

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 301-485, 16 Aug 56 and 100-7335, 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 20 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 (IT-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 radarscreens.

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

REFERENCES

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

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 NE 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

PAGE 1 OF 6

S/Sgt [REDACTED]

ATIC NR. 293634

AF NR. 1025524

REFERENCES

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 40° above the horizon in south south-easterly direction. Light conditions during sightings 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)

T/Sgt [REDACTED]

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

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ATIC NR.	293634
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REFERENCES	
Station Bentwaters	

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BBB

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. (219-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 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.

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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 Vaccaro 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 Vaccaro 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 Howe.

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 7-33 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.

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AF WP 0-23 DEC 55 30M

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REPORT NR.: IR-1-56

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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

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
AFON-4E4

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 <i>It is noted.</i>

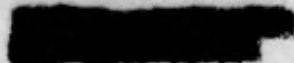
RECEIPT IS ACKNOWLEDGED FOR THE MATERIAL LISTED ABOVE. It is recognized that this material is CLASSIFIED and comes within the purview of this COMPANY'S SECURITY AGREEMENT.

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 MTI 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.

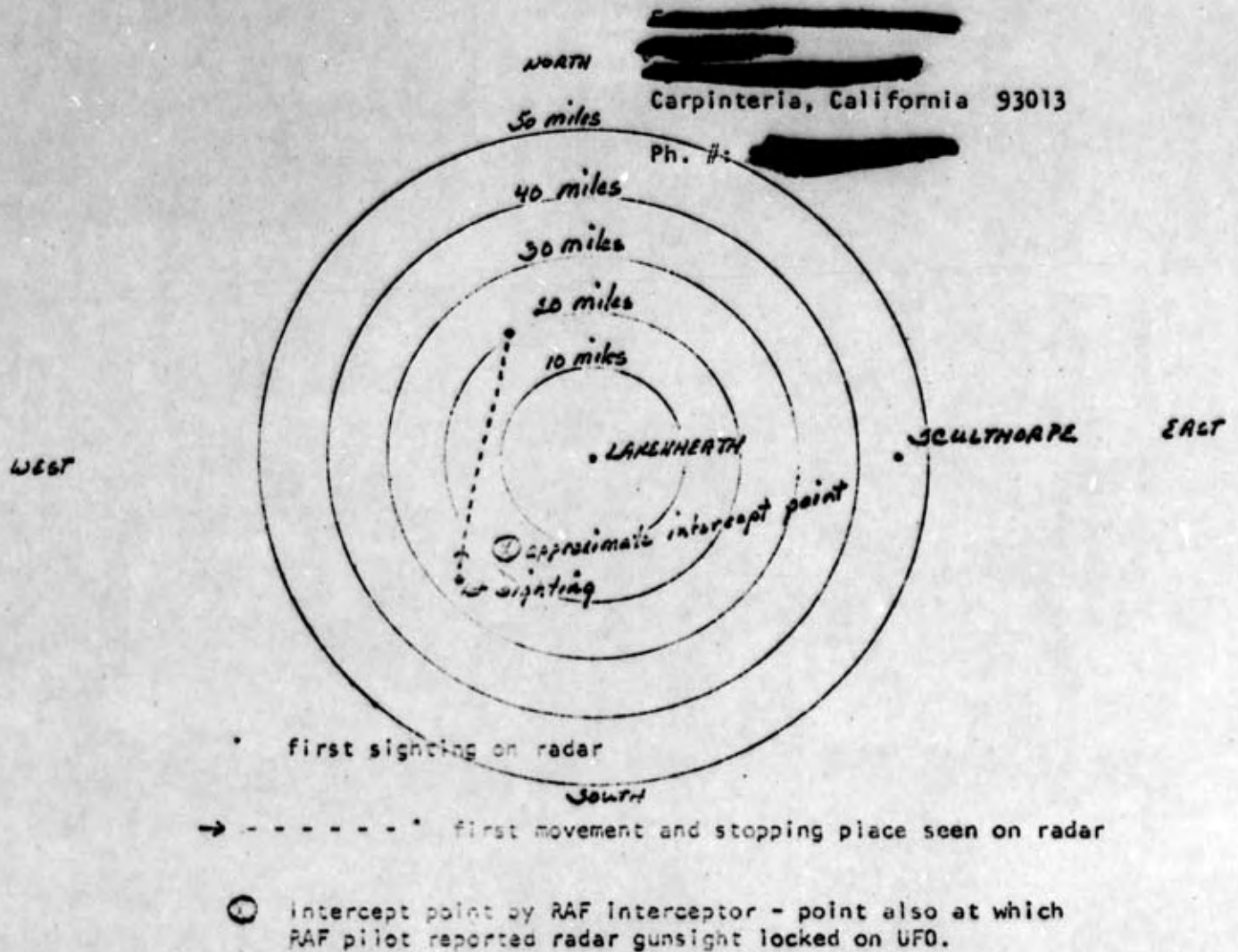
Throughout this we kept all the agencies, 7th Air Division, 3rd Air Force, etc., advised on every aspect, every word that was said, everything.

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 Mrs. Constantine
FROM R. T. Farn
SUBJECT _____
DATE 2-6-67

UNIVERSITY OF COLORADO

*Interdepartmental
Memorandum*

Attached is a sighting report
on the part of the author. Can you
help me out?

Thank you very much

R. T. Farn

EXTRANEOUS INFO.

March 15, 1962

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 Foreman M. 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 went off the signal and it measures the distance to whatever is reflecting the radar pulse. And sometimes it doesn't tell us that, in view of the possibility of getting reflections at very long ranges. You thus have three parameters, altitude, bearing, and a distance. In 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 thing in the sky -- even if it's only a bright star near the horizon -- in the same direction, an inexperienced radar operator will often claim the same as a radar-visual sighting, whether the conclusion is justified or not.

Well, 4500 mph is pretty high speed. I strongly suspect that the trapping was involved, that whatever changed the picture for successive scans, to give the appearance of motion, even though none actually

Robert J. Low

- 2 -

March 15, 1966

enclosed. In brief, RITF 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 instantaneously 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:apl

W. J. J. J. J. J.

UNCLASSIFIED

Box 9703
1115th FAO (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 (INCLOSURE), Wiesbaden and Lakenheath, England

TO: AFORN-441
Attn: Col Hoffman

FROM: AFORN-441 DATE 7 Nov 56 COMINT NR. 3
444/Capt. G.T. Gregory/lte
69216

1. Attached herewith is ALIR-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.

6 inclos

HENRY A. MILBY
AFORN-444

1. ALIR-1-56, England (U)
2. ~~ALIR-1-56, England (U)~~
3. AF 56-23446-1, 10 Oct 56 (U)
4. rough sketch, UFO Plots (U)
5. Memo for Record, 17 Oct 56,
T56-24219 (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.

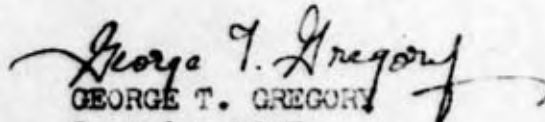
UNCLASSIFIED

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 ORIGIN OF REPORTING England		REPORT NO. IR-1-56	1025624	
AIR INTELLIGENCE INFORMATION REPORT				
COUNTRY OR AREA REPORT CONCERNING England		DATE OF INFORMATION 13 August 1956	COUNTRY STATUS (if applicable)	
AC TITLE OR SUBJECT OF REPORT Blitz Fighter Bomber Wing		DATE OF COLLECTION 27 August 1956	SRI NO.	
PREPARED BY AND RANK Captain Edward L. Holt		DATE OF REPORT 31 August 1956	CANCELED/COMPLETE	
NAME OF DESCRIPTION OF SOURCE USAF Personnel, Bentwaters, England		EVALUATION B-3	CANCELED/INCOMPLETE	
REFERENCES (FOR SUBJECT, previous reports, etc., as applicable)		ADDITIONAL INFORMATION ON (DATE) ACTIVE		

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

(Unclassified) Unidentified Flying Objects Reporting (UFOB)

SUMMARY (Give summary which highlights the salient features 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 UFOs tracked on the Bentwaters GCA radar. These UFOs flew courses as follows: 1 group of 12 to 15 UFOs flew 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 UFO 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 UFO was reported as tracked by the Bentwaters GCA from approximately 10 miles E. of Bentwaters flying a westerly course to about 10 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:

19
8/15/56
2 PM
Orville E. Baxel
Major, USAF
Wing Intelligence Officer

Hq USAF, APO 631, N.Y., N.Y., 1 cy
Hq Third Air Force, APO 125, N.Y., N.Y., 1 cy

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AF Form 112, 1-56 (Rev. 1-56) (Use in AF Form 112a, 112b, 112c, 112d, 112e, 112f, 112g, 112h, 112i, 112j, 112k, 112l, 112m, 112n, 112o, 112p, 112q, 112r, 112s, 112t, 112u, 112v, 112w, 112x, 112y, 112z)

UNCLASSIFIED

CLASSIFICATION

APR 29 1956

AIR INTELLIGENCE INFORMATION REPORT

31ST AIRCRAFT BOMBARDMENT GROUP

12 AUG 1956

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The following information was obtained from RAF 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.

On 27 August 1956 the following information concerning subject Unidentified Flying Objects was received from S/3gt [REDACTED] Control Tower Shift Leader, 126th AACS Squadron, RAF Station Bentwaters, England.

[REDACTED] indicated that his attention was first called to the object by its [REDACTED] and unusual color. He was also aware that the Bentwaters GCA was identifying Flying Objects by radar at this time. Sgt [REDACTED] described the object as spherical and the size of a pin-head held at arm's length. He sighted the object which was described as amber color when first observed later [REDACTED] 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 sightings dusk to night. Sgt Wright indicated that the sky was clear with unlimited visibility during the time of this observation.

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

[REDACTED] stated that 12 to 15 unidentified objects were tracked by the Bentwaters GCA (AR-94-11A) between 2100Z and 2150Z, 13 August 1956. This group was picked up approximately 8 miles northwest of RAF Station Bentwaters and were tracked on the radar scope clearly until the objects were approximately 14 miles southeast 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 S.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 blob 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 S.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 lead and 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 S.E. of Bentwaters. Course flown by this group of objects had slight deviations from S.W. to S.E.