

PROJECT 10073 RECORD CARD

4602d AIES

1. DATE 14-13 August 56	2. LOCATION Bentwaters-Lakenheath, England	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other: Anom. Propagation ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 21200-2220 (13 Aug) ZONE: 0010-0330 (14 Aug) GMT	4. TYPE OF OBSERVATION ☒ Ground-Visual ☒ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Radar observers - Ground observers, AF pilots	
7. LENGTH OF OBSERVATION Total: Approx 5 hrs	8. NUMBER OF OBJECTS Varied	9. COURSE Varied
10. BRIEF SUMMARY OF SIGHTING 1. On 14 August, between 2120-2220 ZI Bentwaters radar reported 3 separate UFO tracks suddenly appearing and disappearing on their screens, with a 2 hr period. 2. Bentwaters station alerted RAF radar unit at Lakenheath. On 14 Aug the RAF unit reported obj's were observed intermittently from 0010Z to 0330Z, going from W to SW, stopping for 5 minutes, thence NW, disappearing from scope at 0330Z.		11. COMMENTS (ATIC) At first glance, the 2 messages (TT Msgs 301-435, 16 Aug 56 and IDO-7335, 21 Aug 56) reporting this sighting may give the impression that observations, radar, ground and air, were simultaneous. A review of detailed report IR-1-56, dtd 31 Aug 56, indicates that, although the observations took place within the periods given, they cannot be considered as concurrent.

10. (Continued)

3. An amber-colored object was observed visually with 7 X 50 binoculars near the horizon towards E. SE. This object, the apparent size of a pinhead, remained in sight for approximately 1 hour.

4. Two pilots of a local AF interceptor squadron who were vectored to the area returned after a 45 minute search.

Nothing found. Both stated, however, that there was a bright star in the horizon East of Pentwaters, that could have been mistaken for a UFO by visual observers.

5. Ground observers reported an unusual amount of "shooting stars" in the sky during this period.

11. Continued

This is confirmed by the original report BOI-485, which states that the radar sightings occurred at a later time than the ground sightings. Comments, on the basis of specific aspects of each sighting:

Radar: The widely divergent tracks and speeds observed on the scopes (SW to NE, E to W, SE to NW, and 60 to 4000 MPH), the sudden appearing, disappearing intermittent stopping, starting and remaining motionless; and other erratic behavior of blips is characteristic of weather returns and changing atmospheric conditions. This can often be confusing to trained operators, and does not imply lack of capability of reporting personnel.

Visual Ground: It should be noted that the visual sighting by the control-tower chief, using 7 X 50 binoculars, was of an amber-colored object between 10 to 40 degrees above the horizon towards the SE. The observer further stated that this object remained in sight for approximately

(CONTINUED)

11. (Continued)

1 hour, and moved in a SE. South direction. This coincided with the general location, elevation and movement of Mars for the one hour period in question. (NOTE: Mars, bright and red, was making the closest approach to the Earth in 32 years.)

Visual Airborne: The two AF pilots who were vectored to search the area, remained aloft for 45 minutes. Both stated that a very bright star was observed near the horizon to the East, which, quoting these pilots "could be mistaken for a UFO by visual observers."

Astronomical: Of considerable significance is the fact that an annual meteoric shower, the Perseids, was in prominence at that time (11-13 August). The first report (TF-485) states conclusively that ground observers reported that there was an unusual amount of shooting stars in the sky at that time. This undoubtedly accounts for some of the statements of ground observers that (quote) .. objects traveled at terrific speeds, stopping, and then changing course immediately....."

Astro-Electronic: The part that meteoric showers may have contributed to the sightings reported for these periods cannot be determined conclusively. However, meteors can produce radar returns because of the ionization of their gaseous trail, which "trace" on radarscopes.

CONCLUSION: On the basis of the above, and the limited data provided, there is no compelling reason to conclude that the radar UFO sightings were other than the result of anomalous propagation, which coincided with visual observations during this period. The inadvertent attempt to relate all the observations is not considered valid.

REPORT NR.: IR-1-56

EXTRACT "A"

UNCLASSIFIED

BEB

ORIGINATING AGENCY: 81st Fighter Bomber Wing, England

DATE OF DOCUMENT: 8/31/56

ATIC NR. 293634

AF NR. 1025624

SUBJECT: (Unclassified) Unidentified Flying Objects Reporting (UFOB)

REFERENCES

RETRIEVAL INFO: 4E4I/1 - England/-----/UFOB/-----

Most significant are the reports of three courses of UFOBS tracked on the Bentwaters GCA Radar. These UFOBS flew courses as follows: 1 group of 12 to 15 UFOBS FROM a point 8 miles SW of Bentwaters to approximately 40-45 miles NE of Bentwaters at an estimated speed of 80 to 125 miles per hour; a single UFOB was tracked by the Bentwaters GCA from approximately 25 miles SE of Bentwaters to approximately 15 miles NW of Bentwaters at a speed estimated at more than 4,000 miles per hour; a third UFOB was reported as tracked by the Bentwaters GCA from approximately 30 miles E. of Bentwaters flying a westerly course to about 30 miles west of Bentwaters at an exceptionally high speed.

The GCA Operators making these radar sightings were of the opinion that malfunctions of the GCA Equipment did not cause these radar sightings.

The following information was obtained from USAF personnel assigned to RAF Station, Bentwaters, England concerning visual and radar sightings of Unidentified Flying Objects in the vicinity of their assigned station during the period 2120Z to 2220Z, 13 August 1956. The reliability of all the following sources of information is estimated to be usually reliable.

UNCLASSIFIED

S/Sgt

ATIC NR. 293634

AF NR. 1025624

On 27 August 1956 the following information concerning subject Unidentified Flying Objects was received from S/Sgt [REDACTED], Control Tower Shift Chief, 1264th AAGS Squadron, RAF Station Bentwaters, England.

Sgt [redacted] indicated that his attention was first called to the object by its position, size and unusual color. He was also aware that the Bentwaters GCA was tracking Unidentified Flying Objects by radar at this time. Sgt [redacted] described the UFOB as spherical and the size of a pin-head held at arms length. He sighted only one object which was described as amber color when first observed later changing to bluish-white. No discernable details or features were observed and no sound from the object was noted. Sgt Wright sighted the object from the Bentwaters Control Tower visually with the aid of 7 X 50 power binoculars. Time of his sighting was between 2120Z and 2220Z, 13 August 1956. He indicated that the object was first observed at about 10° elevation toward the south east. The object was in sight for approximately one hour during which time it intermittently disappeared and reappeared. At the time of the object's disappearance, it was located approximately 40° above the horizon in south south-easterly direction. Light conditions during sighting dusk to night. Sgt [redacted] indicated that the sky was clear with unlimited visibility during the time of this observation.

T/Sgt

(2002-4145-Z)

T/Sgt [REDACTED] GCA Operator, 1264th AACCS Squadron, RAF Station Bentwaters, England reported the following information relative to subject Unidentified Flying Objects.

UNCLASSIFIED

BEH

ATIC NR.	293634
AF NR.	1025624

REFERENCES

UNCLASSIFIED

REPORT NR.: IR-1-56

EXTRACT "A"

UNCLASSIFIED

BEB

group moved at the rate of between 80 and 125 miles per hour. He computed this speed by using the range margins on the GCA scope.

ATIC NR. 293634

AF NR. 1025624

REFERENCES

Sgt [REDACTED] added that another UFOB was sighted on the GCA radar at about 2200Z, 13 August 1956. This object was tracked on the radar screen for approximately 16 seconds. Course of the object being tracked was from about 30 miles east of Bentwaters to approximately 25 miles west of this station. Speed of this object was estimated to be in excess of 4000 miles per hour. All radar returns appeared normal on the scope for this object except for the last return which seemed slightly weaker than the rest. Sgt [REDACTED] explained that object suddenly disappeared off the radar screen by rapidly moving out of the GCA radiation pattern. Light conditions were night. Weather was clear with good visibility and light winds.

A/2C Vaccaro. (213-Z)

The following information pertaining to an Unidentified Flying Object sighted electronically on the Bentwaters GCA at 2130Z, 13 August 1956 was submitted by A/2C [REDACTED], GCA Operator, 1264th AACSS Squadron, RAF Station Bentwaters, England.

Airman [REDACTED] indicated that he tracked one Unidentified Flying Object on the Bentwaters GCA screen for approximately 30 seconds at 2130Z, 13 August 1956. The size of the blip when picked up was that of a normal aircraft target. The Blip diminished in size and intensity to the vanishing point before crossing the entire radar screen.

7

UNCLASSIFIED

REPORT NR.: LH-1-56

EXTRACT "A"

UNCLASSIFIED

BEB

The unidentified flying object was picked up at an estimated 25 to 30 miles east south-east of Bentwaters and flew a constant course of 295° to the vanishing point on the scope which was 15 to 20 miles west north-west of Bentwaters at an undetermined altitude. Airman Vaccare estimated the speed of this object to be in the vicinity of 4000 miles per hour. This speed was calculated by comparing the speed of the object on the GCA scope with speeds that the operator is familiar with on the electronic simulator. A/2C Vaccare added that some idea of the speed of the object could be computed from the fact that each time the GCA antenna completed a revolution the Blip from this object moved 4 to 5 miles on the radar screen. The GCA antenna completes a revolution once every two seconds. The weather was reported as clear with unlimited visibility.

ATIC NR. 292634

AF NR. 1025624

REFERENCES

Lts Metz and Rowe.

On 30 August 1956 the following information was received from 1st Lt [REDACTED] and 1st Lt [REDACTED] concerning their aerial search for subject unidentified flying objects. Lts [REDACTED] and [REDACTED] are pilots assigned to the 512th Fighter Interceptor Squadron, Bentwaters, England. The above named officers indicated that they were returning to Bentwaters from a T-33 flight about 2130Z, 13 August 1956. At this time they were vectored to the north - east of Bentwaters to search for unidentified flying objects which were being tracked by the Bentwaters GCA. Lts. [REDACTED] and [REDACTED] stated that they searched the areas to the north-east, east, and south-east of Bentwaters for approximately 45 minutes. Altitude of flight was between 2000 and 5000 feet. Results of this aerial search were negative. Both officers reported that they observed a bright star on the horizon to the east of Bentwaters which might have been mistaken for an Unidentified Flying Object by the visual observer.

UNCLASSIFIED

REPORT NR.: IR-1-56

EXTRACT "A"

UNCLASSIFIED

BEB

Lt Rowe also stated that a flashing beacon was flashing through a low haze along the east coast of England from the vicinity of the village of Orford.

Weather Report from the Bentwaters weather detachment for the period 2100Z to 2200Z, 13 August 1956 for the Bentwaters area follows:

Winds:

Surface - Direction 230°, velocity 5 to 10 knots.
6000 ft - Direction 260°, velocity 30 knots.
10,000 ft - Direction 260°, velocity 40 knots.
16,000 ft - Direction 260°, velocity 55 knots.
20,000 ft - Direction 260°, velocity 70 knots.
30,000 ft - Direction 260°, velocity 90 knots.
50,000 ft - Direction 260°, velocity 40 knots.
ceiling: 25,000 ft
Visibility: 9 miles

No thunderstorms were located in the area of the sightings.

Several aircraft were in the Bentwaters area at the time of these sightings but these could not have been mistaken for the Unidentified Flying Objects.

No physical evidence of the sightings is available.

ATIC NR. 293634
AF NR. 1025624
REFERENCES

UNCLASSIFIED

AF-WP G-29 DEC 55 50M

PAGE 6 OF 6

RECEIPT FOR CLASSIFIED MATERIAL RELEASED TO CONTRACTORS AND BIDDERS

DATE

19 Oct 56

TO (Name and Address of Individual, Firm or Corporation)

Dr. J. Allen Hynek
Smithsonian Astrophysical Observatory
60 Garden Street
Cambridge 38, Massachusetts

FROM (Name, Address and Orgnl Code of Releasing Activity)

Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base,
Ohio
AFOIN-4EM

INSTRUCTIONS:

1. **RELEASING ACTIVITY** - Prepare form in quadruplicate and retain one copy for followup purposes. Clearly indicate if material is RESTRICTED DATA. Forward one copy of receipt to the AMA Inspector General and two copies with the material being released.
2. **AMA INSPECTOR GENERAL** - Forward form to the proper authority having security cognizance of the facility.
3. **CONTRACTOR OR BIDDER** - Sign the original and return to the Releasing Activity, using complete address as indicated in (FROM) block above.

IDENTIFICATION NR

NR COPIES

CLASSIFICATION

DESCRIPTION, DATE AND SUBJECT

T56-24219

original

Confidential

Memorandum for Record, 17 October 1956,
subj: (C) E O L R

T56-24219-1

carbon
copy

Confidential

Memorandum for Record, 17 October 1956,
subj: (C) E O L R

T56-24219-A

original

Confidential

Letter transmitting Memorandum *HR 22 Oct 56*

RECEIPT IS ACKNOWLEDGED FOR THE MATERIAL LISTED ABOVE. It is recognized that this material is CLASSIFIED and comes within the purview of this COMPANY'S SECURITY AGREEMENT.

TYPED OR PRINTED NAME AND TITLE OF INDIVIDUAL
AUTHORIZED TO SIGN FOR MATERIAL

SIGNATURE OF AUTHORIZED INDIVIDUAL

DATE SIGNED

SIGHTING LETTER

USAF-RETIRED

Dear Sir:

Reference your UFO Study: you probably already have this item in your file, but, in case you don't, I will briefly outline it and you can contact me for full details if you want them.

I retired (20 years service) 1 April 1967 from the USAF. I have placed my name, rank, and serial number at the top of the page if you want to check on my authenticity. I was an Air Traffic Controller throughout my service career and utilized radar the last 16 years in the control of Air Traffic. I won't bother listing the types and locations, although I could supply all this is needed.

I have never mentioned this incident, as I was pretty sure it is considered (or was) classified, and the only reason I feel free to give you details is because you are an official government agency.

In 1956, sometime between January and September (I can't remember the exact date or month), I was on duty as Watch Supervisor at Lakenheath RAF Station, England (a USAF base) in the Radar Air Traffic Control Center. It was the 5:00 p.m. to midnight shift. I had either four or five other controllers on my shift. I was sitting at the Supervisor's Coordinating desk and received a call on the direct line (actually, I'm not sure which line it was). Anyway, it was Sculthorpe GCA Unit calling and the radar operator asked me if we had any targets on our scopes travelling at 4,000 mph. They said they had watched a target on their scopes proceed from a point 30 or 40 miles east of Sculthorpe to a point 40 miles west of Sculthorpe. The target passed directly over Sculthorpe, England RAF Station (also an USAF Station). He said the tower reported seeing it go by and just appeared to be a blurry light. A C47 flying over the base at 5,000 feet altitude also reported seeing it as a blurred light that passed under his aircraft. No report as to actual distance below the aircraft. I immediately had all controllers start scanning the radar scopes. I had each scope set on a different range - from 10 miles to 200 miles radius of Lakenheath. At this time I did not contact anyone by telephone as I was rather skeptical of this report. We were using full MTL on our radar, which eliminated entirely all ground returns and stationary targets. There was very little or not traffic or targets on the scopes, as I recall. However, one controller noticed a stationary target on the scopes about 20 to 25 miles southwest. This was unusual as a stationary target should have been eliminated unless it was moving at a speed of at least 40 to 45 knots. And yet we could detect no movement at all. We watched this target on all the different scopes for several minutes and I called the GCA Unit at Lakenheath to see if they had this target on their scopes also. They confirmed the target was on their scope in the same geographical location. As we watched, the stationary target started moving at a speed of 400 to 600 mph in a north, northeast direction until it reached a point about 20 miles north northwest of Lakenheath. There was no slow start or build-up to this speed - it was constant from the second it started to move until it stopped.

I called and reported all the facts to this point, including Sculthorpe GCA's initial report, to the 7th Air Division Command Post at London. They in turn notified 3rd Air Force Command Post and had them hooked into the

line. I also hooked in my local AFB Commanding Officer and my Unit (AFCS Communications Squadron) Commander on my switchboard. And there could have been others hooked in also that I was not aware of. I repeated all the facts known to this point and continued to give a detailed report on the target's movements and location. The target made several changes in location, always in a straight line, always at about 600 mph and always from a standing or stationary point to his next stop at constant speed - no build-up in speed at all - these changes in location varied from 8 miles to 20 miles in length - no set pattern at any time. Time spent stationary between movements also varied from 30 or 4 minutes to 5 or 6 minutes (possibly even longer as I was busy answering questions - listening to theories, guesses, etc. that the conference line people were saying. This continued for some time. After I imagine about 30 to 45 minutes, it was decided to scramble two RAF interceptors to investigate. This was done I believe by 3rd Air Force calling the RAF and, after hearing what the score was, they scrambled one aircraft. [The second got off after as I will mention later.]

The interceptor aircraft took off from an RAF Station near London and approached Lakenheath from the southwest. Radio and radar contact was established with the RAF intercept aircraft at a point about 30 to 35 miles southwest of Lakenheath inbound to Lakenheath. On initial contact we gave the interceptor pilot all the background information on the UFO, his (the interceptor) present distance and bearing from Lakenheath, the UFO's (which was stationary at the time) distance and bearing from Lakenheath. We explained we did not know the altitude of the UFO but we could assume his altitude was above 1,500 feet and below 20,000 feet, due to the operational characteristics of the radar (CPS-5 type radar, I believe). Also we mentioned the report from the C47 over Sculthorpe that relayed the story about the light which passed below him. His altitude was 5,000 feet.

We immediately issued headings to the interceptor to guide him to the UFO. The UFO remained stationary throughout. This vectoring of the intercept aircraft continued. We continually gave the intercept aircraft his heading to the UFO and his distance from the UFO at approximately 1 to 2 mile intervals. Shortly after we told the intercept aircraft he was one-half mile from the UFO and it was twelve-o'clock from his position, he said, "Roger, Lakenheath, I've got my guns locked on him." Then he paused and said, "Where did he go? Do you still have him?" We replied, "Roger, it appeared he got behind you and he's still there. [There were now two targets; one behind the other, same speed, very close, but two separate distinct targets.

The first movement by the UFO was so swift (circling behind the interceptor). I missed it entirely, but it was seen by the other controllers. However, the fact that this had occurred was confirmed by the pilot of the interceptor. The pilot of the interceptor told us he would try to shake the UFO and would try it again. He tried everything - he climbed, dived, circled, etc., but the UFO acted like it was glued right behind him, always the same distance, very close, but we always had two distinct targets. [Note: Target resolution on our radar at the range they were from the antenna (about 10 to 30 miles, all in the southerly sectors from Lakenheath) would be between 200 and 600 feet probably. Closer than that we would have got one target from both aircraft and UFO. Most specifications say 500 feet is the minimum, but I

believe it varies and 200 to 600 feet is closer to the truth and, in addition, the tuning of the equipment, atmospheric conditions, etc., also help determine this figure.

The interceptor pilot continued to try and shake the UFO for about ten minutes (approximate - it seemed longer both to him and us). He continued to comment occasionally and we could tell from the tonal quality he was getting worried, excited and also pretty scared.

He finally said, "I'm returning to Station, Lakenheath. Let me know if he follows me. I'm getting low on petrol." The target (UFO) followed him only a short distance, as he headed south southwest, and the UFO stopped and remained stationary. We advised the interceptor that the UFO target had stopped following and was now stationary about 10 miles south of Lakenheath. He rogered this message and almost immediately the second interceptor called us on the same frequency. We replied and told him we would advise him when we had a radar target, so we could establish radar contact with his aircraft. [He was not on radar at this time, probably had just taken off and was too low for us to pick him up, or too far away - we had most of the scopes on short range, so we could watch the UFO closely on the smaller range.] The number two interceptor called the number one interceptor by name (Tom, Frank - whatever his name was) and asked him, "Did you see anything?" Number one replied, "I saw something, but I'll be damned if I know what it was." Number two said, "What happened?" Number one said, "He (or it) got behind me and I did everything I could to get behind him and I couldn't. It's the damndest thing I've ever seen." Number one also made a remark at this time to Number two, that he had his radar locked on whatever it was for just a few seconds so there was something there that was solid. Number one then switched frequencies to his home base frequency. We gave Number 2 the location of the UFO and advised him that we still didn't have him on radar, but probably would have shortly. He delayed answering for some seconds and then finally said, "Lakenheath _____ (identification, aircraft call sign) - can't remember what call sign these aircraft were using. Returning home, my engine is malfunctioning." He then left our frequency.

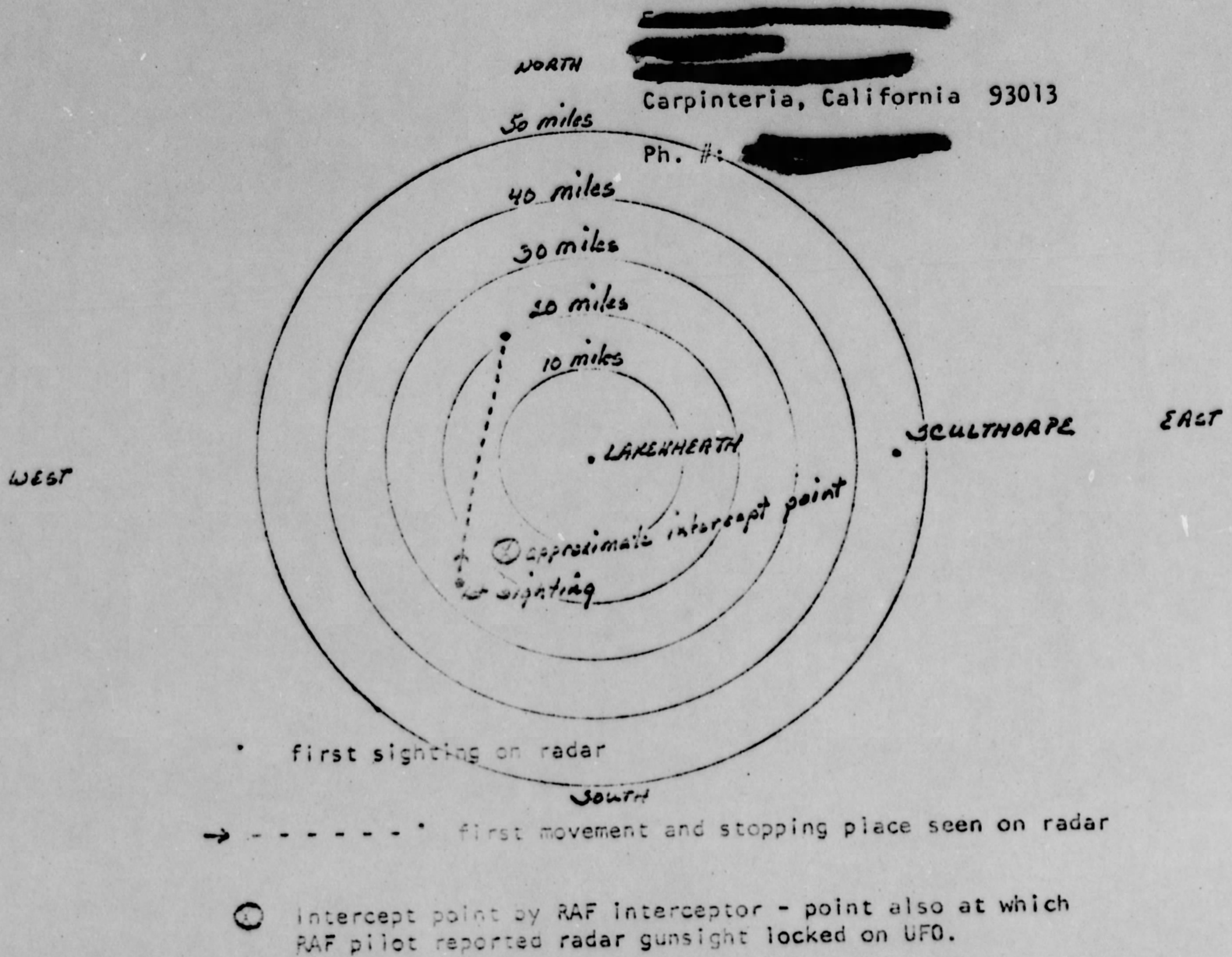
Throughout this we kept all the agencies, 7th Air Division, 3rd Air Force, etc., advised on every aspect, every word that was said, everything.

We then inquired what action they wanted to take. They had no more suggestions and finally they told us to just keep watching the target and let them know if anything else happened. The target made a couple more short moves, then left our radar coverage in a northerly direction - speed still about 600 mph. We lost target outbound to the north at about 50 to 60 miles, which is normal if aircraft or target is at an altitude below 5,000 feet (because of the radiation lobe of that type radar). We notified 7th Air Division Command Post and they said they'd tell everybody for us.

I made out a written report on all this, in detail for the offices in charge of my facility, and was told that unless I was contacted later for any further information, he would take care of it. I don't know if a CERVIS report was submitted on this or not - I heard no more about it.

All speeds in this report were calculated speeds based on time and distance covered on radar. This speed was calculated many times that evening and although this happened quite awhile ago, the basic elements are correct.

Hope this helps in some small way to assist in your UFO investigation.



TO

FROM

SUBJECT

DATE

Page Overland
R. T. Lee

2-6-67

UNIVERSITY OF COLORADO

*Interdepartmental
Memorandum*

*Attached is a copy of a report
on the Can you
help me out?
Thank you very much
(R. T. Lee)*

EXTRANEOUS INFO.

March 15, 1968

Mr. [REDACTED]
Dept. of Physics and Astrophysics
202 Woodbury Hall
University of Colorado
Boulder, Colorado 80302

Dear Bob;

I have your radar-visual report sent in by Forrest B. Perkins. Not much that one can do about it, since he doesn't even remember the month, let alone the exact date. However, the report is similar to many others that I have seen. Without specific information of times and directions, it is difficult to analyze or confirm what seems to me to be a reasonable explanation.

First of all, I have to point out again the impossibility of making a definite identification between radar and visual sightings, especially, under conditions such as those mentioned. Radar tells you the direction in which you sent off the signal and it measures the distance to whatever is reflecting the radar pulse. And sometimes it doesn't tell you that, in view of the possibility of getting reflections at very long ranges. You thus have three parameters, altitude, bearing, and a distance. For a visual sighting, you have at best only two, altitude and bearing. You have no estimate of distance and hence, if you happen to see some faint object -- even if it's only a bright star near the horizon -- in the same general direction, an inexperienced radar operator will often claim the object is a radar-visual sighting, whether the conclusion is justified or not.

Well, 4000 mph is pretty high speed. I strongly suspect that the trapping was involved, that reflections changed the picture for successive scans, to give the appearance of motion, even though none actually

Robert J. Low

- 2 -

March 13, 1946

desired. In brief, RFTI will not discriminate between a return from a moving target or a ground return from a stationary target; if the return beam is reflected from a moving layer. This could account also, for the existence of the stationary target. As for the blurred light viewed from the tower, we have no assurance whatever that this was not an after image effect, a visual impression resulting from the operator's having inadvertently seen a bright light at close range.

This is about all I can do without further information.

Looking forward to seeing you soon, I am,

Cordially yours,

DTM/Pl

Robert J. Low

UNCLASSIFIED

Box 9703
1125th FAG (ATIG)
Wright-Patterson AFB,
Ohio
26 November 1956

Dr. J. Allen Hynek
Smithsonian Astrophysical Observatory
60 Garden Street
Cambridge 38, Massachusetts

Dear Dr. Hynek:

Reference is made to my letter of 20 November 1956 in which I stated that I would send you the finalized material on the Lakenheath case. Inclosed you will find AF 112 on the final investigations regarding this sighting.

I am relieved to find that they carry it under an unclassified category. This, of course, helps us in both the discussion and transmittal aspects.

I have included a rough plot of the three radar and one visual observations of the sightings. This should be of some help for your review and comment. These sightings, in my opinion, cannot be considered as concurrent with respect to time. The separate report of each observer indicates three widely divergent tracks. An attempted intercept by American airplanes, which lasted for 45 minutes, produced no physical evidence of any UFO in the area. The visual observation leads me to believe that the observer was seeing Mars. Also, there appears to have been some contact (I do not wish to use the word "collusion") between the operator of two radar stations since they both state speed of exactly 4000 m.p.h.

I feel, therefore, that our original analyses of anomalous propagation and astronomical is more or less correct. I will consider this case closed upon receipt of your final comment, at which time I will make a compiled, final conclusion for the Air Force.

A word concerning our proposed visit. As things are now it seems improbable that any plans can be made before the middle of January.

Sincerely,

Capt. Gregory

2 Incls

UNCLASSIFIED

Inclosures removed

SUBJECT: Report for Analysis - UFO Reports from CINCUSAF, Wiesbaden and
Lakenheath, England

TO: AFORN-441
Attn: Col Hoffman

FROM: AFORN-444 DATE 7 Nov 56 COMUSAF NR. 3
444/Capt G.T. Gregory/LtC
69216

1. Attached herewith is AIR-1-56, England (Inclosure #1), containing pertinent information on the Lakenheath-Bentwaters sighting which was reported to this Center on 13 August 1956 with a request for immediate evaluation by Headquarters USAF. It is believed this report is in response to this Center's request for additional information (See Inclosure #2).

2. On the basis of the information available at that time, it was our conclusion that the sighting was the result of anomalous propagation with the possibility of certain meteoric showers, which were prominent during that sighting date, a contributing factor.

3. Inasmuch as Headquarters USAF has expressed a desire for an expeditious evaluation regarding this UFO sighting (Inclosure #3), it is requested that this report be reviewed, together with the original data, for the purpose of arriving at a more firm conclusion.

4. A rough plot of the three radar and one visual observation indicate that the sightings cannot be considered as concurrent with respect to time. (Inclosure #4). A forty-five minute search of the area by a local intercept squadron produced no physical evidence of any unidentified object in the sky. *

5. Attached for your information is an evaluation by Dr. Hynek and Dr. Hippie which represents an approach to the sighting, primarily from an astronomical and astrophysical viewpoint from the data available at that time. It may be of some assistance in your over-all study of the incident.

HENRY A. MILBY
AFORN-444

6 Incls

1. AIR-1-56, England (U)
2. ~~_____~~
3. AF 156-23446-1, 10 Oct 56 (U)
4. Rough sketch, UFO Plots (U)
5. Memo for Record, 17 Oct 56, 156-24219 (U)
6. Memo for Record, 21 Sep 56 (U)

* of significance is the fact that the direction of the UFOs travel on the radar scope was not the same in any of the three plots. In fact, there was a wide divergence in the three bearings indicated.

UNCLASSIFIED

Inclosures removed

21 Sept 56

SUBJECT: (U) Lakenheath-Bentwaters UFO Sighting - - Review and Comment
by Dr. J. A. Hynek.

1. On 13 September 1956, at the Harvard Astrophysical Observatory, Cambridge, Massachusetts, Dr. Hynek and the undersigned held discussions regarding this case. All teletype messages and the various factors and aspects were treated in some detail.

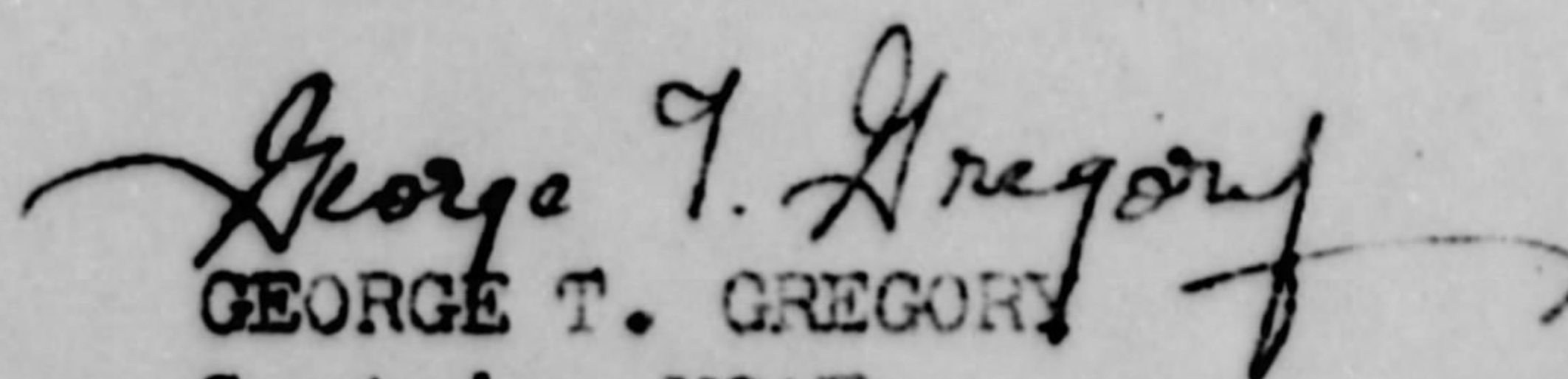
2. Dr. Hynek was in agreement with the undersigned's comment to the SAC Commander in England and Headquarters USAF, considering the many variables and other seemingly conflicting data involved in the UFO report.

3. Upon receipt of this sighting, Dr. Hynek was unavailable to review this report as one of the applicable USAF consultants normally required in cases of this kind. Dr. Hynek was en route to Harvard University from the U. S. Astronomical Society Conference held in Berkley, Calif.

4. The following action was taken in attempt to resolve this matter to a better conclusion:

a. Copies of all teletype messages from England were left in the custody of Dr. Hynek (deposited in safe for classified material assigned Dr. F. E. Whipple, Director of Astrophysical Observatory). A hand receipt signed by Dr. Hynek was obtained for the UFO case file.

b. Dr. Hynek will discuss the matter with Dr. Whipple who is now in Spain on IGY matters, and with Dr. Gerald Hawkins, British astrophysicist, now with the observatory in Cambridge. Dr. Whipple is considered the foremost authority on radio echoes and other radio-radar aspects of astronomical bodies in the world. With Dr. Hawkins participating as an interested party (the unusual UFO sighting being observed over England), the conference should produce something of note. This conference arranged by Dr. Hynek will be at no expense to USAF.


GEORGE T. GREGORY
Captain, USAF

UNCLASSIFIED

CLASSIFICATION

COUNTRY OF ACTIVITY REPORTING England		REPORT NO. IR-1-56	1025624	
AIR INTELLIGENCE INFORMATION REPORT				
COUNTRY OF AREA REPORT CONCERN England		DATE OF INFORMATION 13 August 1956	SRI STATUS (if applicable)	
ACCT. OF ACTIVITY REPORT Blat Fighter Bomber Wing		DATE OF COLLECTION 27 August 1956	SRI NO.	
PREPARED BY AND VISUAL Captain Edward L Holt		DATE OF REPORT 31 August 1956	CANCELED/COMPLETE	
NAME OR DESCRIPTION OF SOURCE USAF Personnel, Bentwaters, England		EVALUATION B-3	CANCELED/INCOMPLETE	
			SRI NO.	
			ADDITIONAL INFORMATION ON (Date)	
REFERENCES (Same Subject, previous reports, etc., as applicable)				

SUBJECT (Descriptive title. Use individual reports for separate subjects)

(Unclassified) Unidentified Flying Objects Reporting (UFOB)

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 112a unless report can be fully stated on AF Form 112. List enclosures, including number of copies.)

Between 2120Z and 2220Z, 13 August 1956, Unidentified Flying Objects were reported observed visually and by ground electronic means by USAF personnel stationed at RAF Station Bentwaters, England.

Most significant are the reports of three courses of UFOBS tracked on the Bentwaters GCA radar. These UFOBS flew courses as follows: 1 group of 12 to 15 UFOBS from a point 8 miles SW of Bentwaters to approximately 40-45 miles NE of Bentwaters at an estimated speed of 80 to 125 miles per hour; a single UFOB was tracked by the Bentwaters GCA from approximately 25 miles NE of Bentwaters to approximately 15 miles NE of Bentwaters at a speed estimated at more than 1,000 miles per hour; a third UFOB was reported as tracked by the Bentwaters GCA from approximately 30 miles E. of Bentwaters flying a westerly course to about 30 miles west of Bentwaters at an exceptionally high speed.

The GCA Operators making these radar sightings were of the opinion that malfunctions of the GCA equipment did not cause these radar sightings.

APPROVED:

Orville E. Bixel
ORVILLE E. BIXEL
Major, USAF
Wing Intelligence Officer

Hq USAF, APO 633, N.Y., N.Y., 1 cy
Hq Third Air Force, APO 123, N.Y., N.Y., 1 cy

WARNING: This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Section 793 and 794, the transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

AF Form 112, 1-56, 112-1, 112-2, 112-3, 112-4, 112-5, 112-6, 112-7, 112-8, 112-9, 112-10, 112-11, 112-12, 112-13, 112-14, 112-15, 112-16, 112-17, 112-18, 112-19, 112-20, 112-21, 112-22, 112-23, 112-24, 112-25, 112-26, 112-27, 112-28, 112-29, 112-30, 112-31, 112-32, 112-33, 112-34, 112-35, 112-36, 112-37, 112-38, 112-39, 112-40, 112-41, 112-42, 112-43, 112-44, 112-45, 112-46, 112-47, 112-48, 112-49, 112-50, 112-51, 112-52, 112-53, 112-54, 112-55, 112-56, 112-57, 112-58, 112-59, 112-60, 112-61, 112-62, 112-63, 112-64, 112-65, 112-66, 112-67, 112-68, 112-69, 112-70, 112-71, 112-72, 112-73, 112-74, 112-75, 112-76, 112-77, 112-78, 112-79, 112-80, 112-81, 112-82, 112-83, 112-84, 112-85, 112-86, 112-87, 112-88, 112-89, 112-90, 112-91, 112-92, 112-93, 112-94, 112-95, 112-96, 112-97, 112-98, 112-99, 112-100, 112-101, 112-102, 112-103, 112-104, 112-105, 112-106, 112-107, 112-108, 112-109, 112-110, 112-111, 112-112, 112-113, 112-114, 112-115, 112-116, 112-117, 112-118, 112-119, 112-120, 112-121, 112-122, 112-123, 112-124, 112-125, 112-126, 112-127, 112-128, 112-129, 112-130, 112-131, 112-132, 112-133, 112-134, 112-135, 112-136, 112-137, 112-138, 112-139, 112-140, 112-141, 112-142, 112-143, 112-144, 112-145, 112-146, 112-147, 112-148, 112-149, 112-150, 112-151, 112-152, 112-153, 112-154, 112-155, 112-156, 112-157, 112-158, 112-159, 112-160, 112-161, 112-162, 112-163, 112-164, 112-165, 112-166, 112-167, 112-168, 112-169, 112-170, 112-171, 112-172, 112-173, 112-174, 112-175, 112-176, 112-177, 112-178, 112-179, 112-180, 112-181, 112-182, 112-183, 112-184, 112-185, 112-186, 112-187, 112-188, 112-189, 112-190, 112-191, 112-192, 112-193, 112-194, 112-195, 112-196, 112-197, 112-198, 112-199, 112-200, 112-201, 112-202, 112-203, 112-204, 112-205, 112-206, 112-207, 112-208, 112-209, 112-210, 112-211, 112-212, 112-213, 112-214, 112-215, 112-216, 112-217, 112-218, 112-219, 112-220, 112-221, 112-222, 112-223, 112-224, 112-225, 112-226, 112-227, 112-228, 112-229, 112-230, 112-231, 112-232, 112-233, 112-234, 112-235, 112-236, 112-237, 112-238, 112-239, 112-240, 112-241, 112-242, 112-243, 112-244, 112-245, 112-246, 112-247, 112-248, 112-249, 112-250, 112-251, 112-252, 112-253, 112-254, 112-255, 112-256, 112-257, 112-258, 112-259, 112-260, 112-261, 112-262, 112-263, 112-264, 112-265, 112-266, 112-267, 112-268, 112-269, 112-270, 112-271, 112-272, 112-273, 112-274, 112-275, 112-276, 112-277, 112-278, 112-279, 112-280, 112-281, 112-282, 112-283, 112-284, 112-285, 112-286, 112-287, 112-288, 112-289, 112-290, 112-291, 112-292, 112-293, 112-294, 112-295, 112-296, 112-297, 112-298, 112-299, 112-300, 112-301, 112-302, 112-303, 112-304, 112-305, 112-306, 112-307, 112-308, 112-309, 112-310, 112-311, 112-312, 112-313, 112-314, 112-315, 112-316, 112-317, 112-318, 112-319, 112-320, 112-321, 112-322, 112-323, 112-324, 112-325, 112-326, 112-327, 112-328, 112-329, 112-330, 112-331, 112-332, 112-333, 112-334, 112-335, 112-336, 112-337, 112-338, 112-339, 112-340, 112-341, 112-342, 112-343, 112-344, 112-345, 112-346, 112-347, 112-348, 112-349, 112-350, 112-351, 112-352, 112-353, 112-354, 112-355, 112-356, 112-357, 112-358, 112-359, 112-360, 112-361, 112-362, 112-363, 112-364, 112-365, 112-366, 112-367, 112-368, 112-369, 112-370, 112-371, 112-372, 112-373, 112-374, 112-375, 112-376, 112-377, 112-378, 112-379, 112-380, 112-381, 112-382, 112-383, 112-384, 112-385, 112-386, 112-387, 112-388, 112-389, 112-390, 112-391, 112-392, 112-393, 112-394, 112-395, 112-396, 112-397, 112-398, 112-399, 112-400, 112-401, 112-402, 112-403, 112-404, 112-405, 112-406, 112-407, 112-408, 112-409, 112-410, 112-411, 112-412, 112-413, 112-414, 112-415, 112-416, 112-417, 112-418, 112-419, 112-420, 112-421, 112-422, 112-423, 112-424, 112-425, 112-426, 112-427, 112-428, 112-429, 112-430, 112-431, 112-432, 112-433, 112-434, 112-435, 112-436, 112-437, 112-438, 112-439, 112-440, 112-441, 112-442, 112-443, 112-444, 112-445, 112-446, 112-447, 112-448, 112-449, 112-450, 112-451, 112-452, 112-453, 112-454, 112-455, 112-456, 112-457, 112-458, 112-459, 112-460, 112-461, 112-462, 112-463, 112-464, 112-465, 112-466, 112-467, 112-468, 112-469, 112-470, 112-471, 112-472, 112-473, 112-474, 112-475, 112-476, 112-477, 112-478, 112-479, 112-480, 112-481, 112-482, 112-483, 112-484, 112-485, 112-486, 112-487, 112-488, 112-489, 112-490, 112-491, 112-492, 112-493, 112-494, 112-495, 112-496, 112-497, 112-498, 112-499, 112-500, 112-501, 112-502, 112-503, 112-504, 112-505, 112-506, 112-507, 112-508, 112-509, 112-510, 112-511, 112-512, 112-513, 112-514, 112-515, 112-516, 112-517, 112-518, 112-519, 112-520, 112-521, 112-522, 112-523, 112-524, 112-525, 112-526, 112-527, 112-528, 112-529, 112-530, 112-531, 112-532, 112-533, 112-534, 112-535, 112-536, 112-537, 112-538, 112-539, 112-540, 112-541, 112-542, 112-543, 112-544, 112-545, 112-546, 112-547, 112-548, 112-549, 112-550, 112-551, 112-552, 112-553, 112-554, 112-555, 112-556, 112-557, 112-558, 112-559, 112-560, 112-561, 112-562, 112-563, 112-564, 112-565, 112-566, 112-567, 112-568, 112-569, 112-570, 112-571, 112-572, 112-573, 112-574, 112-575, 112-576, 112-577, 112-578, 112-579, 112-580, 112-581, 112-582, 112-583, 112-584, 112-585, 112-586, 112-587, 112-588, 112-589, 112-590, 112-591, 112-592, 112-593, 112-594, 112-595, 112-596, 112-597, 112-598, 112-599, 112-600, 112-601, 112-602, 112-603, 112-604, 112-605, 112-606, 112-607, 112-608, 112-609, 112-610, 112-611, 112-612, 112-613, 112-614, 112-615, 112-616, 112-617, 112-618, 112-619, 112-620, 112-621, 112-622, 112-623, 112-624, 112-625, 112-626, 112-627, 112-628, 112-629, 112-630, 112-631, 112-632, 112-633, 112-634, 112-635, 112-636, 112-637, 112-638, 112-639, 112-640, 112-641, 112-642, 112-643, 112-644, 112-645, 112-646, 112-647, 112-648, 112-649, 112-650, 112-651, 112-652, 112-653, 112-654, 112-655, 112-656, 112-657, 112-658, 112-659, 112-660, 112-661, 112-662, 112-663, 112-664, 112-665, 112-666, 112-667, 112-668, 112-669, 112-670, 112-671, 112-672, 112-673, 112-674, 112-675, 112-676, 112-677, 112-678, 112-679, 112-680, 112-681, 112-682, 112-683, 112-684, 112-685, 112-686, 112-687, 112-688, 112-689, 112-690, 112-691, 112-692, 112-693, 112-694, 112-695, 112-696, 112-697, 112-698, 112-699, 112-700, 112-701, 112-702, 112-703, 112-704, 112-705, 112-706, 112-707, 112-708, 112-709, 112-710, 112-711, 112-712, 112-713, 112-714, 112-715, 112-716, 112-717, 112-718, 112-719, 112-720, 112-721, 112-722, 112-723, 112-724, 112-725, 112-726, 112-727, 112-728, 112-729, 112-730, 112-731, 112-732, 112-733, 112-734, 112-735, 112-736, 112-737, 112-738, 112-739, 112-740, 112-741, 112-742, 112-743, 112-744, 112-745, 112-746, 112-747, 112-748, 112-749, 112-750, 112-751, 112-752, 112-753, 112-754, 112-755, 112-756, 112-757, 112-758, 112-759, 112-760, 112-761, 112-762, 112-763, 112-764, 112-765, 112-766, 112-767, 112-768, 112-769, 112-770, 112-771, 112-772, 112-773, 112-774, 112-775, 112-776, 112-777, 112-778, 112-779, 112-780, 112-781, 112-782, 112-783, 112-784, 112-785, 112-786, 112-787, 112-788, 112-789, 112-790, 112-791, 112-792, 112-793, 112-794, 112-795, 112-796, 112-797, 112-798, 112-799, 112-800, 112-801, 112-802, 112-803, 112-804, 112-805, 112-806, 112-807, 112-808, 112-809, 112-810, 112-811, 112-812, 112-813, 112-814, 112-815, 112-816, 112-817, 112-818, 112-819, 112-820, 112-821, 112-822, 112-823, 112-824, 112-825, 112-826, 112-827, 112-828, 112-829, 112-830, 112-831, 112-832, 112-833, 112-834, 112-835, 112-836, 112-837, 112-838, 112-839, 112-840, 112-841, 112-842, 112-843, 112-844, 112-845, 112-846, 112-847, 112-848, 112-849, 112-850, 112-851, 112-852, 112-853, 112-854, 112-855, 112-856, 112-857, 112-858, 112-859, 112-860, 112-861, 112-862, 112-863, 112-864, 112-865, 112-866, 112-867, 112-868, 112-869, 112-870, 112-871, 112-872, 112-873, 112-874, 112-875, 112-876, 112-877, 112-878, 112-879, 112-880, 112-881, 112-882, 112-883, 112-884, 112-885, 112-886, 112-887, 112-888, 112-889, 112-890, 112-891, 112-892, 112-893, 112-894, 112-895, 112-896, 112-897, 112-898, 112-899, 112-900, 112-901, 112-902, 112-903, 112-904, 112-905, 112-906, 112-907, 112-908, 112-909, 112-910, 112-911, 112-912, 112-913, 112-914, 112-915, 112-916, 112-917, 112-918, 112-919, 112-920, 112-921, 112-922, 112-923, 112-924, 112-925, 112-926, 112-927, 112-928, 112-929, 112-930, 112-931, 112-932, 112-933, 112-934, 112-935, 112-936, 112-937, 112-938, 112-939, 112-940, 112-941, 112-942, 112-943, 112-944, 112-945, 112-946, 112-947, 112-948, 112-949, 112-950, 112-951, 112-952, 112-953, 112-954, 112-955, 112-956, 112-957, 112-958, 112-959, 112-960, 112-961, 112-962, 112-963, 112-964, 112-965, 112-966, 112-967, 112-968, 112-969, 112-970, 112-971, 112-972, 112-973, 112-974, 112-975, 112-976, 112-977, 112-978, 112-979, 112-980, 112-981, 112-982, 112-983, 112-984, 112-985, 112-986, 112-987, 112-988, 112-989, 112-990, 112-991, 112-992, 112-993, 112-994, 112-995, 112-996, 112-997, 112-998, 112-999, 113-000, 113-001, 113-002, 113-003, 113-004, 113-005, 113-006, 113-007, 113-008, 113-009, 113-010, 113-011, 113-012, 113-013, 113-014, 113-015, 113-016, 113-017, 113-018, 113-019, 113-020, 113-021, 113-022, 113-023, 113-024, 113-025, 113-026, 113-027, 113-028, 113-029, 113-030, 113-031, 113-032, 113-033, 113-034, 113-035, 113-036, 113-037, 113-038, 113-039, 113-040, 113-041, 113-042, 113-043, 113-044, 113-045, 113-046, 113-047, 113-048, 113-049, 113-050, 113-051, 113-052, 113-053, 113-054, 113-055, 113-056, 113-057, 113-058, 113-059, 113-060, 113-061, 113-062, 113-063, 113-064, 113-065, 113-066, 113-067, 113-068, 113-069, 113-070, 113-071, 113-072, 113-073, 113-074, 113-075, 113-076, 113-077, 113-078, 113-079, 113-080, 113-081, 113-082, 113-083, 113-084, 113-085, 113-086, 113-087, 113-088, 113-089, 113-090, 113-091, 113-092, 113-093, 113-094, 113-095, 113-096, 113-097, 113-098, 113-099, 113-100, 113-101, 113-102, 113-103, 113-104, 113-105, 113-106, 113-107, 113-108, 113-109, 113-110, 113-111, 113-112, 113-113, 113-114, 113-115, 113-116, 113-117, 113-118, 113-119, 113-120, 113-121, 113-122, 113-123, 113-124, 113-125, 113-126, 113-127, 113-128, 113-129, 113-130, 113-131, 113-132, 113-133, 113-134, 113-135, 113-136, 113-137, 113-138, 113-139, 113-140, 113-141, 113-142, 113-143, 113-144, 113-145, 113-146, 113-147, 113-148, 113-149, 113-150, 113-151, 113-152, 113-153, 113-154, 113-155, 113-156, 113-157, 113-158, 113-159, 113-160, 113-161, 113-162, 113-163, 113-164, 113-165, 113-166, 113-167, 113-168, 113-169, 113-170, 113-171, 113-172, 113-173, 113-174, 113-175, 113-176, 113-177, 113-178, 113-179, 113-180, 113-181, 113-182, 113-183, 113-184, 113-185, 113-186, 113-187, 113-188, 113-189, 113-190, 113-191, 113-192, 113-193, 113-194, 113-195, 113-196, 113-197, 113-198, 113-199, 113-200, 113-201, 113-202, 113-203, 113-204, 113-205, 113-206, 113-207, 113-208, 113-209, 113-210, 113-211, 113-212, 113-213, 113-214, 113-215, 113-216, 113-217, 113-218, 113-219, 113-220, 113-221, 113-222, 113-223, 113-224, 113-225, 113-226, 113-227, 113-228, 113-229, 113-230, 113-231, 113-232, 113-233, 113-234, 113-235, 113-236, 113-237, 11

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

SIST AIRMAN ROBERT WRIGHT

12-1-56

2

The following information was obtained from Staff personnel assigned to RAF Station, Bentwaters, England concerning visual and radar sightings of Unidentified Flying Objects in the vicinity of their assigned station during the period 2100 to 2200, 13 August 1956. The reliability of all the following sources of information is estimated to be usually reliable.

Sgt [REDACTED]

On 27 August 1956 the following information concerning subject Unidentified Flying Objects was received from S/Sgt [REDACTED] Control Tower Shift Leader, 126th AACs Squadron, RAF Station Bentwaters, England.

Sgt [REDACTED] indicated that his attention was first called to the object by its unusual size and unusual color. He was also aware that the Bentwaters GCI was tracking unidentified Flying Objects by radar at this time. Sgt [REDACTED] described the object as spherical and the size of a pin-head held at arms length. He sighted the object which was described as amber color when first observed later as bluish-white. No discernable details or features were observed and as the object was noted. Sgt Wright sighted the object from the Bentwaters Control Tower visually with the aid of 7 x 50 power binoculars. Time of his sighting was between 2120Z and 2220Z, 13 August 1956. He indicated that the object was first observed at about 10° elevation toward the south east. The object was in sight for approximately one hour during which time it intermittently disappeared and reappeared. At the time of the object's disappearance, it was located approximately 40° above the horizon in south south-easterly direction. Light conditions during sighting: dusk to night. Sgt Wright indicated that the sky was clear with unlimited visibility during the time of this observation.

Sgt [REDACTED]

Sgt [REDACTED] GCI Operator, 126th AACs Squadron, RAF Station Bentwaters, England reported the following information relative to subject Unidentified Flying Objects.

Sgt [REDACTED] stated that 12 to 15 unidentified objects were tracked by the Bentwaters GCI (AR-44-11A) between 2100Z and 2150Z, 13 August 1956. This group was picked up approximately 8 miles southwest of RAF Station Bentwaters and were tracked on the radar scope clearly until the objects were approximately 14 miles northeast of Bentwaters. At the latter point on the course of these objects, they faded considerably in the radar scope. However, the 12 to 15 objects were tracked to a point approximately 16 miles N.E. of Bentwaters. At the approximate 40 mile range individual objects in this group appeared to converge into one very large object which appeared to be several times larger than a C-56 aircraft due to the size of the blip on the radar scope. At the time that the individual objects seemed to converge into one large object, the large object appeared to remain stationary for 10 to 15 minutes. The large object then moved N.E. approximately 5 or 6 miles then stopped its movement for 3 to 5 minutes then moved north disappearing off the radar scope.

Sgt [REDACTED] stated that the 12 to 15 unidentified objects were preceded by 3 objects which were in a triangular formation with an estimated 1000 feet separating each object in this formation. The other objects were scattered behind the lead formation of 3 at irregular intervals with the whole group simultaneously covering a 6 to 7 mile area. Prior to consolidation into one object 40 miles N.E. of Bentwaters. Courses flown by this group of objects had slight deviations from S.W. to N.E.

UNCLASSIFIED

UNCLASSIFIED

INTELLIGENCE INFORMATION REPORT

Sgt [redacted] stated that these objects appeared as normal targets on the GCA scope and that normal checks made to determine possible malfunction of the GCA radar failed to indicate anything was technically wrong. Sgt [redacted] estimated that the unidentified objects in this group moved at the rate of between 20-40 knots per hour. He computed this speed by using the range margins on the GCA scope.

Sgt [redacted] added that another UFOB was sighted on the GCA radar at about 2200Z, 13 August 1956. This object was tracked on the radar screen for approximately 16 seconds. Course of the object being tracked was from about 30 miles east of Bentwaters to approximately 25 miles west of this station. Speed of this object was estimated to be in excess of 4000 miles per hour. All radar returns appeared normal on the scope for this object except for the last return which seemed slightly weaker than the rest. Sgt [redacted] explained that object suddenly disappeared off the radar screen by rapidly moving out of the GCA radiation pattern. Light conditions were night. Weather was clear with good visibility and light winds.

A/2C Vectors.

The following information pertaining to an Unidentified Flying Object sighted electronically on the Bentwaters GCA at 2130Z, 13 August 1956 was submitted by A/2C [redacted], GCA Operator, 126th AACS Squadron, RAF Station Bentwaters, England.

Airman [redacted] indicated that he tracked one Unidentified Flying Object on the Bentwaters GCA screen for approximately 30 seconds at 2130Z, 13 August 1956. The size of the blip when picked up was that of a normal aircraft target. The blip diminished in size and intensity to the vanishing point before crossing the entire radar screen.

The unidentified flying object was picked up at an estimated 25 to 30 miles east south-east of Bentwaters and flew a constant course of 295° to the vanishing point on the scope which was 15 to 20 miles west north-west of Bentwaters at an undetermined altitude. Airman [redacted] estimated the speed of this object to be in the vicinity of 4000 miles per hour. This speed was calculated by comparing the speed of the object on the GCA scope with speeds that the operator is familiar with on the electronic simulator. A/2C Vectors added that some idea of the speed of the object could be computed from the fact that each time the GCA antenna completed a revolution the blip from this object moved 1 to 2 miles on the radar screen. The GCA antenna completes a revolution once every two seconds. The weather was reported as clear with unlimited visibility.

Lie Mats and Rowe.

On 30 Aug at 1450 the following information was received from 1st Lt Charles W. Mats and 1st Lt Andrew C. Rowe concerning their aerial search for subject unidentified flying objects. Lie Mats and Rowe are pilots assigned to the 512th Fighter Interceptor Squadron, Bentwaters, England. The above named officers indicated that they were returning to Bentwaters from a T-3 flight about 2130Z, 13 August 1956. At this time they were vectored to the north-east of Bentwaters to search for unidentified flying objects which were being tracked by the Bentwaters GCA. Lie Mats and Rowe stated that they searched the areas to the north-east, east, and south-east of Bentwaters for approximately 45 minutes. Altitude of flight was between 2000 and 5000 feet. Results of this aerial

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C. IT IS TRANSMITTED IN THE REVELATION OF THE CONTENTS IN ANY MANNER TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT IS TO BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN ISSUING OFFICIALS, WITHOUT EXPRESS WRITTEN PERMISSION OF THE ISSUING OFFICE.

UNCLASSIFIED

1911

Weather Report from the Bentwaters weather detachment for the period 2100Z to 2200Z, 13 August 1950 for the Bentwaters area follows:

Surface - Direction 250°, velocity 5 to 10 knots.
 600 ft - Direction 260°, velocity 30 knots.
 10,000 ft - Direction 260°, velocity 40 knots.
 16,000 ft - Direction 260°, velocity 55 knots.
 24,000 ft - Direction 260°, velocity 70 knots.
 30,000 ft - Direction 260°, velocity 85 knots.
 36,000 ft - Direction 260°, velocity 100 knots.
 42,000 ft - Direction 260°, velocity 120 knots.
 Ceiling: 29,000 ft.
 Visibility: 9 miles.

[REDACTED]

SUBJECT: (C) Evaluation of Lakenheath Reports (Cont)

UNCLASSIFIED

UFO society^{ies} and other "publicity artists" would make of such an incident. It is, therefore, of great importance that further information on the technical aspects of the original observations be obtained, without loss of time from the original observers.

J. Allen Hynek

Dr. J. Allen Hynek
Smithsonian Astrophysical Observatory
USAF UFO Scientist-Consultant
17 October 1956

[REDACTED]

UNCLASSIFIED

SUBJECT: (C) Evaluation of Lakenheath Reports (Cont)

6. Meteors, however, as pointed out by Capt Gregory, can lead to radar returns because of the ionization of the gases in their trail. Accordingly, it would be extremely important to know whether the Bentwaters and Lakenheath radars have ever in the past observed meteors on their scopes and, if so, how such returns differ from the blips reported here.

7. Dr. Whipple and the writer discussed the Lakenheath incident at length and Dr. Whipple pointed out immediately the statement that "radars reported these facts to occur at later hours than the ground observers". This statement needs clarification inasmuch as it contradicts other portions of the report which indicate that at least at certain times visual and radar sightings were simultaneously.

8. Dr. Whipple stated that as far as the report at hand is concerned, no obvious physical solution is suggested. He deplored the inadequacy of the typical UFO report as a scientific document. He further stated that the nature of such reports is not likely to change and urged that if the Air Force was serious in its attempts to resolve this problem, both scientifically and in the public mind, that the Air Force do more than continue its passive investigational attitudes. He suggested that, as in any scientific procedure, facts are the raw material from which one must work and that in general the investigator in any particular case must assume an active roll in the obtaining of scientific data. In short, Dr. Whipple asked the writer whether the Air Force had ever considered or was now considering the possibility of initiating, for a limited time, an actual sky patrol by photographic and visual means of precisely those areas from which the maximum UFO reports originate. The writer responded that this had indeed been suggested in the past but that because of considerations of expenses and of possible public misinterpretation, it was abandoned.

9. Dr. Whipple urged that a more modest proposal of the same general type be considered at this time. For instance, an area from which numerous reports have come in might be patrolled by a dozen or so "fish eye" cameras, operating automatically, which would give a total record of all bright moving objects at night within a given area or sector. A simple timing device would suffice to yield the angular rate of objects motion so that fire balls (bright meteors) could be distinguished from airplanes and from other astronomical objects.

10. The present writer submits that it might be of considerable, potential use to the Air Force to be able to state, at some future time, that a careful patrol of an area "rich in UFO reports" had been patrolled and nothing of a mysterious character photographed. This would be especially true if, during the time of patrol, UFO reports from untrained observers continued to come in from that area.

11. The Lakenheath report could constitute a source of embarrassment to the Air Force, and should the facts, as so far reported, get into the public domain, it is not necessary to point out what excellent use the several dozen

[REDACTED]

MEMORANDUM FOR RECORD

SUBJECT: (C) Evaluation of Lakenheath Reports

1. The original Lakenheath reports and the preliminary evaluations made by ATIC were submitted to the undersigned for examination, evaluation and comment. Writer requested permission to discuss these with Dr. F. L. Whipple, Harvard University, and director of Smithsonian Astronomical Observatory, in view of the fact that sightings occurred at the time of Perseid meteors and Dr. Whipple is a world-recognized authority on meteors. Following comments will accordingly be invited to cover the three points separately.

2. It is to be regretted that so unusual a sighting report did not contain more factual material on which to base an evaluation. The Lakenheath report is one of the more unusual UFO reports involving electronic and visual observations and subsequent pursuit by fighter plane. Yet, report does not state whether it was definitely established that visual and electronic sightings referred to same object or even if they occurred precisely simultaneously. Further, report does not give exact weather information which might enable one to charge weather conditions, with any precision relative to "anomalous propagation" such as frequently occurs with radars.

3. It would be of extreme value to have independent statements from the various observers both at Bentwaters and Lakenheath. Report states that observers were traffic controllers and intelligence specialists. An analyst would be greatly aided by having independent statements from such highly trained observers as the original report indicates the observers were.

4. The implication of the original report is that the objects were sighted simultaneously by ground-visual, air-electronic and ground-electronic means. Yet, report nowhere states stellar magnitude of visual sightings or nature of radar blips. Angular rate of motion of objects is likewise not included.

5. With the above in mind, the preliminary reports submitted by Capt. Gregory covers the case as well as it possibly could, under the circumstances. The present writer, upon more detailed examination of the report, and accepting the implications of the original report in the absence of specific statements, is led to differ somewhat from preliminary report. It seems highly unlikely, for instance, that the Perseid meteors could have been the cause of the sightings, especially in view of the statement of observers that shooting stars were exceptionally numerous that evening, thus implying that they were able to distinguish the two phenomena. Further, if new credence can be given to the maneuver of the objects as sighted visually and by radar, the meteor hypothesis must be ruled out.

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

COMINT AFIC

TO:

DI HQ USAF WASH DC

INFO:

CHIEF, 4023 AISS, HNTAFB
 COLORADO SPRINGS, COLO

CINCUSCIB
 BIEBATH, GERMANY

/ [REDACTED] / FROM: AFOL-114

FROM: 3910TH WING, LAKENBACH, ENGLAND. REF TT MSGD BUI 485 FA 3910TH
 WING AND ID 7-351 FA CINCUSCIB RE UFO SIGHTINGS IN LAKENBACH AND BENTWATER
 AREA, ENGLAND, ON 13 AUG 1956. MSG IN FOUR PARTS.

PART I: EXTREMELY DIFFICULT TO MAKE ADEQUATE EVALUATION OR TO ARRIVE AT SOME FIRM
 CONCLUSION ON DETERMINATION OF ORIGIN OR NATURE OF UFO SIGHTINGS AS INFORMATION
 SUBMITTED IS EXTREMELY LIMITED AND INCOMPLETE. SUBJECTS OBSERVED BY RADAR, AND
 VISUALLY BY GROUND OBSERVERS, MAY OR MAY NOT HAVE BEEN SAME PHENOMENA. ALSO,
 SIGHTINGS MAY HAVE BEEN RESULT OF A NUMBER OF COINCIDING OR CORRELATION OF FACTORS,
 SUCH AS WEATHER AND ATMOSPHERICAL CONDITIONS. MORE THOROUGH ANALYSIS WILL REQUIRE THE
 FURTHER RELEVANT INFORMATION AS RADAR RECORDS, WEATHER DATA, LOCAL LOG INFORMATION
 ON TEMPERATURE INVERSION, MILITARY LAUNCH DATA AND ACCURATE CORRELATION OF
 CORRELATION BETWEEN TIME, PLACE, ELEVATION, DIRECTION, AND ANGULAR VELOCITY

UNCLASSIFIED

SECURITY CLASSIFICATION

PAGE 1 OF 35 PAGES

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

COMDR ATIC

PRECEDENCE
FOR:

ACTION

PRIORITY

INFORMATION

TO:

DI HQ USAF WASH DC

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

BOI 485 & IDO 7-3351

CLASSIFICATION

INFO:

COMR 4602d AISS, FWT AFB
COLORADO SPRINGS, COLOLINCOLN
AFIS EN, GERMANY

of respective SIGHTINGS, BOTH ELECTRONIC AND VISUAL. ON BASIS OF INFORMATION GIVEN, ILL SUBMIT SOME DATA AND COMMENTS AS POSSIBLE EXPLANATION OR GUIDANCE TO IDENTITY OF SIGHTINGS.

IF AVAILABLE

PART II: TYPE OF INFORMATION OUTLINED IN PART I ABOVE COULD INDICATE WITH REASONABLE DEGREE OF ACCURACY WHETHER OBJECT OBSERVED OF WAS A SOLID OR DUE TO USUAL WEATHER CONDITIONS I.E. ATMOSPHERIC PROPAGATION. HOWEVER, INFORMATION AND DATA PRESENTED TEND TO INDICATE THAT TARGETS ARE DUE TO WEATHER CONDITIONS. EXAMPLES: A NUMBER OF BLIPS APPEARING AND DISAPPEARING INTERMITTENTLY IS CHARACTERISTIC OF WEATHER RETURNED IN RADAR. STRONG EVIDENCE OF WEATHER AND UNUSUAL ATMOSPHERIC CONDITIONS CAUSING USUAL PHENOMENA IS SUDDEN DISAPPEARANCE OF ALL TARGETS, AS REPORTED ON ALL OF REPORTS CITED ABOVE. THESE CONDITIONS MAY ALSO EXPLAIN OBSERVED RAPID MOVEMENTS AND TREMENDOUS SPEEDS OF SUPPOSED SOLID TARGETS OR "FADE OUTS", AND REMAINING AT DIFFERENT LOCATION ON "COPY". TEMPERATURE IN-

32

SECURITY CLASSIFICATION

PAGE 2

OF

33

PAGES

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

COMDR ATIC

PRECEDENCE
FOR:

ACTION

INFORMATION

PRIORITY

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

LOT 485 & IDO 7-2251

INFO:

COMDR 26024 AISS, INT AFB
COLORADO SPRINGS, COLOCINCUSAF
EISENBERG, GERMANY

VERMAY CAUSE RAYAR BEAMS PROJECTED UPWARD TO BEAD HATHWARD AND PICK UP
OBJECTS IN THE GROUND WHICH APPEAR AS AIRBORNE OBJECTS IN RAYAR COOPTS. OTHER
CERTAIN CONDITIONS, INVARIATIONS MAY CAUSE INTERFERENCE BETWEEN TWO RAYAR STATIONS
SOME DISTANCE APART. THIS CAN BE CHECKED BY CHANGING FREQUENCY APPROXIMATELY 20
TO 40 HERTZES; IF SETTINGS CAN BE VARIED. THESE RAPID ATMOSPHERIC CHANGES ARE
FAVORABLE TO "ANOMALOUS COMMUNICATION" BACK TO NORMAL MAY OFTEN BE CAUSING TO
TRAINING, OBSERVATION AND OBSERVING, IF SUFFERING OF THIS NATURE MAY BE INTERFERED
BY IT. THIS NOT INTENDED TO INTERFERE WITH OR LACK OF PROMINENCE IN PART OF
OBSERVATION, MIDINTERFERENCES OR OVERSTRESS MATERIAL, BEING SUCH PHENOMENA.

PART III: STRONG CONSIDERATION MUST ALSO BE GIVEN TO ASTRONOMICAL ASPECTS OF THE
MATTER AS TO SIBLE FOR LAMINATION TO ALL OR PART OF NIGHTTIME OBSERVATION. THE PHENOMENON,
ASTRONOMICAL, REACHED ITS PEAK 11 THRU 13 JULY AUGUST EACH YEAR. IT IS QUITE
PROMINENT AND EXPECTED FOR EVEN ENLIGHTENED OBSERVERS.

23

PAGE

4X5

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

ROUTING

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

COMDR ATIC

TO: DT HQ USAF WASH DC

PRECEDENCE FOR: ACTION PRIORITY

INFORMATION

☐ BOOK MESSAGE

☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION
☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

BOI 485 & IDO 7-351

CLASSIFICATION

INFO:

COMDR 16028 ATIC, INT AFB
COLORADO SPRINGS, COLO

CINCUSAFE
LEISBADEN, GERMANY

TO HAVE BEEN AT THEIR PEAK ON THE NIGHT OF 13TH AUGUST, SAME DATE OF UFO SIGHTING.
FOLLOWING MUST BE CONSIDERED RELATIVE TO PERSEIDS: a. THESE METEORS, IN THEIR INDIVIDUAL FLIGHTS AND FADE OUTS, COULD APPEAR TO CROSS OVER AT LARGE ANGLES TO THOSE OF OTHER METEORS (NOT PERSEIDS). b. METEORS CREATE TRAIL OF IONIZED GASES IN THEIR WAKE WHICH MAY BE TRACED ON RADAR SCOPE. c. RESEARCH HAS INDICATED THAT METEORS PRODUCE VARIATIONS IN THE EARTH'S MAGNETIC FIELD WHICH MAY BE RECORDED ON MAGNETIC INSTRUMENTS, SIMULTANEOUSLY WITH RADAR OBSERVATIONS. d. A STUDY MADE IN 1950 DISCLOSED THAT THE MAXIMUM INTENSITY OF MAGNETIC PULSES WERE ON THE 13TH AND 14TH OF AUGUST.

PART IV: IF ABOVE GUIDANCE DATA, AND FURTHER INVESTIGATIONS ON YOUR PART, PROVE UNSATISFACTORY AS TO PROBABLE NATURE OF SIGHTINGS, DETAILED INFORMATION OUTLINED IN PART I ABOVE WILL THEN BE REQUIRED TO PURSUE A MORE THOROUGH COURSE OF EVALUATION.

SECRET

PAGE 4 OF 5 PAGES

UNCLASSIFIED

SUBJECT: Report for Analysis - UFO Reports from CINCUSAFE, Wiesbaden and
Lakeheath, England

TO: AFOIN-4E4
Attn: Capt. Gregory

FROM: AFOIN-4E1

DATE 31 Aug 56 COMMENT NO. 2
AFOIN-4E1a/Sr. Bryant/pm/72131

1. From the incomplete information submitted, it is impossible to make a definite determination of the sources of these sightings. Certain facts which are available, however, do tend to indicate that the targets were due to weather conditions. For example, the fact that a number of blips appeared and disappeared intermittently are characteristic of weather returns on radar; this characteristic frequently leads to a mistaken observation that one target has moved at tremendous speed, where in reality one has faded out or disappeared and another appeared at a different location on the scope. This also explains the erratic movement of the supposed target. Another characteristic of weather returns is the disappearance of all the targets in question at about the same time. This is due to rapid atmospheric changes wherein conditions change from favorable for anomalous propagation to normal conditions.

2. The fact that the visual and radar sightings were not simultaneous tends to preclude the possibility of the targets being material targets.

3. A more thorough analysis of these UFO sightings would have been possible if more complete information were available. Pertinent data which is necessary for such analysis includes scope photographs, weather information indicating presence or lack of temperature inversion, moisture lapse data, and an accurate tabulation of related times and places of sightings (as between visual and electronic sightings). This is not intended to infer negligence or lack of capability of reporting personnel; such oversights or omissions are natural during such times, and data of this type may not be available even if considered.

Incls

5 Incls w/d-1 - 5

GORDON C. HOFFMAN
Colonel, USAF
AFOIN-4E1

CLASSIFICATION CHANGED TO UNCLASSIFIED, EFFECTIVE 15 MARCH 1968, UNDER THE
AUTHORITY OF AFR 205-1, PARA 2-176(ii), BY Maj Hector Quintanilla, Jr.

Hector Quintanilla, Jr.

MEMORANDUM FOR RECORD

SUBJECT: (U) Perseids over England - period 11-20 August 1956

1. The following information was derived after discussion with Captain Gregory on 14 August 1956 concerning the possibility of meteoric showers over England being mistaken for probably unidentified flying objects:

a. The Perseids are prominent and apparently could be quite spectacular over England.

b. The Perseids are at their visual peak between the 11th and 20th of August.

c. These meteors, in their individual flights, could appear to cross over at large angles to other meteors.

d. It is possible that individual meteor trails (ionized gases) may trace on radar scopes.

e. Although only limited information is given me, these meteors could be an explanation to some of the sightings observed over Lakenheath and Bentwaters.

L. V. Robinson

Dr. L. V. Robinson
Air Science Division
27 August 1956

Sgt Hill:

1. File
2. Results of my approach to Dr. Robinson and Dr. Byers on the possibility of meteors indicating their trail (directly or indirectly) on radar scopes.

Capt Gregory

[REDACTED]

UNCLASSIFIED

MEMORANDUM FOR: THE SCIENTIFIC ADVISOR

22 Aug 56

SUBJECT: (c) UFO Sightings Reported From SAC Base England, and
CINCSAFE, Wiesbaden, Germany

1. Subject reports are considered somewhat out ^{of} the ordinary and are, therefore, considered to warrant the attention of higher levels.
2. Reference attached teletype message from England. It appears that the SAC Commander made an effort to investigate the phenomena through all possible sources; ground observers, radar and aircraft intercept.
3. Substantially the same sighting is reported by CINCSAFE.
4. The many variables and somewhat conflicting data make it a little difficult to form an immediate conclusion from this side of the Atlantic.
5. Although maneuvers not characteristic of single meteors are described, it is of interest to inform your office that the Perseid (a yearly meteoric shower that appears from 11-19 August) is now in prominence in that latitude.
6. It is the opinion of this office that the USAF Commander in question will undoubtedly take further investigative action to resolve the matter or arrive at some firm conclusion.
7. Copy of subject reports are being submitted to Electronics Division for comment regarding the radar aspect of these sightings.
8. Your comments are invited.

If Indefinite: 1, 2, 3, 4 ^{use} withdrawn for
and attached copy of letter of correspondence.
will be destroyed in accordance with AFR 205-1

George F. Gregory
GEORGE F. GREGORY
Captain, USAF

1. AFMSG BOI 447130-15374-2
2. AFMSG BOI 447130-15374-2
3. AFMSG OTC 447130-15374-2
4. AFMSG IDW 447130-15374-2

28

Capt G T GREGORY

This sighting should be immediately
referred to Dr. Hyman & request
placed on SAC (Eng) & CINCSAFE (Wies)
for additional information after your
discussion with AEC

[REDACTED]

[REDACTED]

21 AUG 56 13 21

21 AUG 56 13 21

11 [REDACTED] 319 52 11

17-00000-1/ COMPLIANCE ACTION APPROPRIATE. / EEO 7-324. / ATTN:
D-1 EEO, 10/17, 3:45. SECTION ONE OF TWO. / EEO 7-324. / ATTN:
EEO 7-324. / COMPLIANCE ACTION APPROPRIATE. / EEO 7-324. / ATTN:

PAGE TWO JUNE 3 1964

CLASSIFICATION CHANGED TO UNCLASSIFIED, EFFECTIVE 15 MARCH 1968, UNDER THE
AUTHORITY OF AFR 205-1, PARA 2-176 (11), BY MAJ HECTOR
QUINTANILLA, J, *A. Quintanilla*

UNCLASSIFIED

Lakehurst
N.J.
Sept

Does not contain anything
UNCLASSIFIED

[REDACTED]

[REDACTED]

note
11/2/82

→ Lakenheath Radar observations

UNCLASSIFIED

[REDACTED]

IDO-7335
21 Aug 56

NOTE

[REDACTED]

[REDACTED]

UNCLASSIFIED

ACTION

17 Aug 58 08 02
17 Aug 58 08 02
17 Aug 58 08 02

PILOT ADVISED HE HAD A BRIGHT WHITE LIGHT IN SIGHT AND WOULD INVESTIGATE. AT THE TIME, MILLS, WEST, REPORTED LOSS OF TARGET AND UNIT LIGHT. LAKENHEATH, RATCO, ADVISED HIM TO A TARGET 10 MILES EAST OF LAKENHEATH AND PILOT ADVISED TARGET WAS ON RADAR AND HE WAS "LOCKING ON". PILOT REPORTED HE HAD LOST TARGET ON HIS RADAR. LAKENHEATH, RATCO, REPORTS THAT AS THE VEHICLE PASSED THE TARGET ON RADAR, THE TARGET BEGAN A TAIL CHASE OF THE BRIGHTLY LIGHT. RATCO REQUESTED PILOT ACKNOWLEDGE THIS CHASE. PILOT ACKNOWLEDGED AND STATED HE WOULD TRY TO GET ON AND GET ON THE TARGET. PILOT

CLASSIFICATION CHANGED TO UNCLASSIFIED, EFFECTIVE 15 MARCH 1968, UNDER THE AUTHORITY OF AFR 205-1, PARA 2-176 (ii), by Maj H. Quintanilla Jr.

UNCLASSIFIED

1971 OCT 27 AMO PUEBLA

• • • • •

UNCLASSIFIED

301

21 AUG 56

132

TO: [REDACTED] FROM: [REDACTED]

34

CLASSIFICATION CHANGED TO UNCLASSIFIED, EFFECTIVE 15 MAR 68:

UNDER THE AUTHORITY OF AFR 205-1, PARA 2-176(ii), by
MAJOR HECTOR GUINZANILLA

COINTEGRATION, *St. Quintan* *in*

UNCLASSIFIED

ACTION

17 AUG 56 08 03

TO: COMNAV 3040 PAB LAKEMANATH
TO: JTFM/ALC E.T. AL. CCLO
CUDGL/COMNAV 7 USAS SO QUISLIP
DULIMP/COMNAV 11010 PATTENSON AND CHIC
CUDGL/DIRECTOR OF INTELLIGENCE HQ USAF WASH DC

CAVAL
CUT
AL
PRIOR TO

1/4E4
3/4X2
jk

FROM: ECI 400. SECTION ONE OF TWO.
THIS IS "U" REPORT IN COMPLIANCE AFR 205-2, 12 AUGUST 1954.
PRELIMINARY OR BACKGROUND INFO: AT 2235Z, 13 AUGUST 55, BENTHATERS
SCA SIGHTED OBJECT THIRTY MILES EAST OF THE STATION TRAVELLING
WESTWARD AT 2000-4000 MPH. OBJECT DISAPPEARED IN SCOP TWO MILES
EAST OF STATION AND IMMEDIATELY REAPPEARED ON SCOP THREE MILES
EAST OF STATION WHERE IT DISAPPEARED THIRTY MILES WEST OF STATION
ON SCOP. THE PERSONNEL AT BENTHATERS REPORTED TO SCA A
BRIGHT LIGHT PASSED OVER THE FIELD EAST TO WEST AT 2235Z
2235Z. AT 2235Z, 13 AUGUST 55, AT 2235Z THE OBJECT IN

CLASSIFICATION CHANGED TO UNCLASSIFIED, EFFECTIVE 15 MARCH 1968, UNDER THE AUTHORITY
OF AFR 205-1, PARA 2-176 (11), BY MAJ HECTOR QUINTANILLA, JR. *H. Quintanilla Jr.*

UNCLASSIFIED

RE

D

NOT

UNCLASSIFIED

NOTE: (1) JULGA 44.
RAF STATION LAKENHEATH GCA WAS ALERTED BY FET TRAFFIC GCA TO BE ON
LOOKOUT FOR UNUSUAL TARGETS. (2) GROUND OBSERVERS ESTIMATE OBJECT
WAS 20-2500 FEET ALTITUDE AND WERE ON A SW HEADING. OBJECT STOPPED
AND IMMEDIATELY ASSUMED A EASTERLY HEADING. RAF STATION LAKENHEATH
GCA AND AIR TRAFFIC CONTROL CENTER REPORTS RADAR TRACKING FROM 5
MILES WEST TO ABOUT TWENTY MILES SW WHERE TARGET STOPPED AND
ASSUMED A STATIONARY POSITION FOR FIVE MINUTES. TARGET THEN ASSUMED
A HEADING NORTH WESTERLY INTO THE STATION AND STOPPED TWO MILES
SW OF STATION. LAKENHEATH GCA REPORTS THREE TO FOUR ADDITIONAL
TARGETS WERE DOING THE SAME MANEUVERS IN THE VICINITY OF THIS
STATION. THESE TWO RADAR SETS AND THREE GROUND OBSERVERS REPORT
THESE FACTS TO OCCUR AT LATER
HOURS THAN THE GROUND OBSERVERS. (3) GROUND OBSERVERS REPORT
A CHANGE IN ALTITUDE AND OBJECTS DISAPPEARED ON EASTERLY
HEADING. RADAR SETS STAINED TO ESTIMATE DISAPPEARANCE FACTOR OTHER
THAN TARGETS DISAPPEARED FROM SCOPES AT APPROXIMATELY 1233Z.
(4) FLIGHT PATH WAS STRAIGHT BUT KEEN WITH OBJECT STOPPING
IMMEDIATELY AND THEN CONTINUING. MANEUVERS WERE OF SAME PATTERN
EXCEPT ONE OBJECT WAS OBSERVED TO "LOCK ON" TO FIGHTER
FOLLOWING RADAR AND FOLLOWED ALL MANEUVERS OF THE FIGHTER.

NOT

UNCLASSIFIED

NOTE: (1) JULGA 44.
RAF STATION LAKENHEATH GCA WAS ALERTED BY FET TRAFFIC GCA TO BE ON
LOOKOUT FOR UNUSUAL TARGETS. (2) GROUND OBSERVERS ESTIMATE OBJECT
WAS 20-2500 FEET ALTITUDE AND WERE ON A SW HEADING. OBJECT STOPPED
AND IMMEDIATELY ASSUMED A EASTERLY HEADING. RAF STATION LAKENHEATH
GCA AND AIR TRAFFIC CONTROL CENTER REPORTS RADAR TRACKING FROM 5
MILES WEST TO ABOUT TWENTY MILES SW WHERE TARGET STOPPED AND
ASSUMED A STATIONARY POSITION FOR FIVE MINUTES. TARGET THEN ASSUMED
A HEADING NORTH WESTERLY INTO THE STATION AND STOPPED TWO MILES
SW OF STATION. LAKENHEATH GCA REPORTS THREE TO FOUR ADDITIONAL
TARGETS WERE DOING THE SAME MANEUVERS IN THE VICINITY OF THIS
STATION. THESE TWO RADAR SETS AND THREE GROUND OBSERVERS REPORT
THESE FACTS TO OCCUR AT LATER
HOURS THAN THE GROUND OBSERVERS. (3) GROUND OBSERVERS REPORT
A CHANGE IN ALTITUDE AND OBJECTS DISAPPEARED ON EASTERLY
HEADING. RADAR SETS STAINED TO ESTIMATE DISAPPEARANCE FACTOR OTHER
THAN TARGETS DISAPPEARED FROM SCOPES AT APPROXIMATELY 1233Z.
(4) FLIGHT PATH WAS STRAIGHT BUT KEEN WITH OBJECT STOPPING
IMMEDIATELY AND THEN CONTINUING. MANEUVERS WERE OF SAME PATTERN
EXCEPT ONE OBJECT WAS OBSERVED TO "LOCK ON" TO FIGHTER
FOLLOWING RADAR AND FOLLOWED ALL MANEUVERS OF THE FIGHTER.

[REDACTED]

[REDACTED]

13/163 27 JAN 1964

BOI-485
16 Aug 56

SIGHTING

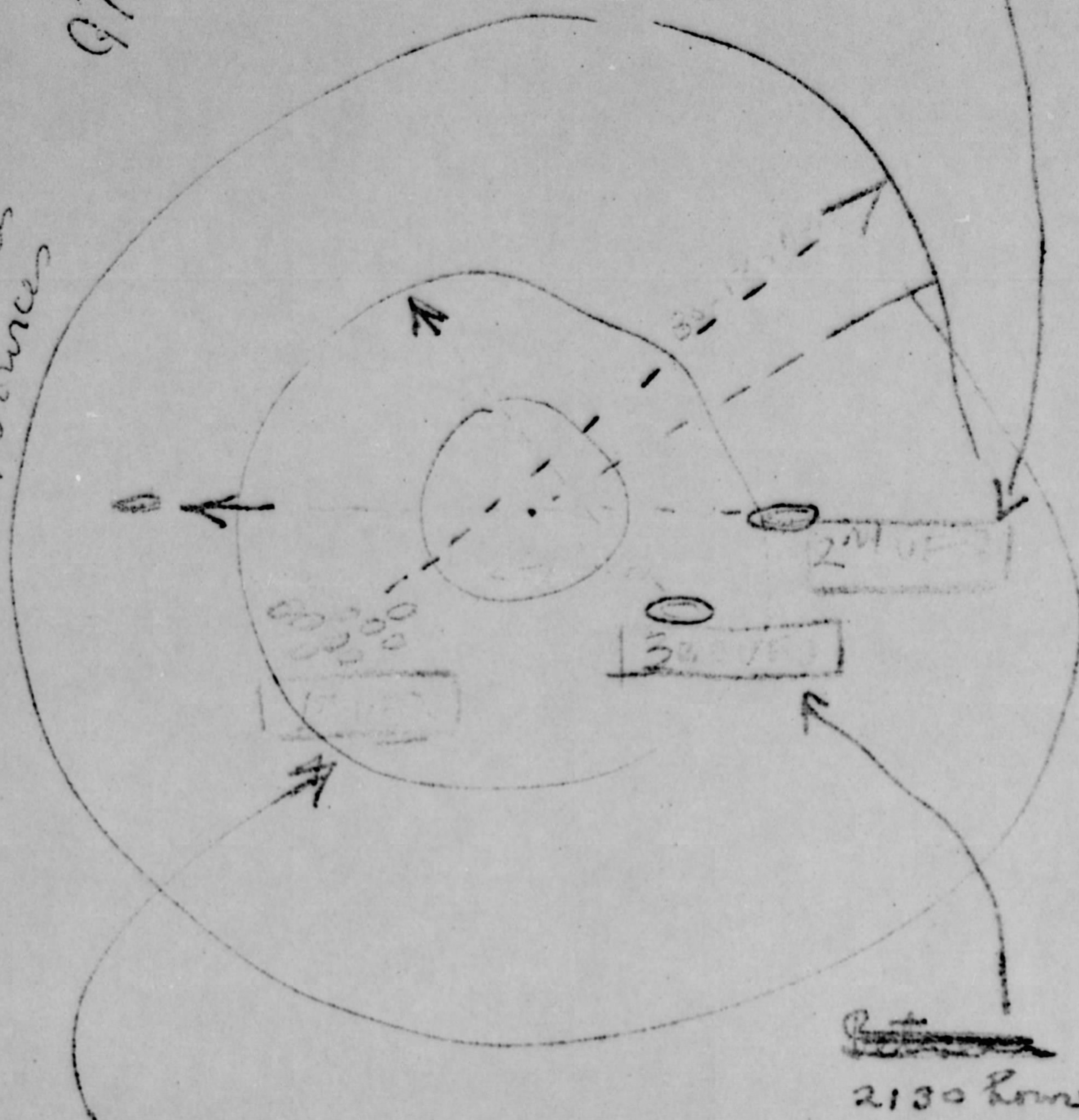
PHOTOGRAPHIC ANALYSIS

1. Time
2. Direction
3. Velocity
4. Sources

Q79

T/Sgt [redacted]
GCI Operator

2200 hours



Between 2130 and 2155

T/Sgt [redacted]
GCI Operator

2130 hours

A/2C

GCA Operator

Visual Sighting
S/Sgt Wright
2120-2220

Observed for one hour - S-SEct,

1st - 10° above horizon, One hr later: 40°
assumed - size of pinpoint. ?

Note: Mars, bright and red, and near
to the horizon at this time.

Scope Presentations

Q.T.G.

PROJECT 10073 RECORD CARD

4602d AIFS

1. DATE 14-13 August 56	2. LOCATION Bentwaters-Lakenheath, England	12. CONCLUSIONS ☐ Was Balloon ☐ Probably Balloon ☐ Possibly Balloon ☐ Was Aircraft ☐ Probably Aircraft ☐ Possibly Aircraft ☐ Was Astronomical ☐ Probably Astronomical ☐ Possibly Astronomical ☐ Other: Anom. Propagation ☐ Insufficient Data for Evaluation ☐ Unknown
3. DATE-TIME GROUP Local 21200-2220 (13 Aug) ZONE: 0010-0330 (14 Aug) GMT	4. TYPE OF OBSERVATION ☒ Ground-Visual ☒ Ground-Radar ☒ Air-Visual ☐ Air-Intercept Radar	
5. PHOTOS ☐ Yes ☒ No	6. SOURCE Radar observers - Ground observers, AF pilots	
7. LENGTH OF OBSERVATION Total: Approx 5 hrs	8. NUMBER OF OBJECTS Varied	9. COURSE Varied
10. BRIEF SUMMARY OF SIGHTING 1. On 14 August, between 2120-2220 ZI Bentwaters radar reported 3 separate UFO tracks suddenly appearing and disappearing on their screens, with a 2 hr period. 2. Bentwaters station alerted RAF radar unit at Lakenheath. On 14 Aug the RAF unit reported obj's were observed intermittently from 0010Z to 0330Z, going from W to SW, stopping for 5 minutes, thence NW, disappearing from scope at 0330Z.		11. COMMENTS (ATIC) At first glance, the 2 messages (TT Msgs DOI-485, 16 Aug 56 and IDO-7335, 21 Aug 56) reporting this sighting may give the impression that observations, radar, ground and air, were simultaneous. A review of detailed report IR-1-56, dtd 31 Aug 56, indicates that, although the observations took place within the periods given, they cannot be considered as concurrent.

10. (Continued)

3. An amber-colored object was observed visually with 7 X 50 binoculars near the horizon towards E. SE. This object, the apparent size of a pinhead, remained in sight for approximately 1 hour.

4. Two pilots of a local AF interceptor squadron who were vectored to the area returned after a 45 minute search.

Nothing found. Both stated, however, that there was a bright star in the horizon East of Pentwaters, that could have been mistaken for a UFO by visual observers.

5. Ground observers reported an unusual amount of "shooting stars" in the sky during this period.

11. Continued

This is confirmed by the original report BOI-485, which states that the radar sightings occurred at a later time than the ground sightings. Comments, on the basis of specific aspects of each sighting:

Radar: The widely divergent tracks and speeds observed on the scopes (SW to NE, E to W, SE to NW, and 60 to 4000 MPH), the sudden appearing, disappearing intermittent stopping, starting and remaining motionless; and other erratic behavior of blips is characteristic of weather returns and changing atmospheric conditions. This can often be confusing to trained operators, and does not imply lack of capability of reporting personnel.

Visual Ground: It should be noted that the visual sighting by the control-tower chief, using 7 X 50 binoculars, was of an amber-colored object between 10 to 40 degrees above the horizon towards the SE. The observer further stated that this object remained in sight for approximately

(CONTINUED)

11. (Continued)

1 hour, and moved in a SE. South direction. This coincided with the general location, elevation and movement of Mars for the one hour period in question. (NOTE: Mars, bright and red, was making the closest approach to the Earth in 32 years.)

Visual Airborne: The two AF pilots who were vectored to search the area, remained aloft for 45 minutes. Both stated that a very bright star was observed near the horizon to the East, which, quoting these pilots "could be mistaken for a UFO by visual observers."

Astronomical: Of considerable significance is the fact that an annual meteoric shower, the Perseids, was in prominence at that time (11-13 August). The first report (TF-485) states conclusively that ground observers reported that there was an unusual amount of shooting stars in the sky at that time. This undoubtedly accounts for some of the statements of ground observers that (quote) .. objects traveled at terrific speeds, stopping, and then changing course immediately....."

Astro-Electronic: The part that meteoric showers may have contributed to the sightings reported for these periods cannot be determined conclusively. However, meteors can produce radar returns because of the ionization of their gaseous trail, which "trace" on radarscopes.

CONCLUSION: On the basis of the above, and the limited data provided, there is no compelling reason to conclude that the radar UFO sightings were other than the result of anomalous propagation, which coincided with visual observations during this period. The inadvertent attempt to relate all the observations is not considered valid.

REPORT NR.: IR-1-56

EXTRACT "A"

UNCLASSIFIED

BEB

ORIGINATING AGENCY: 81st Fighter Bomber Wing, England

DATE OF DOCUMENT: 8/31/56

ATIC NR. 293634

AF NR. 1025624

SUBJECT: (Unclassified) Unidentified Flying Objects Reporting (UFOB)

REFERENCES

RETRIEVAL INFO: 4E4I/1 - England/-----/UFOB/-----

Most significant are the reports of three courses of UFOBS tracked on the Bentwaters GCA Radar. These UFOBS flew courses as follows: 1 group of 12 to 15 UFOBS FROM a point 8 miles SW of Bentwaters to approximately 40-45 miles NE of Bentwaters at an estimated speed of 80 to 125 miles per hour; a single UFOB was tracked by the Bentwaters GCA from approximately 25 miles SE of Bentwaters to approximately 15 miles NW of Bentwaters at a speed estimated at more than 4,000 miles per hour; a third UFOB was reported as tracked by the Bentwaters GCA from approximately 30 miles E. of Bentwaters flying a westerly course to about 30 miles west of Bentwaters at an exceptionally high speed.

The GCA Operators making these radar sightings were of the opinion that malfunctions of the GCA Equipment did not cause these radar sightings.

The following information was obtained from USAF personnel assigned to RAF Station, Bentwaters, England concerning visual and radar sightings of Unidentified Flying Objects in the vicinity of their assigned station during the period 2120Z to 2220Z, 13 August 1956. The reliability of all the following sources of information is estimated to be usually reliable.

UNCLASSIFIED

S/Sgt [REDACTED]

ATIC NR. 293634

AF NR. 1025624

On 27 August 1956 the following information concerning subject Unidentified Flying Objects was received from S/Sgt [REDACTED], Control Tower Shift Chief, 1264th AACs Squadron, RAF Station Bentwaters, England.

Sgt [REDACTED] indicated that his attention was first called to the object by its position, size and unusual color. He was also aware that the Bentwaters GCA was tracking Unidentified Flying Objects by radar at this time. Sgt [REDACTED] described the UFOB as spherical and the size of a pin-head held at arms length. He sighted only one object which was described as amber color when first observed later changing to bluish-white. No discernable details or features were observed and no sound from the object was noted. Sgt Wright sighted the object from the Bentwaters Control Tower visually with the aid of 7 X 50 power binoculars. Time of his sighting was between 2120Z and 2220Z, 13 August 1956. He indicated that the object was first observed at about 10° elevation toward the south east. The object was in sight for approximately one hour during which time it intermittently disappeared and reappeared. At the time of the object's disappearance, it was located approximately 10° above the horizon in south-south-easterly direction. Light conditions during sighting dusk to night. Sgt [REDACTED] indicated that the sky was clear with unlimited visibility during the time of this observation.

T/Sgt [REDACTED]

(13 Aug 1956 Z)

Found within 10° elevation of horizon at that time, since for the attempt to give accurate elevation from the horizon - visually.

T/Sgt [REDACTED] GCA Operator, 1264th AACs Squadron, RAF Station Bentwaters, England reported the following information relative to subject Unidentified Flying Objects.

UNCLASSIFIED

REPORT NR.: IR-1-56

EXTRACT "A"

UNCLASSIFIED

BEB

Sgt [REDACTED] stated that 12 to 15 unidentified objects were tracked by the Bentwaters GCA (AN-MPN-11A) between 2130Z and 2155Z, 13 August 1956. This group was picked up approximately 8 miles southwest of RAF Station Bentwaters and were tracked on the radar scope clearly until the objects were approximately 14 miles northeast of Bentwaters. At the latter point on the course of these objects, they faded considerably on the radar scope. However, the 12 to 15 objects were tracked to a point about 40 miles N.E. of Bentwaters. At the approximate 40 mile range individual objects in this group appeared to converge into one very large object which appeared to be several times larger than a B-36 aircraft due to the size of the Blip on the radar scope. At the time that the individual objects seemed to converge into one large object, the large object appeared to remain stationary for 10 to 15 minutes. The large object then moved N.E. approximately 5 or 6 miles then stopped its movement for 3 to 5 minutes then moved north disappearing off the radar scope.

ATIC NR. 293634
AF NR. 1025624

REFERENCES

Sgt [REDACTED] stated that the 12 to 15 unidentified objects were preceded by 3 objects which were in a triangular formation with an estimated 1000 feet separating each object in this formation. The other objects were scattered behind the lead formation of 3 at irregular intervals with the whole group simultaneously covering a 6 to 7 mile area. Prior to consolidation into one object 40 miles N.E. of Bentwaters. Course flown by this group of objects had slight deviations from S.W. to N.E.

Sgt [REDACTED] added that these objects appeared as normal targets on the GCA scope and that normal checks made to determine possible malfunction of the GCA radar failed to indicate anything was technically wrong. Sgt [REDACTED] estimated that the unidentified objects in this

UNCLASSIFIED

REPORT NR.: IR-1-56

EXTRACT "A"

UNCLASSIFIED

BEB

group moved at the rate of between 80 and 125 miles per hour. He computed this speed by using the range margins on the GCA scope.

ATIC NR. 293634

AF NR. 1025624

REFERENCES

Sgt [REDACTED] added that another UFOB was sighted on the GCA radar at about 2200Z, 13 August 1956. This object was tracked on the radar screen for approximately 16 seconds. Course of the object being tracked was from about 30 miles east of Bentwaters to approximately 25 miles west of this station. Speed of this object was estimated to be in excess of 4000 miles per hour. All radar returns appeared normal on the scope for this object except for the last return which seemed slightly weaker than the rest. Sgt [REDACTED] explained that object suddenly disappeared off the radar screen by rapidly moving out of the GCA radiation pattern. Light conditions were night. Weather was clear with good visibility and light winds.

A/2C Vaccaro. (213-Z)

The following information pertaining to an Unidentified Flying Object sighted electronically on the Bentwaters GCA at 2130Z, 13 August 1956 was submitted by A/2C [REDACTED], GCA Operator, 1264th AACSS Squadron, RAF Station Bentwaters, England.

Airmen [REDACTED] indicated that he tracked one Unidentified Flying Object on the Bentwaters GCA screen for approximately 30 seconds at 2130Z, 13 August 1956. The size of the blip when picked up was that of a normal aircraft target. The Blip diminished in size and intensity to the vanishing point before crossing the entire radar screen.

7

UNCLASSIFIED

REPORT NR.: LH-1-56

EXTRACT "A"

UNCLASSIFIED

BEB

The unidentified flying object was picked up at an estimated 25 to 30 miles east south-east of Bentwaters and flew a constant course of 295° to the vanishing point on the scope which was 15 to 20 miles west north-west of Bentwaters at an undetermined altitude. Airman Vaccare estimated the speed of this object to be in the vicinity of 4000 miles per hour. This speed was calculated by comparing the speed of the object on the GCA scope with speeds that the operator is familiar with on the electronic simulator. A/2C Vaccare added that some idea of the speed of the object could be computed from the fact that each time the GCA antenna completed a revolution the Blip from this object moved 4 to 5 miles on the radar screen. The GCA antenna completes a revolution once every two seconds. The weather was reported as clear with unlimited visibility.

ATIC NR. 292634

AF NR. 1025624

REFERENCES

Lts Metz and Rowe.

On 30 August 1956 the following information was received from 1st Lt [REDACTED] and 1st Lt [REDACTED] concerning their aerial search for subject unidentified flying objects. Lts [REDACTED] and [REDACTED] are pilots assigned to the 512th Fighter Interceptor Squadron, Bentwaters, England. The above named officers indicated that they were returning to Bentwaters from a T-33 flight about 2130Z, 13 August 1956. At this time they were vectored to the north - east of Bentwaters to search for unidentified flying objects which were being tracked by the Bentwaters GCA. Lts. [REDACTED] and [REDACTED] stated that they searched the areas to the north-east, east, and south-east of Bentwaters for approximately 45 minutes. Altitude of flight was between 2000 and 5000 feet. Results of this aerial search were negative. Both officers reported that they observed a bright star on the horizon to the east of Bentwaters which might have been mistaken for an Unidentified Flying Object by the visual observer.

UNCLASSIFIED

REPORT NR.: IR-1-56

EXTRACT "A"

UNCLASSIFIED

BEB

Lt Rowe also stated that a flashing beacon was flashing through a low haze along the east coast of England from the vicinity of the village of Orford.

ATIC NR. 293634
AF NR. 1025624

REFERENCES

Weather Report from the Bentwaters weather detachment for the period 2100Z to 2200Z, 13 August 1956 for the Bentwaters area follows:

Winds:

Surface - Direction 230°, velocity 5 to 10 knots.
6000 ft - Direction 260°, velocity 30 knots.
10,000 ft - Direction 260°, velocity 40 knots.
16,000 ft - Direction 260°, velocity 55 knots.
20,000 ft - Direction 260°, velocity 70 knots.
30,000 ft - Direction 260°, velocity 90 knots.
50,000 ft - Direction 260°, velocity 40 knots.
ceiling: 25,000 ft
Visibility: 9 miles

No thunderstorms were located in the area of the sightings.

Several aircraft were in the Bentwaters area at the time of these sightings but these could not have been mistaken for the Unidentified Flying Objects.

No physical evidence of the sightings is available.

UNCLASSIFIED

AF-WP G-29 DEC 55 50M

PAGE 6 OF 6

RECEIPT FOR CLASSIFIED MATERIAL RELEASED TO CONTRACTORS AND BIDDERS

DATE

19 Oct 56

TO (Name and Address of Individual, Firm or Corporation)

Dr. J. Allen Hynek
Smithsonian Astrophysical Observatory
60 Garden Street
Cambridge 38, Massachusetts

FROM (Name, Address and Orgnl Code of Releasing Activity)

Commander
Air Technical Intelligence Center
Wright-Patterson Air Force Base,
Ohio
AFOIN-4EM

INSTRUCTIONS:

1. RELEASING ACTIVITY - Prepare form in quadruplicate and retain one copy for followup purposes. Clearly indicate if material is RESTRICTED DATA. Forward one copy of receipt to the AMA Inspector General and two copies with the material being released.
2. AMA INSPECTOR GENERAL - Forward form to the proper authority having security cognizance of the facility.
3. CONTRACTOR OR BIDDER - Sign the original and return to the Releasing Activity, using complete address as indicated in (FROM) block above.

IDENTIFICATION NR

NR COPIES

CLASSIFICATION

DESCRIPTION, DATE AND SUBJECT

T56-24219

original

Confidential

Memorandum for Record, 17 October 1956,
subj: (C) E O L R

T56-24219-1

carbon
copy

Confidential

Memorandum for Record, 17 October 1956,
subj: (C) E O L R

T56-24219-A

original

Confidential

Letter transmitting Memorandum *HR 22 Oct 56*

RECEIPT IS ACKNOWLEDGED FOR THE MATERIAL LISTED ABOVE. It is recognized that this material is CLASSIFIED and comes within the purview of this COMPANY'S SECURITY AGREEMENT.

TYPED OR PRINTED NAME AND TITLE OF INDIVIDUAL
AUTHORIZED TO SIGN FOR MATERIAL

SIGNATURE OF AUTHORIZED INDIVIDUAL

DATE SIGNED

SIGHTING LETTER

USAF-RETIRED

Dear Sir:

Reference your UFO Study: you probably already have this item in your file, but, in case you don't, I will briefly outline it and you can contact me for full details if you want them.

I retired (20 years service) 1 April 1967 from the USAF. I have placed my name, rank, and serial number at the top of the page if you want to check on my authenticity. I was an Air Traffic Controller throughout my service career and utilized radar the last 16 years in the control of Air Traffic. I won't bother listing the types and locations, although I could supply all this is needed.

I have never mentioned this incident, as I was pretty sure it is considered (or was) classified, and the only reason I feel free to give you details is because you are an official government agency.

In 1956, sometime between January and September (I can't remember the exact date or month), I was on duty as Watch Supervisor at Lakenheath RAF Station, England (a USAF base) in the Radar Air Traffic Control Center. It was the 5:00 p.m. to midnight shift. I had either four or five other controllers on my shift. I was sitting at the Supervisor's Coordinating desk and received a call on the direct line (actually, I'm not sure which line it was). Anyway, it was Sculthorpe GCA Unit calling and the radar operator asked me if we had any targets on our scopes travelling at 4,000 mph. They said they had watched a target on their scopes proceed from a point 30 or 40 miles east of Sculthorpe to a point 40 miles west of Sculthorpe. The target passed directly over Sculthorpe, England RAF Station (also an USAF Station). He said the tower reported seeing it go by and just appeared to be a blurry light. A C47 flying over the base at 5,000 feet altitude also reported seeing it as a blurred light that passed under his aircraft. No report as to actual distance below the aircraft. I immediately had all controllers start scanning the radar scopes. I had each scope set on a different range - from 10 miles to 200 miles radius of Lakenheath. At this time I did not contact anyone by telephone as I was rather skeptical of this report. We were using full MTL on our radar, which eliminated entirely all ground returns and stationary targets. There was very little or no traffic or targets on the scopes, as I recall. However, one controller noticed a stationary target on the scopes about 20 to 25 miles southwest. This was unusual as a stationary target should have been eliminated unless it was moving at a speed of at least 40 to 45 knots. And yet we could detect no movement at all. We watched this target on all the different scopes for several minutes and I called the GCA Unit at Lakenheath to see if they had this target on their scopes also. They confirmed the target was on their scope in the same geographical location. As we watched, the stationary target started moving at a speed of 400 to 600 mph in a north, northeast direction until it reached a point about 20 miles north northwest of Lakenheath. There was no slow start or build-up to this speed - it was constant from the second it started to move until it stopped.

I called and reported all the facts to this point, including Sculthorpe GCA's initial report, to the 7th Air Division Command Post at London. They in turn notified 3rd Air Force Command Post and had them hooked into the

line. I also hooked in my local AFB Commanding Officer and my Unit (AFCS Communications Squadron) Commander on my switchboard. And there could have been others hooked in also that I was not aware of. I repeated all the facts known to this point and continued to give a detailed report on the target's movements and location. The target made several changes in location, always in a straight line, always at about 600 mph and always from a standing or stationary point to his next stop at constant speed - no build-up in speed at all - these changes in location varied from 8 miles to 20 miles in length - no set pattern at any time. Time spent stationary between movements also varied from 30 or 4 minutes to 5 or 6 minutes (possibly even longer as I was busy answering questions - listening to theories, guesses, etc. that the conference line people were saying. This continued for some time. After I imagine about 30 to 45 minutes, it was decided to scramble two RAF interceptors to investigate. This was done I believe by 3rd Air Force calling the RAF and, after hearing what the score was, they scrambled one aircraft. [The second got off after as I will mention later.]

The interceptor aircraft took off from an RAF Station near London and approached Lakenheath from the southwest. Radio and radar contact was established with the RAF intercept aircraft at a point about 30 to 35 miles southwest of Lakenheath inbound to Lakenheath. On initial contact we gave the interceptor pilot all the background information on the UFO, his (the interceptor) present distance and bearing from Lakenheath, the UFO's (which was stationary at the time) distance and bearing from Lakenheath. We explained we did not know the altitude of the UFO but we could assume his altitude was above 1,500 feet and below 20,000 feet, due to the operational characteristics of the radar (CPS-5 type radar, I believe). Also we mentioned the report from the C47 over Sculthorpe that relayed the story about the light which passed below him. His altitude was 5,000 feet.

We immediately issued headings to the interceptor to guide him to the UFO. The UFO remained stationary throughout. This vectoring of the intercept aircraft continued. We continually gave the intercept aircraft his heading to the UFO and his distance from the UFO at approximately 1 to 2 mile intervals. Shortly after we told the intercept aircraft he was one-half mile from the UFO and it was twelve-o'clock from his position, he said, "Roger, Lakenheath, I've got my guns locked on him." Then he paused and said, "Where did he go? Do you still have him?" We replied, "Roger, it appeared he got behind you and he's still there. [There were now two targets; one behind the other, same speed, very close, but two separate distinct targets.

The first movement by the UFO was so swift (circling behind the interceptor). I missed it entirely, but it was seen by the other controllers. However, the fact that this had occurred was confirmed by the pilot of the interceptor. The pilot of the interceptor told us he would try to shake the UFO and would try it again. He tried everything - he climbed, dived, circled, etc., but the UFO acted like it was glued right behind him, always the same distance, very close, but we always had two distinct targets. [Note: Target resolution on our radar at the range they were from the antenna (about 10 to 30 miles, all in the southerly sectors from Lakenheath) would be between 200 and 600 feet probably. Closer than that we would have got one target from both aircraft and UFO. Most specifications say 500 feet is the minimum, but I

believe it varies and 200 to 600 feet is closer to the truth and, in addition, the tuning of the equipment, atmospheric conditions, etc., also help determine this figure.

The interceptor pilot continued to try and shake the UFO for about ten minutes (approximate - it seemed longer both to him and us). He continued to comment occasionally and we could tell from the tonal quality he was getting worried, excited and also pretty scared.

He finally said, "I'm returning to Station, Lakenheath. Let me know if he follows me. I'm getting low on petrol." The target (UFO) followed him only a short distance, as he headed south southwest, and the UFO stopped and remained stationary. We advised the interceptor that the UFO target had stopped following and was now stationary about 10 miles south of Lakenheath. He rogered this message and almost immediately the second interceptor called us on the same frequency. We replied and told him we would advise him when we had a radar target, so we could establish radar contact with his aircraft. [He was not on radar at this time, probably had just taken off and was too low for us to pick him up, or too far away - we had most of the scopes on short range, so we could watch the UFO closely on the smaller range.] The number two interceptor called the number one interceptor by name (Tom, Frank - whatever his name was) and asked him, "Did you see anything?" Number one replied, "I saw something, but I'll be damned if I know what it was." Number two said, "What happened?" Number one said, "He (or it) got behind me and I did everything I could to get behind him and I couldn't. It's the damndest thing I've ever seen." Number one also made a remark at this time to Number two, that he had his radar locked on whatever it was for just a few seconds so there was something there that was solid. Number one then switched frequencies to his home base frequency. We gave Number 2 the location of the UFO and advised him that we still didn't have him on radar, but probably would have shortly. He delayed answering for some seconds and then finally said, "Lakenheath _____ (identification, aircraft call sign) - can't remember what call sign these aircraft were using. Returning home, my engine is malfunctioning." He then left our frequency.

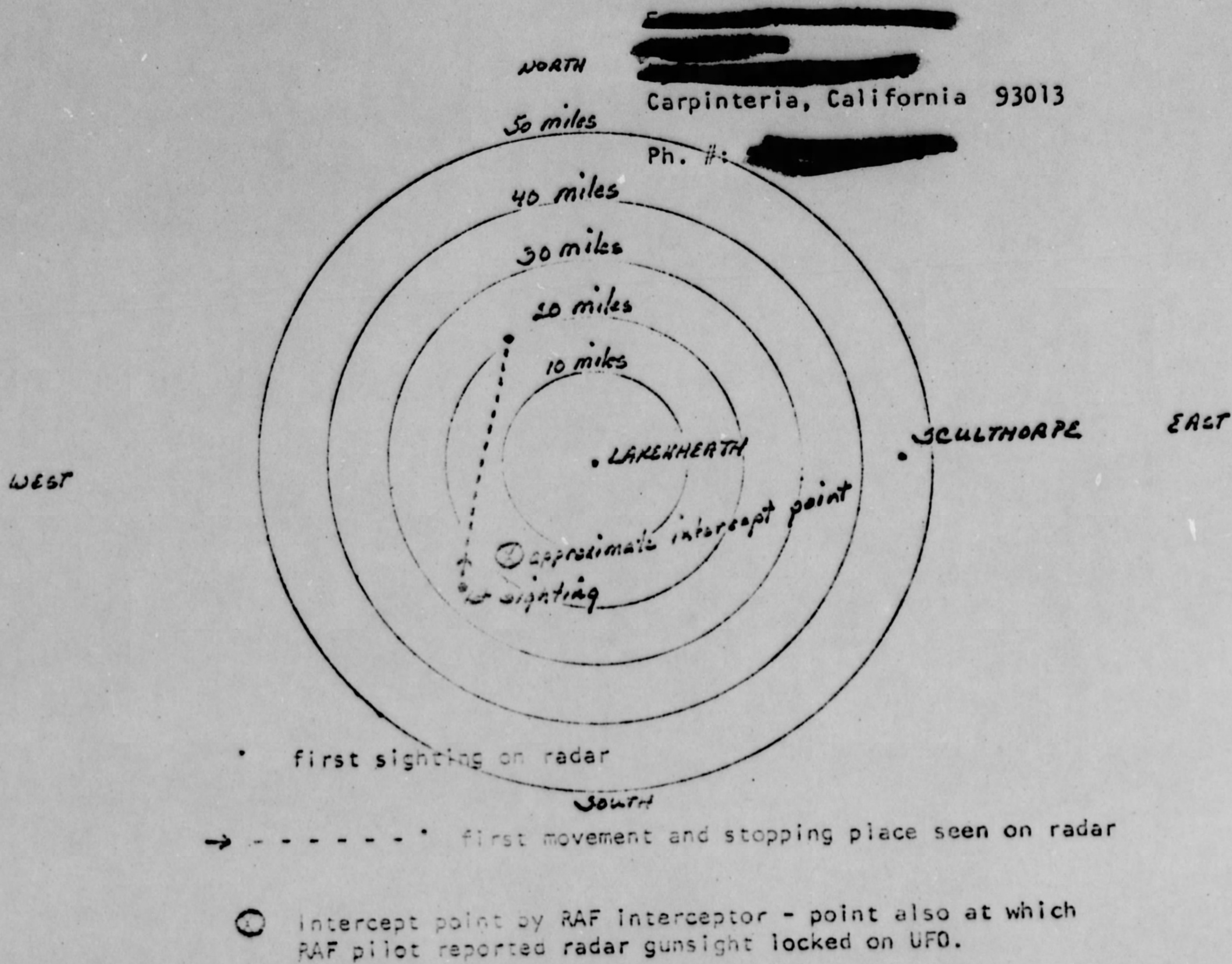
Throughout this we kept all the agencies, 7th Air Division, 3rd Air Force, etc., advised on every aspect, every word that was said, everything.

We then inquired what action they wanted to take. They had no more suggestions and finally they told us to just keep watching the target and let them know if anything else happened. The target made a couple more short moves, then left our radar coverage in a northerly direction - speed still about 600 mph. We lost target outbound to the north at about 50 to 60 miles, which is normal if aircraft or target is at an altitude below 5,000 feet (because of the radiation lobe of that type radar). We notified 7th Air Division Command Post and they said they'd tell everybody for us.

I made out a written report on all this, in detail for the offices in charge of my facility, and was told that unless I was contacted later for any further information, he would take care of it. I don't know if a CERVIS report was submitted on this or not - I heard no more about it.

All speeds in this report were calculated speeds based on time and distance covered on radar. This speed was calculated many times that evening and although this happened quite awhile ago, the basic elements are correct.

Hope this helps in some small way to assist in your UFO investigation.



TO

FROM

SUBJECT

DATE

Major C. W. ...
R. T. ...

2-6-67

UNIVERSITY OF COLORADO

*Interdepartmental
Memorandum*

Attached is a ...
... Can you
help me out?
Thank you very much
(R. T. ...)

EXTRANEOUS INFO.

March 15, 1968

Mr. [REDACTED]
Dept. of Physics and Astrophysics
202 Woodbury Hall
University of Colorado
Boulder, Colorado 80302

Dear Bob;

I have your radar-visual report sent in by Forrest B. Perkins. Not much that one can do about it, since he doesn't even remember the month, let alone the exact date. However, the report is similar to many others that I have seen. Without specific information of times and directions, it is difficult to analyze or confirm what seems to me to be a reasonable explanation.

First of all, I have to point out again the impossibility of making a definite identification between radar and visual sightings, especially, under conditions such as those mentioned. Radar tells you the direction in which you sent off the signal and it measures the distance to whatever is reflecting the radar pulse. And sometimes it doesn't tell you that, in view of the possibility of getting reflections at very long ranges. You thus have three parameters, altitude, bearing, and a distance. For a visual sighting, you have at best only two, altitude and bearing. You have no estimate of distance and hence, if you happen to see some faint object -- even if it's only a bright star near the horizon -- in the same general direction, an inexperienced radar operator will often claim the object is a radar-visual sighting, whether the conclusion is justified or not.

Well, 4000 mph is pretty high speed. I strongly suspect that the trapping was involved, that reflections changed the picture for successive scans, to give the appearance of motion, even though none actually

Robert J. Low

- 2 -

March 13, 1946

desired. In brief, RWTI will not discriminate between a return from a moving target or a ground return from a stationary target; if the return beam is reflected from a moving layer. This could account also, for the existence of the stationary target. As for the blurred light viewed from the tower, we have no assurance whatever that this was not an after image effect, a visual impression resulting from the operator's having inadvertently seen a bright light at close range.

This is about all I can do without further information.

Looking forward to seeing you soon, I am,

Cordially yours,

RJL:pl

Robert J. Low

UNCLASSIFIED

Box 9703
1125th FAG (ATIG)
Wright-Patterson AFB,
Ohio
26 November 1956

Dr. J. Allen Hynek
Smithsonian Astrophysical Observatory
60 Garden Street
Cambridge 38, Massachusetts

Dear Dr. Hynek:

Reference is made to my letter of 20 November 1956 in which I stated that I would send you the finalized material on the Lakenheath case. Inclosed you will find AF 112 on the final investigations regarding this sighting.

I am relieved to find that they carry it under an unclassified category. This, of course, helps us in both the discussion and transmittal aspects.

I have included a rough plot of the three radar and one visual observations of the sightings. This should be of some help for your review and comment. These sightings, in my opinion, cannot be considered as concurrent with respect to time. The separate report of each observer indicates three widely divergent tracks. An attempted intercept by American airplanes, which lasted for 45 minutes, produced no physical evidence of any UFO in the area. The visual observation leads me to believe that the observer was seeing Mars. Also, there appears to have been some contact (I do not wish to use the word "collusion") between the operator of two radar stations since they both state speed of exactly 4000 m.p.h.

I feel, therefore, that our original analyses of anomalous propagation and astronomical is more or less correct. I will consider this case closed upon receipt of your final comment, at which time I will make a compiled, final conclusion for the Air Force.

A word concerning our proposed visit. As things are now it seems improbable that any plans can be made before the middle of January.

Sincerely,

Capt. Gregory

2 Incls

UNCLASSIFIED

Inclosures removed

SUBJECT: Report for Analysis - UFO Reports from CENUSAF, Wiesbaden and
Lakenheath, England

TO: AFORN-441
Attn: Col Hoffman

FROM: AFORN-444 DATE 7 Nov 56 COMUSAF NR. 3
444/Capt G.T. Gregory/lts
69216

1. Attached herewith is AIR-1-56, England (Inclosure #1), containing pertinent information on the Lakenheath-Bentwaters sighting which was reported to this Center on 13 August 1956 with a request for immediate evaluation by Headquarters USAF. It is believed this report is in response to this Center's request for additional information (See Inclosure #2).

2. On the basis of the information available at that time, it was our conclusion that the sighting was the result of anomalous propagation with the possibility of certain meteoric showers, which were prominent during that sighting date, a contributing factor.

3. Inasmuch as Headquarters USAF has expressed a desire for an expeditious evaluation regarding this UFO sighting (Inclosure #3), it is requested that this report be reviewed, together with the original data, for the purpose of arriving at a more firm conclusion.

4. A rough plot of the three radar and one visual observation indicate that the sightings cannot be considered as concurrent with respect to time. (Inclosure #4). A forty-five minute search of the area by a local intercept squadron produced no physical evidence of any unidentified object in the sky. *

5. Attached for your information is an evaluation by Dr. Hynek and Dr. Hippie which represents an approach to the sighting, primarily from an astronomical and astrophysical viewpoint from the data available at that time. It may be of some assistance in your over-all study of the incident.

HENRY A. MILBY
AFORN-444

6 Incls

1. AIR-1-56, England (U)
2. ~~_____~~
3. AF 156-23446-1, 10 Oct 56 (S)
4. Rough sketch, UFO Plots (U)
5. Memo for Record, 17 Oct 56, 156-24219 (C)
6. Memo for Record, 21 Sep 56 (U)

* Of significance is the fact that the direction of the UFO's travel on the radar scope was not the same in any of the three plots. In fact, there was a wide divergence in the three bearings indicated.

UNCLASSIFIED

Inclosures removed

21 Sept 56

SUBJECT: (U) Lakenheath-Bentwaters UFO Sighting - - Review and Comment
by Dr. J. A. Hynek.

1. On 13 September 1956, at the Harvard Astrophysical Observatory, Cambridge, Massachusetts, Dr. Hynek and the undersigned held discussions regarding this case. All teletype messages and the various factors and aspects were treated in some detail.

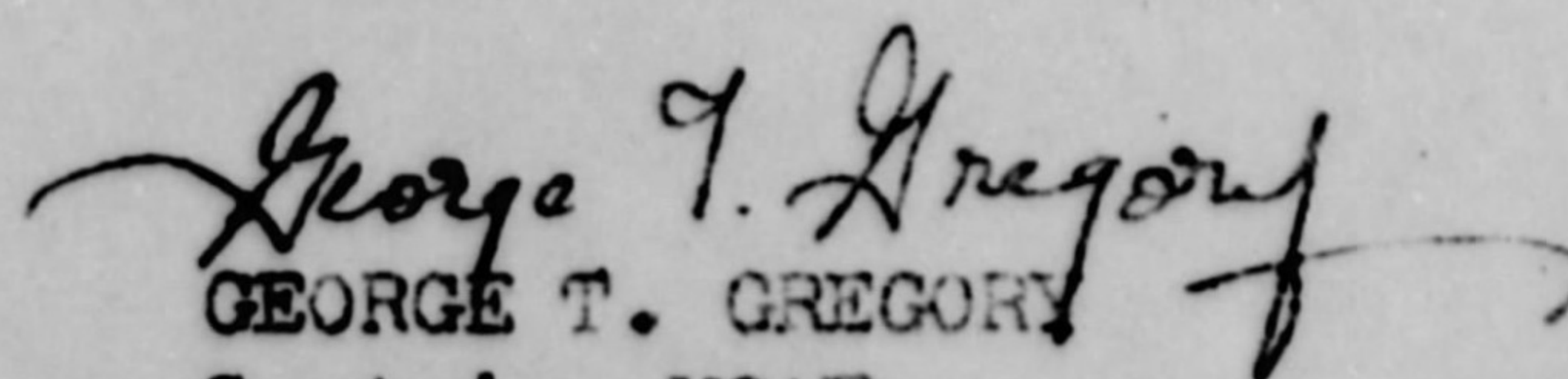
2. Dr. Hynek was in agreement with the undersigned's comment to the SAC Commander in England and Headquarters USAF, considering the many variables and other seemingly conflicting data involved in the UFO report.

3. Upon receipt of this sighting, Dr. Hynek was unavailable to review this report as one of the applicable USAF consultants normally required in cases of this kind. Dr. Hynek was en route to Harvard University from the U. S. Astronomical Society Conference held in Berkley, Calif.

4. The following action was taken in attempt to resolve this matter to a better conclusion:

a. Copies of all teletype messages from England were left in the custody of Dr. Hynek (deposited in safe for classified material assigned Dr. F. E. Whipple, Director of Astrophysical Observatory). A hand receipt signed by Dr. Hynek was obtained for the UFO case file.

b. Dr. Hynek will discuss the matter with Dr. Whipple who is now in Spain on IGY matters, and with Dr. Gerald Hawkins, British astrophysicist, now with the observatory in Cambridge. Dr. Whipple is considered the foremost authority on radio echoes and other radio-radar aspects of astronomical bodies in the world. With Dr. Hawkins participating as an interested party (the unusual UFO sighting being observed over England), the conference should produce something of note. This conference arranged by Dr. Hynek will be at no expense to USAF.


GEORGE T. GREGORY
Captain, USAF

UNCLASSIFIED

CLASSIFICATION

COUNTRY OF ACTIVITY REPORTING England		REPORT NO. IR-1-56	1025624	
AIR INTELLIGENCE INFORMATION REPORT				
COUNTRY OF AREA REPORT CONCERNED England		DATE OF INFORMATION 13 August 1956	SRI STATUS (if applicable)	
ACCT. OF ACTIVITY REPORT 31st Fighter Bomber Wing		DATE OF COLLECTION 27 August 1956	SRI NO.	
PREPARED BY AND VISUAL Captain Edward L. Holt		DATE OF REPORT 31 August 1956	CANCELED/COMPLETE	
NAME OR DESCRIPTION OF SOURCE USAF Personnel, Bentwaters, England		EVALUATION B-3	CANCELED/INCOMPLETE	
			SRI NO.	
			ADDITIONAL INFORMATION ON (Date)	
REFERENCES (Same Subject, previous reports, etc., as applicable)				

SUBJECT (Descriptive title. Use individual reports for separate subjects)

(Unclassified) Unidentified Flying Objects Reporting (UFOB)

SUMMARY (Give summary which highlights the salient factors of narrative report. Begin narrative text on AF Form 1120 unless report can be fully stated on AF Form 112. List inclosures, including number of copies)

Between 2120Z and 2220Z, 13 August 1956, Unidentified Flying Objects were reported observed visually and by ground electronic means by USAF personnel stationed at RAF Station Bentwaters, England.

Most significant are the reports of three courses of UFOBS tracked on the Bentwaters GCA radar. These UFOBS flew courses as follows: 1 group of 12 to 15 UFOBS from a point 8 miles SW of Bentwaters to approximately 40-45 miles NE of Bentwaters at an estimated speed of 80 to 125 miles per hour; a single UFOB was tracked by the Bentwaters GCA from approximately 25 miles NE of Bentwaters to approximately 15 miles NE of Bentwaters at a speed estimated at more than 1,000 miles per hour; a third UFOB was reported as tracked by the Bentwaters GCA from approximately 30 miles E. of Bentwaters flying a westerly course to about 30 miles west of Bentwaters at an exceptionally high speed.

The GCA Operators making these radar sightings were of the opinion that malfunctions of the GCA equipment did not cause these radar sightings.

APPROVED:

Orville E. Bixel
Orville E. Bixel
Major, USAF
Wing Intelligence Officer

Hq USAF, APO 633, H.Y., N.Y., 1 cy
Hq Third Air Force, APO 125, H.Y., N.Y., 1 cy

WARNING: This document contains information affecting the national defense of the United States within the meaning of the Espionage Laws, Title 18, U.S.C., Section 793 and 794, the transmission or the revelation of its contents in any manner to an unauthorized person is prohibited by law.

AF Form 112, 1-56, 112-1, 112-2, 112-3, 112-4, 112-5, 112-6, 112-7, 112-8, 112-9, 112-10, 112-11, 112-12, 112-13, 112-14, 112-15, 112-16, 112-17, 112-18, 112-19, 112-20, 112-21, 112-22, 112-23, 112-24, 112-25, 112-26, 112-27, 112-28, 112-29, 112-30, 112-31, 112-32, 112-33, 112-34, 112-35, 112-36, 112-37, 112-38, 112-39, 112-40, 112-41, 112-42, 112-43, 112-44, 112-45, 112-46, 112-47, 112-48, 112-49, 112-50, 112-51, 112-52, 112-53, 112-54, 112-55, 112-56, 112-57, 112-58, 112-59, 112-60, 112-61, 112-62, 112-63, 112-64, 112-65, 112-66, 112-67, 112-68, 112-69, 112-70, 112-71, 112-72, 112-73, 112-74, 112-75, 112-76, 112-77, 112-78, 112-79, 112-80, 112-81, 112-82, 112-83, 112-84, 112-85, 112-86, 112-87, 112-88, 112-89, 112-90, 112-91, 112-92, 112-93, 112-94, 112-95, 112-96, 112-97, 112-98, 112-99, 112-100, 112-101, 112-102, 112-103, 112-104, 112-105, 112-106, 112-107, 112-108, 112-109, 112-110, 112-111, 112-112, 112-113, 112-114, 112-115, 112-116, 112-117, 112-118, 112-119, 112-120, 112-121, 112-122, 112-123, 112-124, 112-125, 112-126, 112-127, 112-128, 112-129, 112-130, 112-131, 112-132, 112-133, 112-134, 112-135, 112-136, 112-137, 112-138, 112-139, 112-140, 112-141, 112-142, 112-143, 112-144, 112-145, 112-146, 112-147, 112-148, 112-149, 112-150, 112-151, 112-152, 112-153, 112-154, 112-155, 112-156, 112-157, 112-158, 112-159, 112-160, 112-161, 112-162, 112-163, 112-164, 112-165, 112-166, 112-167, 112-168, 112-169, 112-170, 112-171, 112-172, 112-173, 112-174, 112-175, 112-176, 112-177, 112-178, 112-179, 112-180, 112-181, 112-182, 112-183, 112-184, 112-185, 112-186, 112-187, 112-188, 112-189, 112-190, 112-191, 112-192, 112-193, 112-194, 112-195, 112-196, 112-197, 112-198, 112-199, 112-200, 112-201, 112-202, 112-203, 112-204, 112-205, 112-206, 112-207, 112-208, 112-209, 112-210, 112-211, 112-212, 112-213, 112-214, 112-215, 112-216, 112-217, 112-218, 112-219, 112-220, 112-221, 112-222, 112-223, 112-224, 112-225, 112-226, 112-227, 112-228, 112-229, 112-230, 112-231, 112-232, 112-233, 112-234, 112-235, 112-236, 112-237, 112-238, 112-239, 112-240, 112-241, 112-242, 112-243, 112-244, 112-245, 112-246, 112-247, 112-248, 112-249, 112-250, 112-251, 112-252, 112-253, 112-254, 112-255, 112-256, 112-257, 112-258, 112-259, 112-260, 112-261, 112-262, 112-263, 112-264, 112-265, 112-266, 112-267, 112-268, 112-269, 112-270, 112-271, 112-272, 112-273, 112-274, 112-275, 112-276, 112-277, 112-278, 112-279, 112-280, 112-281, 112-282, 112-283, 112-284, 112-285, 112-286, 112-287, 112-288, 112-289, 112-290, 112-291, 112-292, 112-293, 112-294, 112-295, 112-296, 112-297, 112-298, 112-299, 112-300, 112-301, 112-302, 112-303, 112-304, 112-305, 112-306, 112-307, 112-308, 112-309, 112-310, 112-311, 112-312, 112-313, 112-314, 112-315, 112-316, 112-317, 112-318, 112-319, 112-320, 112-321, 112-322, 112-323, 112-324, 112-325, 112-326, 112-327, 112-328, 112-329, 112-330, 112-331, 112-332, 112-333, 112-334, 112-335, 112-336, 112-337, 112-338, 112-339, 112-340, 112-341, 112-342, 112-343, 112-344, 112-345, 112-346, 112-347, 112-348, 112-349, 112-350, 112-351, 112-352, 112-353, 112-354, 112-355, 112-356, 112-357, 112-358, 112-359, 112-360, 112-361, 112-362, 112-363, 112-364, 112-365, 112-366, 112-367, 112-368, 112-369, 112-370, 112-371, 112-372, 112-373, 112-374, 112-375, 112-376, 112-377, 112-378, 112-379, 112-380, 112-381, 112-382, 112-383, 112-384, 112-385, 112-386, 112-387, 112-388, 112-389, 112-390, 112-391, 112-392, 112-393, 112-394, 112-395, 112-396, 112-397, 112-398, 112-399, 112-400, 112-401, 112-402, 112-403, 112-404, 112-405, 112-406, 112-407, 112-408, 112-409, 112-410, 112-411, 112-412, 112-413, 112-414, 112-415, 112-416, 112-417, 112-418, 112-419, 112-420, 112-421, 112-422, 112-423, 112-424, 112-425, 112-426, 112-427, 112-428, 112-429, 112-430, 112-431, 112-432, 112-433, 112-434, 112-435, 112-436, 112-437, 112-438, 112-439, 112-440, 112-441, 112-442, 112-443, 112-444, 112-445, 112-446, 112-447, 112-448, 112-449, 112-450, 112-451, 112-452, 112-453, 112-454, 112-455, 112-456, 112-457, 112-458, 112-459, 112-460, 112-461, 112-462, 112-463, 112-464, 112-465, 112-466, 112-467, 112-468, 112-469, 112-470, 112-471, 112-472, 112-473, 112-474, 112-475, 112-476, 112-477, 112-478, 112-479, 112-480, 112-481, 112-482, 112-483, 112-484, 112-485, 112-486, 112-487, 112-488, 112-489, 112-490, 112-491, 112-492, 112-493, 112-494, 112-495, 112-496, 112-497, 112-498, 112-499, 112-500, 112-501, 112-502, 112-503, 112-504, 112-505, 112-506, 112-507, 112-508, 112-509, 112-510, 112-511, 112-512, 112-513, 112-514, 112-515, 112-516, 112-517, 112-518, 112-519, 112-520, 112-521, 112-522, 112-523, 112-524, 112-525, 112-526, 112-527, 112-528, 112-529, 112-530, 112-531, 112-532, 112-533, 112-534, 112-535, 112-536, 112-537, 112-538, 112-539, 112-540, 112-541, 112-542, 112-543, 112-544, 112-545, 112-546, 112-547, 112-548, 112-549, 112-550, 112-551, 112-552, 112-553, 112-554, 112-555, 112-556, 112-557, 112-558, 112-559, 112-560, 112-561, 112-562, 112-563, 112-564, 112-565, 112-566, 112-567, 112-568, 112-569, 112-570, 112-571, 112-572, 112-573, 112-574, 112-575, 112-576, 112-577, 112-578, 112-579, 112-580, 112-581, 112-582, 112-583, 112-584, 112-585, 112-586, 112-587, 112-588, 112-589, 112-590, 112-591, 112-592, 112-593, 112-594, 112-595, 112-596, 112-597, 112-598, 112-599, 112-600, 112-601, 112-602, 112-603, 112-604, 112-605, 112-606, 112-607, 112-608, 112-609, 112-610, 112-611, 112-612, 112-613, 112-614, 112-615, 112-616, 112-617, 112-618, 112-619, 112-620, 112-621, 112-622, 112-623, 112-624, 112-625, 112-626, 112-627, 112-628, 112-629, 112-630, 112-631, 112-632, 112-633, 112-634, 112-635, 112-636, 112-637, 112-638, 112-639, 112-640, 112-641, 112-642, 112-643, 112-644, 112-645, 112-646, 112-647, 112-648, 112-649, 112-650, 112-651, 112-652, 112-653, 112-654, 112-655, 112-656, 112-657, 112-658, 112-659, 112-660, 112-661, 112-662, 112-663, 112-664, 112-665, 112-666, 112-667, 112-668, 112-669, 112-670, 112-671, 112-672, 112-673, 112-674, 112-675, 112-676, 112-677, 112-678, 112-679, 112-680, 112-681, 112-682, 112-683, 112-684, 112-685, 112-686, 112-687, 112-688, 112-689, 112-690, 112-691, 112-692, 112-693, 112-694, 112-695, 112-696, 112-697, 112-698, 112-699, 112-700, 112-701, 112-702, 112-703, 112-704, 112-705, 112-706, 112-707, 112-708, 112-709, 112-710, 112-711, 112-712, 112-713, 112-714, 112-715, 112-716, 112-717, 112-718, 112-719, 112-720, 112-721, 112-722, 112-723, 112-724, 112-725, 112-726, 112-727, 112-728, 112-729, 112-730, 112-731, 112-732, 112-733, 112-734, 112-735, 112-736, 112-737, 112-738, 112-739, 112-740, 112-741, 112-742, 112-743, 112-744, 112-745, 112-746, 112-747, 112-748, 112-749, 112-750, 112-751, 112-752, 112-753, 112-754, 112-755, 112-756, 112-757, 112-758, 112-759, 112-760, 112-761, 112-762, 112-763, 112-764, 112-765, 112-766, 112-767, 112-768, 112-769, 112-770, 112-771, 112-772, 112-773, 112-774, 112-775, 112-776, 112-777, 112-778, 112-779, 112-780, 112-781, 112-782, 112-783, 112-784, 112-785, 112-786, 112-787, 112-788, 112-789, 112-790, 112-791, 112-792, 112-793, 112-794, 112-795, 112-796, 112-797, 112-798, 112-799, 112-800, 112-801, 112-802, 112-803, 112-804, 112-805, 112-806, 112-807, 112-808, 112-809, 112-810, 112-811, 112-812, 112-813, 112-814, 112-815, 112-816, 112-817, 112-818, 112-819, 112-820, 112-821, 112-822, 112-823, 112-824, 112-825, 112-826, 112-827, 112-828, 112-829, 112-830, 112-831, 112-832, 112-833, 112-834, 112-835, 112-836, 112-837, 112-838, 112-839, 112-840, 112-841, 112-842, 112-843, 112-844, 112-845, 112-846, 112-847, 112-848, 112-849, 112-850, 112-851, 112-852, 112-853, 112-854, 112-855, 112-856, 112-857, 112-858, 112-859, 112-860, 112-861, 112-862, 112-863, 112-864, 112-865, 112-866, 112-867, 112-868, 112-869, 112-870, 112-871, 112-872, 112-873, 112-874, 112-875, 112-876, 112-877, 112-878, 112-879, 112-880, 112-881, 112-882, 112-883, 112-884, 112-885, 112-886, 112-887, 112-888, 112-889, 112-890, 112-891, 112-892, 112-893, 112-894, 112-895, 112-896, 112-897, 112-898, 112-899, 112-900, 112-901, 112-902, 112-903, 112-904, 112-905, 112-906, 112-907, 112-908, 112-909, 112-910, 112-911, 112-912, 112-913, 112-914, 112-915, 112-916, 112-917, 112-918, 112-919, 112-920, 112-921, 112-922, 112-923, 112-924, 112-925, 112-926, 112-927, 112-928, 112-929, 112-930, 112-931, 112-932, 112-933, 112-934, 112-935, 112-936, 112-937, 112-938, 112-939, 112-940, 112-941, 112-942, 112-943, 112-944, 112-945, 112-946, 112-947, 112-948, 112-949, 112-950, 112-951, 112-952, 112-953, 112-954, 112-955, 112-956, 112-957, 112-958, 112-959, 112-960, 112-961, 112-962, 112-963, 112-964, 112-965, 112-966, 112-967, 112-968, 112-969, 112-970, 112-971, 112-972, 112-973, 112-974, 112-975, 112-976, 112-977, 112-978, 112-979, 112-980, 112-981, 112-982, 112-983, 112-984, 112-985, 112-986, 112-987, 112-988, 112-989, 112-990, 112-991, 112-992, 112-993, 112-994, 112-995, 112-996, 112-997, 112-998, 112-999, 113-000, 113-001, 113-002, 113-003, 113-004, 113-005, 113-006, 113-007, 113-008, 113-009, 113-010, 113-011, 113-012, 113-013, 113-014, 113-015, 113-016, 113-017, 113-018, 113-019, 113-020, 113-021, 113-022, 113-023, 113-024, 113-025, 113-026, 113-027, 113-028, 113-029, 113-030, 113-031, 113-032, 113-033, 113-034, 113-035, 113-036, 113-037, 113-038, 113-039, 113-040, 113-041, 113-042, 113-043, 113-044, 113-045, 113-046, 113-047, 113-048, 113-049, 113-050, 113-051, 113-052, 113-053, 113-054, 113-055, 113-056, 113-057, 113-058, 113-059, 113-060, 113-061, 113-062, 113-063, 113-064, 113-065, 113-066, 113-067, 113-068, 113-069, 113-070, 113-071, 113-072, 113-073, 113-074, 113-075, 113-076, 113-077, 113-078, 113-079, 113-080, 113-081, 113-082, 113-083, 113-084, 113-085, 113-086, 113-087, 113-088, 113-089, 113-090, 113-091, 113-092, 113-093, 113-094, 113-095, 113-096, 113-097, 113-098, 113-099, 113-100, 113-101, 113-102, 113-103, 113-104, 113-105, 113-106, 113-107, 113-108, 113-109, 113-110, 113-111, 113-112, 113-113, 113-114, 113-115, 113-116, 113-117, 113-118, 113-119, 113-120, 113-121, 113-122, 113-123, 113-124, 113-125, 113-126, 113-127, 113-128, 113-129, 113-130, 113-131, 113-132, 113-133, 113-134, 113-135, 113-136, 113-137, 113-138, 113-139, 113-140, 113-141, 113-142, 113-143, 113-144, 113-145, 113-146, 113-147, 113-148, 113-149, 113-150, 113-151, 113-152, 113-153, 113-154, 113-155, 113-156, 113-157, 113-158, 113-159, 113-160, 113-161, 113-162, 113-163, 113-164, 113-165, 113-166, 113-167, 113-168, 113-169, 113-170, 113-171, 113-172, 113-173, 113-174, 113-175, 113-176, 113-177, 113-178, 113-179, 113-180, 113-181, 113-182, 113-183, 113-184, 113-185, 113-186, 113-187, 113-188, 113-189, 113-190, 113-191, 113-192, 113-193, 113-194, 113-195, 113-196, 113-197, 113-198, 113-199, 113-200, 113-201, 113-202, 113-203, 113-204, 113-205, 113-206, 113-207, 113-208, 113-209, 113-210, 113-211, 113-212, 113-213, 113-214, 113-215, 113-216, 113-217, 113-218, 113-219, 113-220, 113-221, 113-222, 113-223, 113-224, 113-225, 113-226, 113-227, 113-228, 113-229, 113-230, 113-231, 113-232, 113-233, 113-234, 113-235, 113-236, 113-2

UNCLASSIFIED

AIR INTELLIGENCE INFORMATION REPORT

SIST AIRMAN ROBERT WRIGHT

12-1-56

2

The following information was obtained from Staff personnel assigned to RAF Station, Bentwaters, England concerning visual and radar sightings of Unidentified Flying Objects in the vicinity of their assigned station during the period 2100Z to 2200Z, 13 August 1956. The reliability of all the following sources of information is estimated to be usually reliable.

SIX

On 27 August 1956 the following information concerning subject Unidentified Flying Objects was received from S/3gt [REDACTED] Control Tower Shift Chief, 1264th AACS Squadron, RAF Station Bentwaters, England.

[REDACTED] indicated that his attention was first called to the object by its unusual size and unusual color. He was also aware that the Bentwaters GCI was tracking unidentified Flying Objects by radar at this time. Sgt [REDACTED] described the object as spherical and the size of a pin-head held at arms length. He sighted the object which was described as amber color when first observed later as bluish-white. No discernable details or features were observed and as the object was noted. Sgt Wright sighted the object from the Bentwaters Control Tower visually with the aid of 7 x 50 power binoculars. Time of his sighting was between 2120Z and 2220Z, 13 August 1956. He indicated that the object was first observed at about 10° elevation toward the south east. The object was in sight for approximately one hour during which time it intermittently disappeared and reappeared. At the time of the object's disappearance, it was located approximately 40° above the horizon in south south-easterly direction. Light conditions during sighting: dusk to night. Sgt Wright indicated that the sky was clear with unlimited visibility during the time of this observation.

THREE

[REDACTED] GCI Operator, 1264th AACS Squadron, RAF Station Bentwaters, England reported the following information relative to subject Unidentified Flying Objects.

Sgt [REDACTED] stated that 12 to 15 unidentified objects were tracked by the Bentwaters GCI (AR-414-11A) between 2100Z and 2156Z, 13 August 1956. This group was picked up approximately 8 miles southwest of RAF Station Bentwaters and were tracked on the radar scope clearly until the objects were approximately 14 miles northeast of Bentwaters. At the latter point on the course of these objects, they faded considerably in the radar scope. However, the 12 to 15 objects were tracked to a point about 15 miles N.E. of Bentwaters. At the approximate 40 mile range individual objects in this group appeared to converge into one very large object which appeared to be several times larger than a C-56 aircraft due to the size of the blip on the radar scope. At the time that the individual objects seemed to converge into one large object, the large object appeared to remain stationary for 10 to 15 minutes. The large object then moved N.E. approximately 5 or 6 miles then stopped its movement for 3 to 5 minutes then moved north disappearing off the radar scope.

Sgt [REDACTED] stated that the 12 to 15 unidentified objects were preceded by 3 objects which were in a triangular formation with an estimated 1000 feet separating each object in this formation. The other objects were scattered behind the lead formation of 3 at irregular intervals with the whole group simultaneously covering a 6 to 7 mile area. Prior to consolidation into one object 40 miles N.E. of Bentwaters. Courses flown by this group of objects had slight deviations from S.W. to N.E.

UNCLASSIFIED

UNCLASSIFIED

INTELLIGENCE INFORMATION REPORT

Sgt [redacted] stated that these objects appeared as normal targets on the GCA scope and that normal checks made to determine possible malfunction of the GCA radar failed to indicate anything was technically wrong. Sgt [redacted] estimated that the unidentified objects in this group moved at the rate of between 20-40 knots per hour. He computed this speed by using the range margins on the GCA scope.

Sgt [redacted] added that another UFOB was sighted on the GCA radar at about 2200Z, 13 August 1956. This object was tracked on the radar screen for approximately 16 seconds. Course of the object being tracked was from about 30 miles east of Bentwaters to approximately 25 miles west of this station. Speed of this object was estimated to be in excess of 4000 miles per hour. All radar returns appeared normal on the scope for this object except for the last return which seemed slightly weaker than the rest. Sgt [redacted] explained that object suddenly disappeared off the radar screen by rapidly moving out of the GCA radiation pattern. Light conditions were night. Weather was clear with good visibility and light winds.

A/2C Vectors.

The following information pertaining to an Unidentified Flying Object sighted electronically on the Bentwaters GCA at 2130Z, 13 August 1956 was submitted by A/2C [redacted], GCA Operator, 126th AACS Squadron, RAF Station Bentwaters, England.

Airman [redacted] indicated that he tracked one Unidentified Flying Object on the Bentwaters GCA screen for approximately 30 seconds at 2130Z, 13 August 1956. The size of the blip when picked up was that of a normal aircraft target. The blip diminished in size and intensity to the vanishing point before crossing the entire radar screen.

The unidentified flying object was picked up at an estimated 25 to 30 miles east south-east of Bentwaters and flew a constant course of 295° to the vanishing point on the scope which was 15 to 20 miles west north-west of Bentwaters at an undetermined altitude. Airman [redacted] estimated the speed of this object to be in the vicinity of 4000 miles per hour. This speed was calculated by comparing the speed of the object on the GCA scope with speeds that the operator is familiar with on the electronic simulator. A/2C Vectors added that some idea of the speed of the object could be computed from the fact that each time the GCA antenna completed a revolution the blip from this object moved 1 to 2 miles on the radar screen. The GCA antenna completes a revolution once every two seconds. The weather was reported as clear with unlimited visibility.

Lie Mott and Rowe.

On 30 Aug at 1956 the following information was received from 1st Lt Charles W. Mott and 1st Lt Andrew C. Rowe concerning their aerial search for subject unidentified flying objects. Lie Mott and Rowe are pilots assigned to the 512th Fighter Interceptor Squadron, Bentwaters, England. The above named officers indicated that they were returning to Bentwaters from a T-3 flight about 2130Z, 13 August 1956. At this time they were vectored to the north-east of Bentwaters to search for unidentified flying objects which were being tracked by the Bentwaters GCA. Lie Mott and Rowe stated that they searched the areas to the north-east, east, and south-east of Bentwaters for approximately 45 minutes. Altitude of flight was between 2000 and 5000 feet. Results of this aerial

NOTE: THIS DOCUMENT CONTAINS INFORMATION AFFECTING THE NATIONAL DEFENSE OF THE UNITED STATES WITHIN THE MEANING OF THE ESPIONAGE LAWS, TITLE 18, U.S.C. IT IS TRANSMITTED IN THE REVELATION OF THE CONTENTS OF WHICH TO AN UNAUTHORIZED PERSON IS PROHIBITED BY LAW. IT IS NOT TO BE REPRODUCED IN WHOLE OR IN PART, BY OTHER THAN ISSUED STATE, AND NO PART THEREOF IS TO BE DISCLOSED TO ANY OTHER PERSON.

UNCLASSIFIED

Weather Report from the Bentwaters weather detachment for the period 210000 to 220000, 13 August 1956 for the Bentwaters area follows:

Surface - Direction 250°, velocity 5 to 10 knots.
 500 ft - Direction 260°, velocity 30 knots.
 10,000 ft - Direction 260°, velocity 40 knots.
 15,000 ft - Direction 260°, velocity 55 knots.
 20,000 ft - Direction 260°, velocity 70 knots.
 25,000 ft - Direction 260°, velocity 85 knots.
 30,000 ft - Direction 260°, velocity 90 knots.
 Sounding: 29,000 ft.
 Visibility: 7 miles.

[REDACTED]

UNCLASSIFIED

SUBJECT: (C) Evaluation of Lakenheath Reports (Cont)

UFO society^{ies} and other "publicity artists" would make of such an incident. It is, therefore, of great importance that further information on the technical aspects of the original observations be obtained, without loss of time from the original observers.

J. Allen Hynek

Dr. J. Allen Hynek
Smithsonian Astrophysical Observatory
USAF UFO Scientist-Consultant
17 October 1956

17

[REDACTED]

[REDACTED]

UNCLASSIFIED

SUBJECT: (C) Evaluation of Lakenheath Reports (Cont)

6. Meteors, however, as pointed out by Capt Gregory, can lead to radar returns because of the ionization of the gases in their trail. Accordingly, it would be extremely important to know whether the Bentwaters and Lakenheath radars have ever in the past observed meteors on their scopes and, if so, how such returns differ from the blips reported here.

7. Dr. Whipple and the writer discussed the Lakenheath incident at length and Dr. Whipple pointed out immediately the statement that "radars reported these facts to occur at later hours than the ground observers". This statement needs clarification inasmuch as it contradicts other portions of the report which indicate that at least at certain times visual and radar sightings were simultaneously.

8. Dr. Whipple stated that as far as the report at hand is concerned, no obvious physical solution is suggested. He deplored the inadequacy of the typical UFO report as a scientific document. He further stated that the nature of such reports is not likely to change and urged that if the Air Force was serious in its attempts to resolve this problem, both scientifically and in the public mind, that the Air Force do more than continue its passive investigational attitudes. He suggested that, as in any scientific procedure, facts are the raw material from which one must work and that in general the investigator in any particular case must assume an active roll in the obtaining of scientific data. In short, Dr. Whipple asked the writer whether the Air Force had ever considered or was now considering the possibility of initiating, for a limited time, an actual sky patrol by photographic and visual means of precisely those areas from which the maximum UFO reports originate. The writer responded that this had indeed been suggested in the past but that because of considerations of expenses and of possible public misinterpretation, it was abandoned.

9. Dr. Whipple urged that a more modest proposal of the same general type be considered at this time. For instance, an area from which numerous reports have come in might be patrolled by a dozen or so "fish eye" cameras, operating automatically, which would give a total record of all bright moving objects at night within a given area or sector. A simple timing device would suffice to yield the angular rate of objects motion so that fire balls (bright meteors) could be distinguished from airplanes and from other astronomical objects.

10. The present writer submits that it might be of considerable, potential use to the Air Force to be able to state, at some future time, that a careful patrol of an area "rich in UFO reports" had been patrolled and nothing of a mysterious character photographed. This would be especially true if, during the time of patrol, UFO reports from untrained observers continued to come in from that area.

11. The Lakenheath report could constitute a source of embarrassment to the Air Force, and should the facts, as so far reported, get into the public domain, it is not necessary to point out what excellent use the several dozen

[REDACTED]

MEMORANDUM FOR RECORD

SUBJECT: (C) Evaluation of Lakenheath Reports

1. The original Lakenheath reports and the preliminary evaluations made by ATIC were submitted to the undersigned for examination, evaluation and comment. Writer requested permission to discuss these with Dr. F. L. Whipple, Harvard University, and director of Smithsonian Astronomical Observatory, in view of the fact that sightings occurred at the time of Perseid meteors and Dr. Whipple is a world-recognized authority on meteors. Following comments will accordingly be invited to cover the three points separately.

2. It is to be regretted that so unusual a sighting report did not contain more factual material on which to base an evaluation. The Lakenheath report is one of the more unusual UFO reports involving electronic and visual observations and subsequent pursuit by fighter plane. Yet, report does not state whether it was definitely established that visual and electronic sightings referred to same object or even if they occurred precisely simultaneously. Further, report does not give exact weather information which might enable one to charge weather conditions, with any precision relative to "anomalous propagation" such as frequently occurs with radars.

3. It would be of extreme value to have independent statements from the various observers both at Bentwaters and Lakenheath. Report states that observers were traffic controllers and intelligence specialists. An analyst would be greatly aided by having independent statements from such highly trained observers as the original report indicates the observers were.

4. The implication of the original report is that the objects were sighted simultaneously by ground-visual, air-electronic and ground-electronic means. Yet, report nowhere states stellar magnitude of visual sightings or nature of radar blips. Angular rate of motion of objects is likewise not included.

5. With the above in mind, the preliminary reports submitted by Capt. Gregory covers the case as well as it possibly could, under the circumstances. The present writer, upon more detailed examination of the report, and accepting the implications of the original report in the absence of specific statements, is led to differ somewhat from preliminary report. It seems highly unlikely, for instance, that the Perseid meteors could have been the cause of the sightings, especially in view of the statement of observers that shooting stars were exceptionally numerous that evening, thus implying that they were able to distinguish the two phenomena. Further, if new credence can be given to the maneuver of the objects as sighted visually and by radar, the meteor hypothesis must be ruled out.

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

COMINT AFIC

TO:

DI HQ USAF WASH DC

INFO:

CHIEF, 14028 AISS, INT AFB
 COLORADO SPRINGS, COLO

CINCUSCIB
 BIEBATH, GERMANY

/ [REDACTED] / FROM: AFOL-14

FROM: 3910TH AIRCRAFT, LAKENBATH, ENGLAND. REF TT MSGD BUI 485 FA 3910TH
 AIRCRAFT AND ID 7-351 FA CINCUSCIB RE UFO SIGHTINGS IN LAKENBATH AND BIEBATH
 AREA, GERMANY, ON 13 AUG 1956. MSG IN FOUR PARTS.

PART I: EXTREMELY DIFFICULT TO MAKE ADEQUATE EVALUATION OR TO ARRIVE AT SOME FIRM
 CONCLUSION ON DETERMINATION OF ORIGIN OR NATURE OF UFO SIGHTINGS AS INFORMATION
 SUBMITTED IS EXTREMELY LIMITED AND INCOMPLETE. SUBJECT OBSERVED BY RADAR, AND
 VISUALLY BY GROUND OBSERVERS, MAY OR MAY NOT HAVE BEEN SAME PHENOMENA. ALSO,
 SIGHTINGS MAY HAVE BEEN RESULT OF A NUMBER OF COINCIDING OR CORRELATION OF FACTORS,
 SUCH AS WEATHER AND ATMOSPHERICAL CONDITIONS. MORE THOROUGH ANALYSIS WILL REQUIRE
 FURTHER RELEVANT INFORMATION AS RADAR RECORDS, WEATHER DATA, LOCAL LOG INFORMATION
 ON TEMPERATURE INVERSION, MILITARY LAUNCH DATA AND ACCURATE CORRELATION OF
 CORRELATION BETWEEN TIME, LOCATION, ELEVATION, DIRECTION, ANGULAR VELOCITY

PRECEDENCE
FOR:

ACTION

INFORMATION

PRIORITY

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

BUI 485 & ID 7-351

SECURITY CLASSIFICATION

PAGE 1 OF 35 PAGES

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

UNCLASSIFIED

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

COMDR ATIC

PRECEDENCE
FOR:

ACTION

PRIORITY

INFORMATION

TO:

DI HQ USAF WASH DC

☐

BOOK MESSAGE

☐

ORIGINAL MESSAGE

☐

MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

BOI 485 & IDO 7-3351

CLASSIFICATION

INFO:

COMDR 4602d AISS, FWT AFB
COLORADO SPRINGS, COLOLINCOLN
AFB, GERMANY

of respective SIGHTINGS, BOTH ELECTRONIC AND VISUAL. ON BASIS OF INFORMATION GIVEN, ILL SUBMIT SOME DATA AND COMMENTS AS POSSIBLE EXPLANATION OR GUIDANCE TO IDENTITY OF SIGHTINGS.

IF AVAILABLE

PART II: TYPE OF INFORMATION OUTLINED IN PART I ABOVE COULD INDICATE WITH REASONABLE DEGREE OF ACCURACY WHETHER OBJECTS OBSERVED OF WERE SOLID OR DUE TO USUAL WEATHER CONDITIONS I.E. ATMOSPHERIC REFRACTION. HOWEVER, INFORMATION AND DATA PRESENTED TEND TO INDICATE THAT TARGETS ARE DUE TO WEATHER CONDITIONS. EXAMPLES: A NUMBER OF BLIPS APPEARING AND DISAPPEARING INTERMITTENTLY IS CHARACTERISTIC OF WEATHER RETURNED IN RADAR. STRONG EVIDENCE OF WEATHER AND UNUSUAL ATMOSPHERIC CONDITIONS CAUSING USUAL PHENOMENA IS SUDDEN DISAPPEARANCE OF ALL TARGETS, AS REPORTED ON ALL OF REPORTS CITED ABOVE. THESE CONDITIONS MAY ALSO EXPLAIN OBSERVED RAPID MOVEMENTS AND TREMBLING FEELS OF SUSPECTED SOLID TARGETS OR "PADE NOT", AND REMAINING AT DIFFERENT LOCATION OF "COPI". TEMPERATURE IN-

32

SECURITY CLASSIFICATION

PAGE 2

OF

59

PAGES

ROUTING

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

FROM: (Originator)

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

COMDR ATIC

TO: DI HQ USAF WASH DC

INFO:

COMDR 26024 AISS, INT AFB
COLORADO SPRINGS, COLOCINCUSAF
EISENBERG, GERMANY

VERMAY CAUSE RADAR BEAMS PROJECTED UPWARD TO BEAD HATHWARD AND PICK UP
OBJECTS IN THE GROUND WHICH APPEAR AS AIRBORNE OBJECTS IN RADAR SCOPES. UNDER
CERTAIN CONDITIONS, INTERFERENCES MAY CAUSE INTERFERENCE BETWEEN TWO RADAR STATIONS
SOME DISTANCE APART. THIS CAN BE CHECKED BY CHANGING FREQUENCY APPROXIMATELY 20
TO 40 HERTZES; IF SETTINGS CAN BE VARIED. THESE RAPID ATMOSPHERIC CHANGES ARE
FAVORABLE TO "ANOMALOUS COMMUNICATION" BACK TO NORMAL MAY OFTEN BE CAUSING TO
TRAINING, ADMINISTRATION OBSERVERS, IF SKEWING OF TRUE RADAR NOT RECORDED
BEFORE. THIS NOT INTEND TO INTERFERENCES OR LACK OF PROMINENCE IN PART OF
OBSERVATION. MIDINTERFERENCES OR OVERSTRESS MATERIAL BEING SUCH PHENOMENA.

PART III: STRONG CONSIDERATION MUST ALSO BE GIVEN TO ASTRONOMICAL ASPECTS OF THE
MATTER AS TO SIBLE FOR LAMINATION TO ALL OR PART OF NIGHTTIME OBSERVATION. THE PHENOMENON,
ASTRONOMICAL, REACHED ITS PEAK 11 THRU 13 JULY AUGUST EACH YEAR. IT IS QUITE
PROMINENT AND EXPECTED FOR EVEN ENLIGHTENED.

PRECEDENCE
FOR:

ACTION

INFORMATION

PRIORITY

☐ BOOK MESSAGE☐ ORIGINAL MESSAGE☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION

☐ YES☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

CLASSIFICATION

NOT 485 & IDO 7-2251

23

PAGE

4X5

RELEASING OFFICER'S SIGNATURE

JOINT MESSAGEFORM

COMMUNICATIONS CENTER NO.

ROUTING

SPACE ABOVE FOR COMMUNICATIONS CENTER ONLY

FROM: (Originator)

COMDR ATIC

TO: DT HQ USAF WASH DC

PRECEDENCE FOR:

ACTION PRIORITY

INFORMATION

☐ BOOK MESSAGE

☐ ORIGINAL MESSAGE

☐ MULTIPLE ADDRESS

CRYPTOPRECAUTION
☐ YES ☐ NO

REFERS TO MESSAGE:

IDENTIFICATION

BOI 485 & IDO 7-3351

CLASSIFICATION

INFO:

COMDR 16028 ATIC, INT AFB
COLORADO SPRINGS, COLO

CINCUSAFE
LEISADEN, GERMANY

TO HAVE BEEN AT THEIR PEAK ON THE NIGHT OF 13TH AUGUST, SAME DATE OF UFO SIGHTING. FOLLOWING MUST BE CONSIDERED RELATIVE TO PERSEIDS: a. THESE METEORS, IN THEIR INDIVIDUAL FLIGHTS AND FADE OUTS, COULD APPEAR TO CROSS OVER AT LARGE ANGLES TO THOSE OF OTHER METEORS (NOT PERSEIDS). b. METEORS CREATE TRAIL OF IONIZED GASES IN THEIR WAKE WHICH MAY BE TRACED ON RADAR SCOPE. c. RESEARCH HAS INDICATED THAT METEORS PRODUCE VARIATIONS IN THE EARTH'S MAGNETIC FIELD WHICH MAY BE RECORDED ON MAGNETIC INSTRUMENTS, SIMULTANEOUSLY WITH RADAR OBSERVATIONS. d. A STUDY MADE IN 1950 DISCLOSED THAT THE MAXIMUM INTENSITY OF MAGNETIC PULSES WERE ON THE 13TH AND 14TH OF AUGUST.

PART IV: IF ABOVE GUIDANCE DATA, AND FURTHER INVESTIGATIONS ON YOUR PART, PROVE UNSATISFACTORY AS TO PROBABLE NATURE OF SIGHTINGS, DETAILED INFORMATION OUTLINED IN PART I ABOVE WILL THEN BE REQUIRED TO PURSUE A MORE THOROUGH COURSE OF EVALUATION.

SECRET

PAGE 4 OF 5 PAGES

UNCLASSIFIED

SUBJECT: Report for Analysis - UFO Reports from CINCUSAFE, Wiesbaden and
Lakeheath, England

TO: AFOIN-4E4
Attn: Capt. Gregory

FROM: AFOIN-4E1

DATE 31 Aug 56 COMMENT NO. 2
AFOIN-4E1a/Sr. Bryant/pm/72131

1. From the incomplete information submitted, it is impossible to make a definite determination of the sources of these sightings. Certain facts which are available, however, do tend to indicate that the targets were due to weather conditions. For example, the fact that a number of blips appeared and disappeared intermittently are characteristic of weather returns on radar; this characteristic frequently leads to a mistaken observation that one target has moved at tremendous speed, where in reality one has faded out or disappeared and another appeared at a different location on the scope. This also explains the erratic movement of the supposed target. Another characteristic of weather returns is the disappearance of all the targets in question at about the same time. This is due to rapid atmospheric changes wherein conditions change from favorable for anomalous propagation to normal conditions.

2. The fact that the visual and radar sightings were not simultaneous tends to preclude the possibility of the targets being material targets.

3. A more thorough analysis of these UFO sightings would have been possible if more complete information were available. Pertinent data which is necessary for such analysis includes scope photographs, weather information indicating presence or lack of temperature inversion, moisture lapse data, and an accurate tabulation of related times and places of sightings (as between visual and electronic sightings). This is not intended to infer negligence or lack of capability of reporting personnel; such oversights or omissions are natural during such times, and data of this type may not be available even if considered.

Incls

5 Incls w/d-1 - 5

GORDON C. HOFFMAN
Colonel, USAF
AFOIN-4E1

CLASSIFICATION CHANGED TO UNCLASSIFIED, EFFECTIVE 15 MARCH 1968, UNDER THE
AUTHORITY OF AFR 205-1, PARA 2-176(ii), BY Maj Hector Quintanilla, Jr.

Hector Quintanilla, Jr.

MEMORANDUM FOR RECORD

SUBJECT: (U) Perseids over England - period 11-20 August 1956

1. The following information was derived after discussion with Captain Gregory on 14 August 1956 concerning the possibility of meteoric showers over England being mistaken for probably unidentified flying objects:

a. The Perseids are prominent and apparently could be quite spectacular over England.

b. The Perseids are at their visual peak between the 11th and 20th of August.

c. These meteors, in their individual flights, could appear to cross over at large angles to other meteors.

d. It is possible that individual meteor trails (ionized gases) may trace on radar scopes.

e. Although only limited information is given me, these meteors could be an explanation to some of the sightings observed over Lakenheath and Bentwaters.

L. V. Robinson

Dr. L. V. Robinson
Air Science Division
27 August 1956

Sgt Hill:

1. File
2. Results of my approach to Dr. Robinson and Dr. Byers on the possibility of meteors indicating their trail (directly or indirectly) on radar scopes.

Capt Gregory

[REDACTED]

UNCLASSIFIED

MEMORANDUM FOR: THE SCIENTIFIC ADVISOR

22 Aug 56

SUBJECT: (u) UFO Sightings Reported From SAC Base England, and
CINCUSAFE, Wiesbaden, Germany

1. Subject reports are considered somewhat out ^{of} the ordinary and are, therefore, considered to warrant the attention of higher levels.
2. Reference attached teletype message from England. It appears that the SAC Commander made an effort to investigate the phenomena through all possible sources; ground observers, radar and aircraft intercept.
3. Substantially the same sighting is reported by CINCUSAFE.
4. The many variables and somewhat conflicting data make it a little difficult to form an immediate conclusion from this side of the Atlantic.
5. Although maneuvers not characteristic of single meteors are described, it is of interest to inform your office that the Perseid (a yearly meteoric shower that appears from 11-19 August) is now in prominence in that latitude.
6. It is the opinion of this office that the USAF Commander in question will undoubtedly take further investigative action to resolve the matter or arrive at some firm conclusion.
7. Copy of subject reports are being submitted to Electronics Division for comment regarding the radar aspect of these sightings.
8. Your comments are invited.

If Indefinite No 1, 2, 3, 4 ^{use} withdrawn for
and attached copy of letter of correspondence.
will be destroyed in accordance with AFR 205-1

George T. Gregory
GEORGE T. GREGORY
Captain, USAF

1. IT msg SOI 42710-15374-2
2. IT msg SOI 42710-15374-2
3. IT msg SOI 42710-15374-2
4. IT msg IDW-3351, 755-19217-2

28

Capt G T GREGORY

This sighting should be immediately
referred to Dr. Hyman & request
placed on SAC (Eng) & CINCUSAFE (Wies)
for additional information after your
discussion with AEC

[REDACTED]

[REDACTED]

21 Aug 56 13 21

21 Aug 56 13 21

11 [REDACTED] 318 11 11 11

7-33-64 / COMPTON CAUTION APPENDIX. / 7-33-64. / ATTN
D/L SAC, SEAT, 3 28. SECTION ONE OF TWO. THE IS "H"
SEAT - COMPLIANCE WITH EEO-2, 12 MAY 64. CONTINUATION OF PAGE

CLASSIFICATION CHANGED TO UNCLASSIFIED, EFFECTIVE 15 MARCH 1968, UNDER THE
AUTHORITY OF AFR 205-1, PARA 2-176 (11), BY MAJ HECTOR
QUINTANILLA, J, *A. Quintanilla, Jr.*

UNCLASSIFIED

Lakehurst
N.J.
Sept.

Discard all other sightings
UNCLASSIFIED

[REDACTED]

[REDACTED]

note
11/2/80

→ Lakenheath Radar observations

UNCLASSIFIED

[REDACTED]

IDO-7335
21 Aug 56

NOTE

[REDACTED]

[REDACTED]

UNCLASSIFIED

ACTION

17 AUG 56 08 02
TO: COMNAVFORV, 1st MAZ, LAKENHEATH, ENGLAND
FROM: JCEP/COMNAVFORV, 1st MAZ, LAKENHEATH, ENGLAND
SUBJECT: PILOT, WRIGHT, BATTERED, 1st MAZ, LAKENHEATH, ENGLAND
RE: DIRECTOR OF INTELLIGENCE, 1st MAZ, LAKENHEATH, ENGLAND

PILOT ADVISED HE HAD A BRIGHT WHITE LIGHT IN SIGHT AND WOULD INVESTIGATE. AT THE TIME, MILLS, WEST, REPORTED LOSS OF TARGET AND WHITE LIGHT. LAKENHEATH, RATCC, ADVISED HIM TO A TARGET 10 MILES EAST OF LAKENHEATH AND PILOT ADVISED TARGET WAS ON RADAR AND HE WAS "LOSING IT". PILOT REPORTED HE HAD LOST TARGET ON HIS RADAR. LAKENHEATH, RATCC, REPORTS THAT AS THE VEHICLE PASSED THE TARGET ON RADAR, THE TARGET BEGAN A TAIL CHASE OF THE BRIGHTLY LIGHT. RATCC REQUESTED PILOT ACKNOWLEDGE THIS CHASE. PILOT ACKNOWLEDGED AND STATED HE WOULD TRY TO GET OUT AND GET ON THE TARGET. PILOT

CLASSIFICATION CHANGED TO UNCLASSIFIED, EFFECTIVE 15 MARCH 1968, UNDER THE AUTHORITY OF AFR 205-1, PARA 2-176 (ii), by Maj H. Quintanilla Jr.

UNCLASSIFIED

TARGET DISAPPEARED AND SECOND AIRCRAFT DID NOT ESTABLISH CONTACT.
FIRST AIRCRAFT RETURNED TO HOME STATION DUE TO BEING LOW ON FUEL.
SECOND VEHICLE WAS VECTORED TO OTHER RADAR TARGETS BUT WAS UNABLE TO
MAINTAIN CONTACT. SHORTLY SECOND FIGHTER RETURNED TO HOME STATION DUE
TO FUEL EXHAUSTION. NO FURTHER INTERCEPTION ACTIVITIES WERE UNDERTAKEN.
ALL TARGETS DISAPPEARED FROM COORDS AT APPROXIMATELY 0530.
OTHER AIRCRAFT IN THE AREA WERE PROPERLY IDENTIFIED BY RADAR
AND FLIGHT LOGS AS BEING FRIENDLY. 11. PAULA C. TIMSON
12. ROSE, WILLIAM OF SERVICE; RESIDENT AREA (SAC).
13. JAMES W. BATH; SUFFOLK, ENGLAND. ALL PERSONNEL INTERVIEWED
RECOGNIZED THE COORDS AS BEING THE REMAINS OF A CRASH SITE. THE
CRASH SITE WAS NEAR THIS AIR FIELD ON THIS OCCASION. NO AIR CRAFT
WAS CONTROLLED OR OBSERVED IN THE AREA AND NO TECHNICAL SKILLS
WAS OBSERVED TO BE IN THE AREA. WHAT THE COORDS
WAS OBSERVED TO BE STOP IN THE COORDS. THE SITE WAS USED.
THE COORDS WERE USED TO BE IN THE COORDS. ALL INFORMATION

UNCLASSIFIED

37

11-2-77 15

11-2-77 15

• • • • •

2014

~~SECRET~~ 21 AUG 56

132

TO: [REDACTED] YEAR: [REDACTED]

36

CLASSIFICATION CHANGED TO UNCLASSIFIED, EFFECTIVE 15 MAR 68:
UNDER THE AUTHORITY OF:

UNDER THE AUTHORITY OF AFR 205-1, PARA 2-176(ii), by
MAJOR HECTOR GUINTEANILLA

... .., St. Quintan, La. m

No 10

UNCLASSIFIED

NOTE: INTEL JULGA 44.
RAF STATION LAKENHEATH GCA WAS ALERTED BY RAF TRAFFIC GCA TO BE ON
LOOKOUT FOR UNUSUAL TARGETS. (B) GROUND OBSERVERS ESTIMATE OBJECT
WAS 20-2500 FEET ALTITUDE AND WERE ON A SW HEADING. OBJECT STOPPED
AND IMMEDIATELY ASSUMED A EASTERLY HEADING. RAF STATION LAKENHEATH
GCA AND AIR TRAFFIC CONTROL CENTER REPORTS RADAR TRACKING FROM 5
MILES WEST TO ABOUT TWENTY MILES SW WHERE TARGET STOPPED AND
ASSUMED A STATIONARY POSITION FOR FIVE MINUTES. TARGET THEN ASSUMED
A HEADING NORTH WESTERLY INTO THE STATION AND STOPPED TWO MILES
SW OF STATION. LAKENHEATH GCA REPORTS THREE TO FOUR ADDITIONAL
TARGETS WERE DOING THE SAME MANEUVERS IN THE VICINITY OF THIS
STATION. THESE TWO RADAR SETS AND THREE GROUND OBSERVERS REPORT
THESE FACTS TO OCCUR AT LATER
HOURS THAN THE GROUND OBSERVERS. (C) GROUND OBSERVERS REPORT
A CHANGE IN ALTITUDE AND OBJECTS DISAPPEARED ON EASTERLY
HEADING. RADAR SETS STAINED TO INDICATE DISAPPEARANCE FACTOR OTHER
THAN TARGET DISAPPEARING FROM SCOPE AT APPROXIMATELY 1233Z.
(D) FLIGHT PATH WAS STRAIGHT BUT KEEN WITH OBJECT STOPPING
IMMEDIATELY AFTER CONTINUING. MANEUVERS WERE OF SAME PATTERN
EXCEPT OBJECT WAS OBSERVED TO "LOCK ON" TO FIGHTER
REAR OF CAP AND FOLLOWED ALL MANEUVERS OF THE FIGHTER

No 10

UNCLASSIFIED

NOTE: INTEL JULGA 44.
RAF STATION LAKENHEATH GCA WAS ALERTED BY RAF TRAFFIC GCA TO BE ON
LOOKOUT FOR UNUSUAL TARGETS. (B) GROUND OBSERVERS ESTIMATE OBJECT
WAS 20-2500 FEET ALTITUDE AND WERE ON A SW HEADING. OBJECT STOPPED
AND IMMEDIATELY ASSUMED A EASTERLY HEADING. RAF STATION LAKENHEATH
GCA AND AIR TRAFFIC CONTROL CENTER REPORTS RADAR TRACKING FROM 5
MILES WEST TO ABOUT TWENTY MILES SW WHERE TARGET STOPPED AND
ASSUMED A STATIONARY POSITION FOR FIVE MINUTES. TARGET THEN ASSUMED
A HEADING NORTH WESTERLY INTO THE STATION AND STOPPED TWO MILES
SW OF STATION. LAKENHEATH GCA REPORTS THREE TO FOUR ADDITIONAL
TARGETS WERE DOING THE SAME MANEUVERS IN THE VICINITY OF THIS
STATION. THESE TWO RADAR SETS AND THREE GROUND OBSERVERS REPORT
THESE FACTS TO OCCUR AT LATER
HOURS THAN THE GROUND OBSERVERS. (C) GROUND OBSERVERS REPORT
A CHANGE IN ALTITUDE AND OBJECTS DISAPPEARED ON EASTERLY
HEADING. RADAR SETS STAINED TO INDICATE DISAPPEARANCE FACTOR OTHER
THAN TARGET DISAPPEARING FROM SCOPE AT APPROXIMATELY 1233Z.
(D) FLIGHT PATH WAS STRAIGHT BUT KEEN WITH OBJECT STOPPING
IMMEDIATELY AFTER CONTINUING. MANEUVERS WERE OF SAME PATTERN
EXCEPT OBJECT WAS OBSERVED TO "LOCK ON" TO FIGHTER
REAR OF CAP AND FOLLOWED ALL MANEUVERS OF THE FIGHTER

[REDACTED]

[REDACTED]

17/18357-100 NJLGA

BOI-485
16 Aug 56

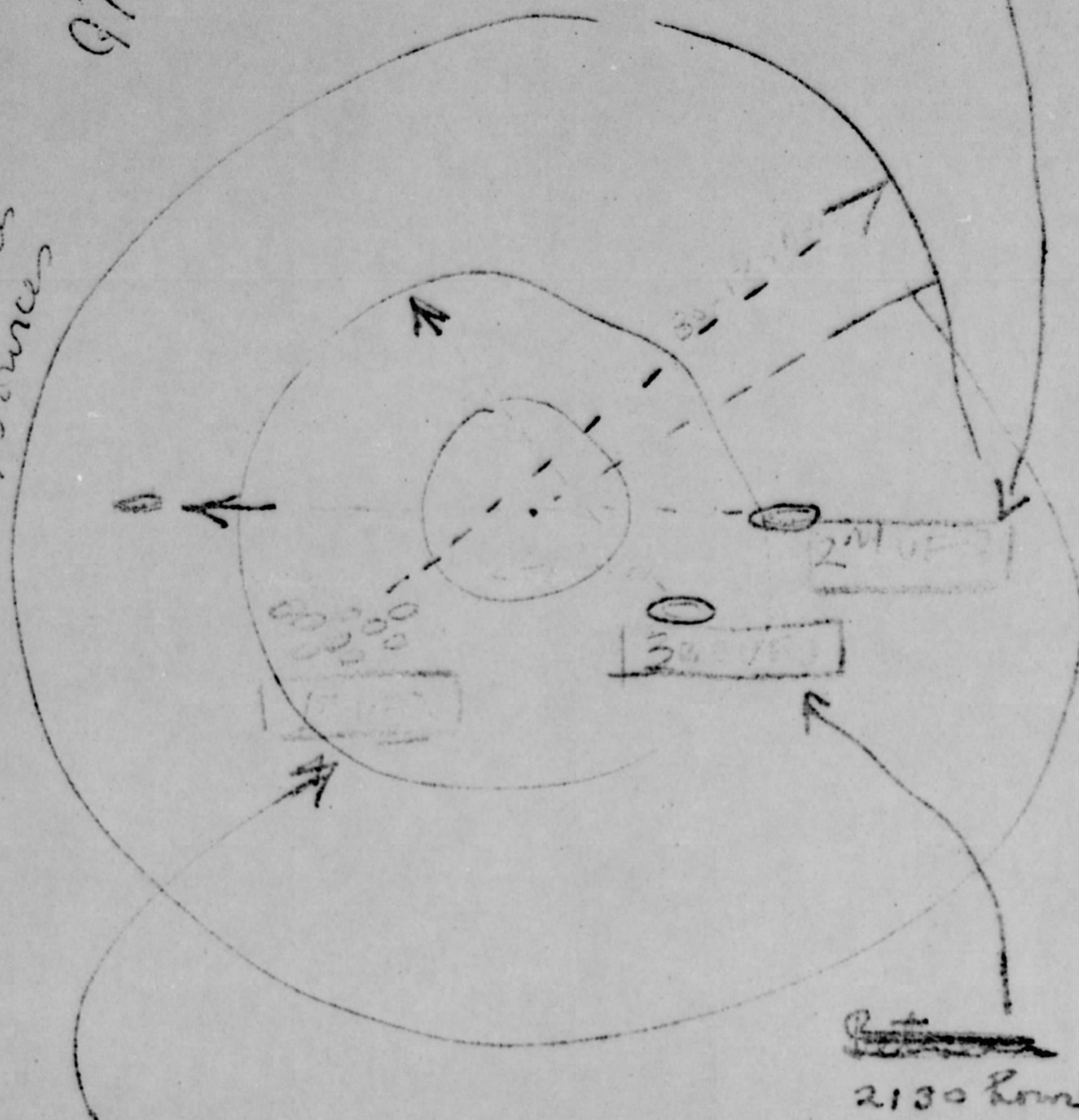
LAKEHURST - BENTWATER

SIGHTING

PHOTOGRAPHIC ANALYSIS

1. Time
2. Direction
3. Velocity
4. Sources

Q79



T/Sgt [redacted]
GCI Operator

2200 hours

Between 2130 and 2155

T/Sgt [redacted]
GCI Operator

2130 hours

A/2C [redacted]
GCA Operator

Visual Sighting
S/Sgt Wright
2120-2220

Observed for one hour - S-SE East,

1st - 10° above horizon, One hr later: 90°
assessments - size of pinpoint?

Note: Mars, bright and red, and near
to the horizon at this time.

Scope Presentations

Q.T.G.