWOOD. 6000 FT STOPPED + ALIGHTED FROM CAR + 230 GSO MADE FURTHER OBSERVATIONS FROM A STATIONARY POSITION.
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)	DUE NORTH
F. Angle of Sight (Estimated heights are unreliable)	APPR 20' CLEAR
G. Distance (By reference to a known landmark)	INESTIMABLE
H. Movements (Changes in E, F & G may be of more use than estimates of course and speed)	BOTH LIGHTS MOVED VERTICALLY UPWARDS ON PARALLEL COURSE, THEN CURVED HIGH ABOVE THE BEARING NORTH - SOUTH
I. Met Conditions during Observations (Moving clouds, haze, mist etc)	CLEAR, DAY, STILL NIGHT.
J. Nearby Objects (Telephone lines, high Voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	NOTHING

K. To whom reported (Police, military, press etc)	WITNESSED BY POLICE OFFICER + REPORTED TO PIVOTAL CATHOLIC CHURCH
L. Name & Address of Informant	SARGENT Section 40 Section 40
M. Background of Informant that may be volunteered	14+ YEARS POLICE SERVICE. BOSTON COUNCIL
N. Other Witnesses	VARIOUS POLICE OFFICERS IN DORSET, ROSSMAN + WALES.
O. Date, Time of Receipt	12/4/93.
P. Any Unusual Meteorological Conditions	NONE.
Q. <u>Remarks</u>	AN UNFAMILIAR EXPERIENCE WHICH I AM UNABLE TO ACCOUNT FOR BY MANUAL EXPLANATIONS.



Witness Statement

Statement of **Section 40**

Age if under 21 0 21 (if over 21 insert 'over 21').

This statement (consisting of 2 pages each signed by me) is true to the best of my knowledge and belief and I make it knowing that, if it is tendered in evidence, I shall be liable to prosecution if I have wilfully stated in it anything which I know to be false or do not believe to be true.

Dated the 31st day of March 19 93

Signature **Section 40**

I am a Sergeant in the Devon & Cornwall Constabulary stationed at Liskeard in Cornwall.

At about 0110 hrs on the morning of Wednesday 31st March 1993 I was on duty in uniform and driving a marked Police vehicle along the A38 at Looe Mills near Liskeard travelling in the direction of Dobwalls.

This was naturally during the hours of darkness and the weather was fine and dry, with some patchy cloud; the moon and a number of stars being visible. I was unaccompanied.

As I began to negotiate a sweeping uphill left hand bend at the bottom of Lantoom Hill, I became aware of what appeared to be two 'stars' just above the horizon in the approximate position of "two o'clock". They were due North of me and motionless in the sky. My attention was drawn to these "stars" because apart from being in a part of the sky where there are usually no stars, they were of a darker hue bordering on yellow instead of silvery-white. They were reasonably close together but as I could not begin to estimate their distance from me, I likewise cannot estimate how far they were from each other.

As I negotiated the bend I continued to observe them when I suddenly saw them begin to move what appeared to me vertically upwards. They maintained a parallel course and identical speed and as they approached the "one o'clock" position they began to leave vapour trails. I brought my car to a halt, switched off the engine and got out. My location now was

Signature **Section 40** Signature witnessed by

Continuation of Statement of **Section 40**

approximately 100 yards the Liskeard side of the lay by outside Lantocm Quarry, map ref 230 650.

My view of these objects was very good; the sky being clear, and they continued their ascent still at an identical speed to each other and still on a parallel course. I realised that they were not ascending vertically but rather curving overhead and heading due South. As they gained in height the vapour trails became much more pronounced. I was still unable to estimate their height because of their small size (identical to a star in the night sky) but I believe they were very high. As they passed directly overhead at "12 o'clock high", the heavens at this point were bright and moonlit and I could see that there was nothing between the objects apart from empty sky. They were definitely two separate objects.

At about this time I became aware of what I believed to be a third object visible only by its vapour trail which was considerably less obvious than the vapour trails of the other two objects. This third object seemed to be travelling to the right hand side of the left hand object (as I was looking up), and slightly to the rear of it. It maintained the identical speed and parallel course of the other objects.

As the objects continued on a dead straight north south course, they seemed to be travelling at a similar speed to a high flying passenger jet aircraft. I lost sight of them owing to the high ground of the quarry immediately on my left.

During the total duration of this sighting, which was between 45 seconds and 1 minute, my observation of these objects was continuous and uninterrupted. There was no sound whatever, the night being very still with no traffic.

Signature

Section 40

Signature witnessed by

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A. Date, Time & Duration of Sighting	Wed 31 st March, 12.15 am
B. Description of Object (No of objects, size, shape, colour, brightness)	2 bright lights, with lit vapour trail. No noise.
C. Exact Position of Observer Location, indoor/outdoor, stationary/moving	From balcony of house, looking out over St Brides Bay
D. How Observed (Naked eye, binoculars, other optical device, still or movie)	Naked eye
E. Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)	Heading from North to South
F. Angle of Sight (Estimated heights are unreliable)	Thought object was fairly low
G. Distance (By reference to a known landmark)	N/A
H. Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Crossed the bay (7/8 miles) in 25 secs, ie approx 1100 mph?
I. Met Conditions during Observations (Moving clouds, haze, mist etc)	Clear
J. Nearby Objects (Telephone lines, high Voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	N/A

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

Section 40

Sec (AS)2a

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A. Date, Time & Duration of Sighting	Wed 31 st March , 0109
B. Description of Object (No of objects, size, shape, colour, brightness)	one oval shaped object , 200 metre diameter, dark silhouette , 2 creamy white lights either side . v. little sound . possible low hum .
C. Exact Position of Observer Location, indoor/outdoor, stationary/moving	Back garden of house in Rugeley , Cannock Chase .
D. How Observed (Naked eye, binoculars, other optical device, still or movie)	Naked eye
E. Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)	First seen almost directly above house .
F. Angle of Sight (Estimated heights are unreliable)	Almost directly overhead . Heading towards Hazle Slade . 45° at one point .
G. Distance (By reference to a known landmark)	Object very low + close when first seen
H. Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Initially hovered , then descended in erratic way . Followed in car . Object then shot off v. high speed + high level
I. Met Conditions during Observations (Moving clouds, haze, mist etc)	clear
J. Nearby Objects (Telephone lines, high Voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	Houses

K. To whom reported (Police, military, press etc)	RAF Cosford - Flt Lt [Section 40] [Section 40]
L. Name & Address of Informant	[Section 40]
M. Background of Informant that may be volunteered	See Q
N. Other Witnesses	[Section 40] wife, daughter + her boyfriend
O. Date, Time of Receipt	Wed 31 st March, 0145
P. Any Unusual Meteorological Conditions	None
Q. <u>Remarks</u>	[Section 40] has had observer recognition by with Army. RAF Cosford have received 10 reports. witnesses included CPI P. [Section 40] from Cosford + colleague, [Section 40] from Bristol + someone at Showbury met office, who saw something approx 15 km away, moving easterly at approx 400 - 600 kts. Cosford checked with West Rayton - no radar trace. Birmingham airport also picked up nothing.

Signal reports to follow

witnesses [Section 40], Showbury met office

CPI [Section 40] colleague at RAF Cosford. Their boss is

Pilot officer [Section 40] an ext [Section 40]

[Section 40]

[Section 40]

Telex: 1.07, 31st March. Sitting in house. Daughter outside walking dog. came in hysterical. Rushed out - object spinning anticlockwise, 2 or 3 boxes then still + levelled off. 900-1000 ft. 150-200 metres diameter, cylindrical shape. Two round objects on either side. Creamy pearly glow from them. Moved, with low, sideway hum (wife heard + saw too). Tilted away, then slow descent to 300-400 ft. Banked to right v slow, then shot off. 5 witnessed - [Section 40] wife, son, daughter + daughter's boyfriend. Object looked like classic UFO photo from The unexplained - Texas/New Mexico, 1957? Will send sketch.

REPORT OF AN UNIDENTIFIED FLYING OBJECT

<p>A. Date, Time & Duration of Sighting</p>	<p>Wednesday 31st March, c 1.10 am</p>
<p>B. Description of Object (No of objects, size, shape, colour, brightness)</p>	<p>One oval shaped object, spinning, then stationary. 2 dull creamy coloured lights / flares on each side. Low humming noise heard</p>
<p>C. Exact Position of Observer Location, indoor/outdoor, stationary/moving</p>	<p>Back garden of house</p>
<p>D. How Observed (Naked eye, binoculars, other optical device, still or movie)</p>	<p>Naked eye</p>
<p>E. Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)</p>	<p>virtually overhead, then moved off in direction of Hazelstade</p>
<p>F. Angle of Sight (Estimated heights are unreliable)</p>	<p>Almost directly over house</p>
<p>G. Distance (By reference to a known landmark)</p>	<p>When first seen, approx 1000 ft height, overhead. Descended to 300-400 ft.</p>
<p>H. Movements (Changes in E, F & G may be of more use than estimates of course and speed)</p>	<p>Spinning at first, then hovered. Slow descent, then banked and moved off at very high speed</p>
<p>I. Met Conditions during Observations (Moving clouds, haze, mist etc)</p>	<p>Clear night</p>
<p>J. Nearby Objects (Telephone lines, high Voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)</p>	<p>Houses</p>

K. To whom reported (Police, military, press etc)	Contacted RAF Cosford + local press
L. Name & Address of Informant	Section 40 Rugeley. Staffs
M. Background of Informant that may be volunteered	N/k
N. Other Witnesses	Section 40 wife, son, daughter, and daughter's boyfriend
O. Date, Time of Receipt	Wed 31 st March, 1.45 am
P. Any Unusual Meteorological Conditions	None
Q. <u>Remarks</u>	Section 40 believed object had come down near Hazelstade, and went to investigate. Nothing found. Insistent that object wasn't anything explainable.

Section 40

Sec (AS) 2a

REPORT OF AN UNIDENTIFIED FLYING OBJECT

A. Date, Time & Duration of Sighting	Wed 31 March, 1-10 am
B. Description of Object (No of objects, size, shape, colour, brightness)	2 bright white lights in parallel - one slightly behind the other. No sound. No flashes. Marked vapour trail, not v long.
C. Exact Position of Observer Location, indoor/outdoor, stationary/moving	outdoors, from high ground - witness was leaning. Brighter + larger than Jupiter
D. How Observed (Naked eye, binoculars, other optical device, still or movie)	Naked eye
E. Direction in which Object first seen (A landmark may be more useful than a badly estimated bearing)	Heading from NW to SE, towards sunset
F. Angle of Sight (Estimated heights are unreliable)	Object v high. Covered horizon in under 2 minutes. 2/3 miles up?
G. Distance (By reference to a known landmark)	Either very high + large or very low and quiet.
H. Movements (Changes in E, F & G may be of more use than estimates of course and speed)	Speed constant
I. Met Conditions during Observations (Moving clouds, haze, mist etc)	Still quiet night, no clouds, 1st quarter moon
J. Nearby Objects (Telephone lines, high Voltage lines, reservoir, lake or dam, swamp or marsh, river, high buildings, tall chimneys, steeples, spires, TV or radio masts, airfields, generating plant, factories, pits or other sites with floodlights or night lighting)	None

K. To whom reported (Police, military, press etc)	Sec (AS) 2a, and Cardiff airport, who detected nothing on radar
L. Name & Address of Informant	Section 40 [redacted] Section 40 Crymych, Pafydd Section 40
M. Background of Informant that may be volunteered	Section 40 [redacted], and is v used to seeing civil + military witnesses
N. Other Witnesses	None
O. Date, Time of Receipt	Wed 31st March, 9-15 am
P. Any Unusual Meteorological Conditions	None
Q. <u>Remarks</u>	Appeared to v sensible + reliable witness

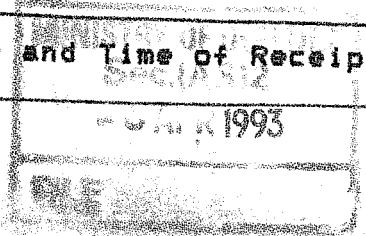
Signal reports to follow

Section 40
[redacted]

Sec (AS) 2a

REPORT OF UNIDENTIFIED FLYING OBJECT

A. Date, Time and Duration of Sighting Local times to be quoted	TC 31st MARCH 1993 0115 am
B. Description of Object Number of objects, size, shape, colours, brightness, sound, smell, etc.	NO SOUND 2 BRIGHT LIGHTS BALL SHAPED. TRAILS OF VAPOUR
C. Exact position of observer Geographical location, indoors or out, stationery or moving.	INDOORS, STATIONARY BRIDGEWATER ON DOCKS -
D. How Observed Naked eye, binoculars, other optical device, still or movie camera.	NAKED EYE
E. Direction in which Object was First Seen A landmark more useful than badly bearing.	FM NORTH HEADING SE
F. Angular Elevation of Object Estimated heights are unreliable.	RIGHT OVER HOUSE
G. Distance of Object from Observer Ref. to known landmark when possible.	- 11 -
H. Movements of Object Changes in E, F & G more use than est. course and speed.	FASTER THAN AEROPLANE SE
J. Met. Condition During Observation Moving clouds, haze, mist, etc.	CLEAR NIGHT CALM
K. Nearby Objects Telephone or high-voltage lines; dam, lake or reservoir; swamp or marsh; river; high building, tall chimney, steeples, spires or masts; airfields, generating plants; pits, factories or other lighted sites, or lighting.	ST MARYS CHURCH CENTRE OF B'WATER ON DOCKS
L. To Whom Reported Police, Military org. the press, etc.	B'WATER MERCURY - NO RESPONSE
M. Name and Address of Informant	Section 40
N. Any Background Information on Informant that may be Volunteered	SAME.
O. Other Witness	HUSBAND
P. Date and Time of Receipt of Report	1st APRIL 1800 L (1st REPORTED 31st MARCH)



Signature ... Section 40

Section 40

MINISTRY OF DEFENCE
- 5 APR 1993
AIR FORCE OPERATIONS
REPORT OF UNIDENTIFIED FLYING OBJECT

→ Please pass this copy to Section 40
Report passed to AIS
31/3/93

A. Date, Time and Duration of Sighting Local times to be quoted	31/3/93. 0010Z Approx 1 min
B. Description of Object Number of objects, size, shape, colours, brightness, sound, smell, etc.	2 very bright. (like stars) Parallel, slightly behind Silver tail / gold tail
C. Exact position of observer Geographical location, indoors or out, stationery or moving.	outside House Section 40 East Harphree (Bristol)
D. How Observed Naked eye, binoculars, other optical device, still or movie camera.	Naked eye 4 persons
E. Direction in which Object was First Seen A landmark more useful than badly estimated bearing.	E → W. (south of the position)
F. Angular Elevation of Object Estimated heights are unreliable.	View from 800ft Hill disappeared behind hill. long away trav. fast
G. Distance of Object from Observer Ref. to known landmark when possible.	long way /
H. Movements of Object Changes in E, F & G more use than est. course and speed.	Same speed + direction
J. Met. Condition During Observation Moving clouds, haze, mist, etc.	Very clear night 1/2 moon
K. Nearby Objects Telephone or high-voltage lines; dam, lake or reservoir; swamp or marsh; river; high building, tall chimney, steeples, spires or masts; airfields, generating plants; pits, factories or other lighted sites, or lighting.	/
L. To Whom Reported Police, Military org. the press, etc.	No.
M. Name and Address of Informant	Section 40
N. Any Background Information on Informant that may be Volunteered	Section 40
O. Other Witness	3 (20-24)
P. Date and Time of Receipt of Report	1004 31/3/93

Signature Section 40

COS/87/2/Sy

RAF Police Flight
RAF Cosford
Wolverhampton
West Midlands
WV7 3EX

OC RAF Police Flt

Mar 93

Sir,

POSSIBLE UFO SIGHTINGS

1. I have to report that at RAF Cosford on 31 Mar 93 at 0115 hours in company with Cpl Section 40 RAF Police, I was on mobile patrol of Leeming Road, adjacent to the Gravel Car Park when I saw two bright lights in the sky above the Airfield. The lights appeared to be flying at great velocity in a South Easterly direction at an altitude of approximately 1000 feet. The lights were circular in shape and gave off no beam. They were creamy white in colour and constant in size and in relation to each other.
2. I brought the vehicle to a standstill and pointed out the lights to Cpl Section 40. I switched off the vehicle engine and we both got out of the car and observed the lights. There was no sound of any engine noise despite there being no wind and the sky being free from cloud. The lights were observed over-flying the Unit and away towards the Wolverhampton area. A slight red glow could be seen from the rear of the lights as they disappeared from view over the horizon. The lights were visible for approximately one minute.
3. Myself and Cpl Section 40 then returned to the COC and I contacted RAF Shawbury. I was informed that there were no aircraft flying from there.
4. At 0125 hours, I contacted ATC at RAF Lyneham and was informed that there were no known aircraft in the area of Cosford.
5. At 0127 hours, I contacted RAF Brize Norton and was informed the same.
6. At 0128 hours, I was informed by the Ord Cpl, Cpl Section 40 that a Section 40 Section 40 Rugeley, Staffordshire had reported seeing the same lights over Rugeley. Four members of Section 40 party had also witnessed the lights. Section 40 had followed the lights which he described as being cream in colour at an altitude of 900-1000 feet and an estimated size of 200 metres. He could hear a humming noise as the object flew directly above him. Section 40 stated that he believed that the object landed in an area known as Hazelslade but when he approached he could not find any signs of the landing. Section 40 Section 40 was instructed to inform his local Civil Police Force, which he did, and during a subsequent conversation, it was established that a Constable from Staffordshire Police had visited Section 40.
7. At 0130 hours, I informed West Mercia Police, WPC Section 40 of the sightings.

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8. At 0140 hours, I informed HQ P&SS (UK), Cpl [Section 40] of the incident.

9. At 0142 hours, I informed RAF West Drayton, Lt Cdr [Section 40] of the incident, and he confirmed that there was no military aircraft of any kind in UK airspace and there had not been since 0001 hours.

10. At 0143 hours, the Senior Air Traffic Controller at Birmingham International Airport was contacted, and he confirmed that there were no civilian aircraft in Cosford Airspace and had not been for some hours.

11. At 0215 hours, OC RAF Police Flt and the Ord Off, Flt Lt [Section 40] were informed of the incident.

12. At 0250 hours, [Section 40] RAF Shawbury Met Office, contacted Cpl [Section 40] and stated that he had seen two lights in the sky at RAF Shawbury. The lights were first sighted approximately 15-20 kms away and [Section 40] [Section 40] observed them travel towards him over the Airfield moving erratically at hundreds of miles per hour unlike any aircraft. He described the lights as appearing to be searching for something. He heard a low humming noise and watched the object for 5 minutes until it disappeared from sight in a southerly direction. [Section 40] stated that he had been a Met Officer for 8 years and had never seen anything like it before.

13. At 0300 hours, Cpl [Section 40] contacted a [Section 40] the Met Officer at Bristol Airport, who stated that similar lights had been seen there at 0055 hours. He had initially put the lights down to adverse meteor activity but in the light of the subsequent reports recorded it as unidentified.

14. At 0310 hours, West Mercia Police were made aware of the further reports and would contact Staffordshire and Avon & Somerset Forces to correlate the reports.

15. At 0330 hours I resumed normal duties.

[Section 40]
Cpl [Section 40]
RAF Police

POLICE IN CONFIDENCE

RAF POLICE SITUATION REPORT.30-31 MAR 93.

①
2/1/93

DOB NO	DATE / TIME	PERSON REPORTING	OCCURRENCE	ACTION TAKEN
702/1/93	31 Mar 93 0115 hrs	RAFP Patrol	POSSIBLE UFO SIGHTING. Reports sighting two white lights overflying the Unit in a South Eastern direction at a height of 1000 feet. The velocity of the lights suggested fast jets, however, no collision beacons could be seen.	1. ATC units at Lyneham, S420, Shawbury, Birmingham and West Drayton contacted and it was established that no Aircraft were flying.
	0125 hrs	Section 40 Rugeley.	Reports the same lights in the Rugeley area flying erratically. He had followed the lights and seen them land at Hazelslade. He had got within 200 feet of what he described as flying saucers, but on entering the area they had landed could not locate them. Report recorded by Ord Cpl.	2. All details passed to W. Mercia Police and P&SS. 3. Section 40 contacted Staffs Police, who attended the scene.
	0250 hrs	Section 40 Shawbury Met Office	Reports to the Ord Cpl that lights of the same description had been seen in RAF Shawbury Airspace heading South.	4. Ord Off and OC Police informed. 5. Section 40 was certain that the lights could not be Aircraft of a known kind.
	0300 hrs	Section 40 Bristol Met Office	Report that the lights had been seen there also. Initially it was presumed they were meteorites, but in light of other sightings could offer no explanation and recorded the sighting as unidentified.	6. Avon & Somerset Police were informed by Airport Staff. 7. West Mercia Police were informed of the further sightings and will correlate all reports. 8. Report submitted by Cpl Section 40

OC POLICE
31 MAR 1993
RAF COSFORD

FIN/2286/016

REPORT OF AN UNIDENTIFIED FLYING OBJECT

- A. Date, Time and Duration of Sighting. 30 MAR 93 / 2240Z / 20 SECONDS APPROX
 - B. Description of Object. TRIANGLE WITH RED GLOW FROM ITS CENTRE TAIL AREA.
 - C. Exact Position Observer. OUTSIDE OF HOUSE LOOKING WEST
 - D. How Observed. EYE
 - E. Direction in which Object was first seen. LEFT TO RIGHT HEADING NORTH
 - F. Angle of Sight. ^{SLIGHTLY} ABOVE HORIZON AGAINST LIGHT SKY
 - G. Distance. DIFFICULT TO JUDGE, OBJECT LOOKED ABOUT A FOOT (12 INCHES) ALONG ITS LENGTH.
 - H. Movements. LEFT TO RIGHT, SUB-SONIC (NOT SLOW BUT NOT TOO FAST)
 - I. Meteorological conditions during observation. CLEAR SKY
 - J. Nearby Objects. BUILT UP AREA BUT OBJECT WAS ABOVE AND CLEAR OF HOUSES ETC
 - K. To whom reported. CRO RAF FINNINGLEY
 - L. Name and Address of Informant. Section 40
(TEL: SHEFF Section 40) BRADWAY, SHEFFIELD
 - M. Any background on the informant that may be volunteered. NONE - BUT ADULT AND THEY SAID THEY DID NOT BELIEVE IN UFOS!
 - N. Other Witnesses. NONE
 - O. Date and Time of receipt of Report. 1400Z 31 MAR 93
 - P. Is a reply requested. YES PLEASE
- Signed [Section 40]
Name [Section 40]
Rank FLT LT Tel No [Section 40]
Date 31 MAR 93

NOTE * WAS 'STEALTH' IN THE AREA?

WITH THE COMPLIMENTS OF

POLICE FLIGHT

ROYAL AIR FORCE
FINNINGLEY

Doncaster
South Yorkshire
DN9 3LQ

Tel. Doncaster

Section 40

*Please find enclosed
a report of an
unidentified flying
object*



Section 40

CP1

FIN/2286/016

REPORT OF AN UNIDENTIFIED FLYING OBJECT

- A. Date, Time and Duration of Sighting. 30TH MAR 93 2130 5MINS
- B. Description of Object. ONE. GLASS BOTTOM. TWO ROWS OF BRIGHT LIGHTS ALONG ITS SIDE. UNABLE TO DISTINGUISH SHAPE DUE TO INTENSITY OF LIGHTS
- C. Exact Position Observer. PENINE MOORS IN AREA KNOWN AS ~~PENINE~~ PENINE SLOPES AT BIRCH WOOD IN AREA OF PENISTON
- D. How Observed. SIGHTED WHILST DRIVING CAR
- E. Direction in which Object was first seen.
- F. Angle of Sight.
- G. Distance. , THEN ~~WAS~~ TRAVELLED TO OBJECT UNTIL UNDERNEATH IT. A PPROX 200M.
- H. Movements. STILLTILL APPROACHED THEN MOVED TOWARDS WOOD AREA UNTIL OUT OF SIGHT
- I. Meteorological condistions during observation. FINE DRY CLEAR
- J. Nearby Objects.
- K. To whom reported. PC [Section 40]
- L. Name and Address of Informant. [Section 40]
MONK BRETTON BARNESLEY [Section 40]
- M. Any background on the informant that may be volunteered.
- N. Other Witnesses. 2 POLICEMEN WITNESSED SEEING^{BRIGHT} LIGHTS FROM DIFFERENT LOCATIONS AT 0117 HRS, TRAVELLING FROM PENISTON TOWARDS SHEFFIELD. 1 PC [Section 40] PENISTON POLICE STATION [Section 40]
- O. Date and Time of receipt of Report. 2/PC [Section 40] GOTHORPE POLICE STATION
30 MAR 93 2147 HRS
- P. Is a reply requested. YES

Signed _____ [Section 40] _____
 Name _____
 Rank SGT Tel No _____

Date 31 MARCH 93