~~DD on (AD)/58~~

2

SECRET

Cancelled: CZ3/53/31

M.O.D.
II/127/3/48
A.H.B. (RAF)

NOW

~~UNIDENTIFIED AIRCRAFT~~ FLYING OBJECTS

P.A.

1. KEEP .....
2. AIR CLASS ....20.....
3. Index Code .....

DOWNGRADED TO OPEN SERIES

SECRET

Unidentified ~~Aircraft~~ Flying Objects

Catalogue Reference:AIR/20/7390 Image Reference:1

file

16

D.D.Ops.(A.D.)

D.D.Ops.(A.D.)/58/9959

SECRET

13th November, 1953.

Sir,

Unidentified Aircraft Movement

I am directed to refer to an unidentified aircraft movement tracked by radar over the U.K. on the 9th October, 1953. The track was first plotted from the Dutch coast as 3+ at 36,000 feet moving rapidly west. At closer range this was reduced to 2 at 36,000 feet. The track passed over the Harwich area and returned to the Dutch coast. Ground speeds calculated from the plot were approximately 375 knots inbound and 490 knots outbound; upper wind speed for the height was given as 35 knots from 290°. Track continuity and height indications were reported as good. In addition a visual sighting report was obtained of four contrails heading north over the East Coast; this tied in with the radar plot. A copy of the plot is given on the attached map.

2. In an attempt to identify the aircraft, enquiries were made at the time from a large number of Continental bases and from Headquarters 2nd A.T.A.F. and A.T.C.C. BAD NEUSTADT. These were all negative.

/3.

Commander-in-Chief,
Allied Air Forces Central Europe,
British Forces Post Office, No. 6.

Copy to: A.I.3(f)

SECRET

SECRET

3. In view of the possibility, remote though it may be, that the aircraft were those of an unfriendly power, I am to request that enquiries be made to try and establish the aircrafts' identity. It is requested that the attached map be returned with your reply.

I am, Sir,
Your obedient Servant,

R. N. BATESON
(R.N. BATESON)
Group Captain
Deputy Director of Operations (Air Defence)

SECRET

MPM

18

Ops.(A.D.)/58

12th January, 1954

SECRET

Sir,

Unidentified Aircraft Movement

I am directed to refer to your letter FC/S.44900/1/4/UKATS of 5th November, 1953, and to say that a careful investigation has failed to identify the aircraft concerned. However, an Intelligence appreciation considers it unlikely that the aircraft were those of an unfriendly power.

2. I am to add that any reports of similar incidents should be forwarded for investigation as soon after the incident as possible.

I am, Sir,
Your obedient Servant,

R. N. BATESON
Group Captain
Deputy Director of Operations (Air Defence)

The Air Officer Commanding-in-Chief,
Fighter Command,
Royal Air Force,
Bentley Priory,
Stanmore, Middx.

Copy to: D.D.I.3

SECRET

SECRET

6/9959/58 or 7

19 (END)

Headquarters, Fighter Command,
Royal Air Force,
Bentley Priory,
STANMORE, Middlesex.

FC/S.44900/1/4/U.K.A.T.S.

5th November, 1953

Sir,

Unidentified Aircraft Movements

I have the honour to report that on the 9th October, 1953, unidentified aircraft (track X.481) approached the United Kingdom, flew over the Harwich area and returned to the Continent. A section of No. 63 Squadron at Waterbeach were scrambled but failed to make contact and efforts to identify the movement through Air Traffic Control channels have been unsuccessful. In view of the nature of the movement and the possibility, though remote, that the aircraft may have been those of an unfriendly power it is suggested that 2nd A.T.A.F. be asked to carry out a detailed investigation.

2. A plot of the raid is given on the attached map. It was first seen near the Dutch Islands by Bawdsey C.H. and was presumed to be Dutch fighters but when it crossed the coast and moved rapidly west it was made X and Uxbridge was asked to obtain movement information. The track was initially plotted as 3+ at 36000 feet, was reduced to "2 at 36" on closer range and over this country and was again shown 3+ at 32 - 34000 feet on the outward flight. Track continuity and height indications were good. In addition the Supervisor of Bawdsey reported a visual of 4 contrails heading north at 1302 hours which tied up with the raid.

3. The timing of plots gives approximate ground speeds of 375 knots on the approac increasing to 420 knots on the short leg over the U.K. and 490 knots on the return to the Continent. The upper wind measurement for the height at 1400 hours was 290° - 35 knots steady.

4. From the time the raid was first notified numerous checks were made with no result and at 1630 hours Uxbridge M.L.S. reported that they had checked every possible base on the Continent and still were unable to obtain identification. Subsequent checks by this Headquarters with the C.A.T.C.O., 2nd A.T.A.F. and A.T.C.C. at Bad Eilsen again produced no result.

5. It is understood that no aircraft belonging to a unit of 2nd A.T.A.F. is permitted to fly to the North Sea area either for training or on local flight without first getting clearance from Headquarters 2nd A.T.A.F. The movement, if it was that of continent-based allied aircraft would, therefore, appear to have been unauthorised and some difficulty would no doubt be experienced in attempting to trace the offender. In view of the implications, however, it is felt that a thorough investigation of the incident is required.

I have the honour to be,
Sir,
Your obedient Servant,

J.O.W. Oliver. C.C.

(J.O.W. Oliver)
Group Captain,
Air Officer Commanding-in-Chief,
FIGHTER COMMAND, ROYAL AIR FORCE

The Under Secretary of State,
Air Ministry, (D.D.Ops.(A.D.)),
Whitehall Gardens,
London, S.W.1.

Copy to :- The Under Secretary of State,
Air Ministry, (D.D.I.(3)),
Whitehall Gardens,
London, S.W.1.

Copy of plot attached & forwarded to AAFCE for ident. MCB 13 Nov. 53.

SECRET

Copy on file :- FC/42917/2/Int.

SECRET

Copy to P.13(1)