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14 Aug
[REDACTED]
HEADQUARTERS
THIRD AIR DIVISION
Office of the Deputy Chief of Staff, Intelligence

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APC 125, c/o Postmaster
New York, New York

SUBJECT: Unidentified Aircraft Over U.K.

TO: Director of Intelligence
Headquarters, United States Air Force
Washington, 25, D. C.

OCT 3 1950

1. Following is a summary covering the recent penetration of British air space by an aircraft not known to belong to a friendly country:

14 Aug
SUMMARY: An unidentified aircraft was plotted by RAF Fighter Command Control at 40,000 feet off Cromer, England (52°56'N - 01°19'E) at 1400Z, 14 August 1950. When two (2) Meteor jet fighters from RAF Horsham St Faith (52°40'N - 01°17'E) were scrambled to 25,000/30,000 feet, their pilots sighted two distinct vapor trails on a heading of 280 degrees. These disappeared by the time the Meteors had reached 38,800 feet. The appearance of separate trails suggested widely spaced engines to the Meteor pilots. Investigation has not resulted in identification of this aircraft. No further action is being taken.

2. Attached are copies of correspondence dealing with above subject.

[Signature]
ROBERT TOTEN
Colonel USAF
DCS/Intelligence

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a/s

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New York, New York

SUBJECT: Unidentified Aircraft Over U.K.

TO: Director of Intelligence
Headquarters, United States Air Force
Washington, 25, D. C.

1. Following is a summary covering the recent penetration of British air space by an aircraft not known to belong to a friendly country:

SUMMARY: An unidentified aircraft was plotted by RAF Fighter Command Control at 40,000 feet off Gower, England (52°56'N - 01°18'E) at 1400Z, 14 August 1950. When two (2) Meteor jet fighters from RAF Horsham St Faith (52°40'N - 01°17'E) were scrambled to 25,000/30,000 feet, their pilots sighted two distinct vapor trails on a heading of 280 degrees. These disappeared by the time the Meteors had reached 38,800 feet. The appearance of separate trails suggested widely spaced engines to the Meteor pilots. Investigation has not resulted in identification of this aircraft. No further action is being taken.

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ROBERT TOTTEN
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Headquarters, Fighter Command,
Royal Air Force,
Bentley Priory,
STANMORE, MIDDLESEX

22nd August 1950

UNIDENTIFIED AIRCRAFT

Sir,

I have the honour to forward the following report of an unidentified aircraft.

2. On 14th August a pair of Meteors were scrambled from Horsham St. Faith by Neatishead on plotting aircraft at approximately 40000 feet at 1400 hours. Meteor pilots when at about 25-30000 feet sighted aircraft at great distance and above making two distinct trails on heading of 280 degrees off Croucher. Meteors changed vectors and aircraft did same through North to East. When Meteors reached 38800 feet aircraft trails vanished. Meteors were too far away at all times to given any description of aircraft or to judge height but separate trails suggested to pilots widely spaced engines. Following authorities have been contacted and deny having aircraft in vicinity:- Headquarters Bomber Command, Headquarters No.11 Group, Headquarters No.21 Group, 3rd Air Division U.S.A.F., Central Fighter Establishment, R.A.F. Driffield, R.A.F. Boscombe Down, R.A.F. Farnborough, Cranfield, Warton and Hatfield.

3. A detailed investigation has been carried out but these aircraft have not been identified. It was considered originally these aircraft might be U.S.A.F. F.84's from Manston who were in the area at the time, but the pilots of the U.S.A.F. aircraft state they saw the two Meteors at 36500 feet, but at the same time and above saw two further contrails.

4. No further investigation is being carried out, as all authorities who might have had aircraft in this area have already been contacted.

I have the honour to be
Sir,
Your obedient Servant

(F.W. DOWLING, Sqdn. Ldr)
For Air Marshal
Air Officer Commanding-in-Chief
FIGHTER COMMAND ROYAL AIR FORCE

The Under Secretary of State
Air Ministry A.C.A.S.(1)
17 Monck Street
London, S.W.1.

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U.D.I.(Tech)/78244/50.

Air Ministry, U.D.I.(Tech).

7th Floor,

Metropole Buildings,

Northumberland Avenue,

London, W.C.2.

5th September 1950.

Sir,

UNIDENTIFIED AIRCRAFT

I have the honour to refer to your letter on the above subject dated 22nd August 1950 ref. FC/S.42917/Int. and to state that we would like further information on the following points:

- a. For what length of time had the aircraft's track been observed prior to the scrambling of the meteors at 1400 and from what direction had it appeared.
- b. What was the speed prior to the scrambling and was there any subsequent alteration. What was the wind speed and direction at 40,000 feet.
- c. What was the hostile's outgoing track and for how long was it observed.
- d. Has any check been made with the Dutch C. & R. organisation for that date or Allied squadrons operating jets.

2. This report is considered most interesting as if it can be positively established that no home based aircraft was flying at the time, area and height, then consideration must be given to the possible use of an aircraft like the Type 27 in a P.R. role.

I have the honour to be,

Sir,

Your obedient Servant,

H. Basset Collins

Group Captain, U.D.I.(Tech)

Headquarters, Fighter Command

Royal Air Force,

Bentley Priory

Stammore,

Middlesex

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Attention Chief Intelligence Officer

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AF237539

Headquarters, Fighter Command,
Royal Air Force,
Bentley Priory,
STANBORN, Middlessex

7th September 1950.

Ref: FC/S.42917/INT

UNIDENTIFIED AIRCRAFT

Sir,

I have the honour to refer to your letter DDI(Tech) 7824A/50 dated 5th September 1950 and to submit the following replies to para 1:-

- a. Plot appeared 055 degrees true Heatishead 90 miles range - two minutes before Meteors ordered to scramble.
- b. 325 knot - no variations.
Wind speed and direction at 40,000 feet. - 35-40 knots, direction 310.
- c. See Appendix "A".
- d. No check has been made by this Headquarters and it is suggested that approach might more appropriately be made at Air Ministry level through Air Attaches.

2. The Appendix A is a copy of Eastern Sector's signal A.3. dated 14th August which gives a chronological report of the incident under discussion.

3. The speed given in para 1(b) was computed from the tracings at Heatishead and conflicts with a previous figure of 280 knots (computed at A.T.C.C. WATNALL) given in telecon Wg.Cdr. FORBES and the undersigned last week.

I have the honour to be

Sir,

Your obedient Servant.

F.W. DOWLING, Sqdn. Ldr.
for Air Marshal
Air Officer Commanding in Chief
FIGHTER COMMAND ROYAL AIR FORCE

Air Ministry, D.D.I(Tech)
7th Floor,
Metropole Buildings,
Northumberland Avenue,
LONDON, W.C.2.

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From: Eastern Sector Headquarters

Appendix A to
Ref. FC/S.42917/Int.
dated: - 7th September 1950

To: Headquarters No.12 Group

Date: 7th September 1950.

Ref. FC.S.42917/INT

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BSF11/14 Operation Immediate 142359A

A3 August 14th Ref your A389 August 14th: At 1322 hours C.H. plot appeared 055 degrees true Heatishead 90 miles range. Height give 15000 feet ident allotted 85H. 257 Squadron Red Section leader Fl/Lt. Kartley ordered to scramble 1324 Red Section Airborne 1327. At 1328 hours raid picked up by Type 13 which gave height of 40000 feet. Amended height passed to Red Section which had levelled out at 15000 ft. At 1335 hours Red Section in position 10 miles N of Cromer still climbing sighted trails on starboard beam and high above Red Section steering a parallel course. To obtain height, Red Section get slightly ahead of trails in sight, at G.C.I. range 5 miles. At 1342 hours Red Section saw trails turn to starboard. This confirmed by G.C.I. controller. Red Section also turned starboard. From 1341 hours unidentified aircraft and Red Section were plotted jointly in a position 7 miles due north - Hunstanton, and continued as joint plot on W.N.Westerly and finally northerly course. At 1345 hours joint plot was then in a position 5 miles South of Mablethorpe. Plot faded again and reappeared at 1349 hours 10-15 miles East of Grimsby. This was assumed to be a combined plot until such time as Red Section were ordered to turn starboard and south, when no separate response was seen. Controller of opinion that last plot of unidentified aircraft was at 1345 hours. At approximately 1345 hours Red Section were at 38000 feet with trails still above and at 7 o'clock. Pilot estimated range to be 30 miles - trails turning starboard behind section. Trailing then ceased. Section continued climb up to 39500 feet and turned 360° starboard. No aircraft were seen. Trails when last seen were course 360°. Red Section did not trail at any height up to 30500 feet. Fl/Lt. Kartley is an experienced leader and controlling throughout was by G.C. Heatishead. Constant watch was kept but no track was seen to go seawards which could in any way be connected with the original plots.

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