UFOCAT

PROJECT 10073 RECORD CARD

4602d AISS

FILE NO. 3V13

1. DATE: 14-13 August 56

2. LOCATION: Bentwaters-Lakenheath, England

3. DATE-TIME GROUP
Local 21200-2220 (13 Aug)
ZONE: GMT 0010-0330 (14 Aug)

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

12. CONCLUSIONS
- ☐ Was Balloon
- ☐ Probably Balloon
- ☒ Possibly Balloon
- ☐ Was Aircraft
- ☐ Probably Aircraft
- ☐ Possibly Aircraft
- ☐ Was Astronomical
- ☐ Probably Astronomical
- ☐ Possibly Astronomical
- ☐ Other Anam. Propagation
- ☐ Insufficient Data for Evaluation
- ☐ Unknown

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 objs were observed intermittantly 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 BOI-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 Bentwaters, 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

3013

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 80 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)

3013

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 (TT-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 inadvertant attempt to relate all the observations is not considered valid.

Mr. F.H.C. Wimbledon
28 Roseacre Gardens
Guildford, Surrey
ENGLAND

August 3, 1976

Dear Mr. Wimbledon:

A colleague, Brad Sparks, and I were delighted indeed to note your letter to the Flying Saucer Review, the FSR Editorial, and your earlier letter to the Sunday Times in response to Ian Ridpath's massive misrepresentation of March 19.

Under separate cover via Air Mail I am sending a rather extensive file of mostly unpublished correspondence and commentary about the Lakenheath case. Included is the chapter from Klass' book, the article in Astronautics and Aeronautics by G. David Thayer, comments by Thayer in response to Klass, comments by Forrest Perkins who called the attention of the Condon Rep people to the case in the first place, some of my papers, background information about myself etc. I should stress that I had sent the Klass chapter to Thayer and to Perkins. I have already sent copies of the FSR and LT information to Thayer at his new address 2110 Chilton Dr., Las Cruces, New Mexico 88001 USA and will sendscopies to Perkins as soon as I am able to obtain his new address.

Needless to say I am in almost total disagreement with Philip Klass and Ian Ridpath about UFOs. My package to you includes my review of "UFOs Explained" as well as a detailed critique of Ridpath's equally absurd article in New Scientist July 14,1977. I received a post card from New Scientist acknolwedgeing receipt of my commentary but nothing further and of course Ridpath goes on with his debunking.

I would be most interested in your response to the information and to any corrections and clarifications you may be able to supply. I expect David Thayer will have specific questions for you shortly. I would also like to know if it is possible for you to recall and perhaps with help locate any of the other 8 ground radar crew members or the pilots and radar operators of the Venom. I should think this would be somewhat easier than trying to locate more of the American crew members since England is so much more compact. Also I would be interested indeed in seeing the official Air Ministry file. Has anyone requested it? Presumably it should be unclassified since the event was more than 20 years ago and has apparently been declassified in the US. Do you know offhand if the British Authorities have made past statements about there being nothing classified about UFOs? Are you aware of other interesting sightings involving materially similar instances?

Were you aware of the presence of a U-2 aircraft at a nearby base at the time of the Lakenheath case? Can you say from which base the Venom was scrambled? Do you have any recollection of the speed at which the Venom was moving and how long it took the UFO to go from in front of the UFO to behind it and what the approximate distance between the UFO and the Venom was before and after the maneuver? Also how was it possible to distinguish between the UFO and the Venom?? Transponder??Also can you give a guess as to the total duration of the encounter and the sweep speed of the radar? Did the use of the term Contact by the pilot indicate just a radar contact or a visual as well? Was there any estimate of the size of the UFO as compared to the size of the aircraft--by the pilot or by the radar crew?? I am sorry to throw so many questions at you...pardon my enthusiasm.

I should mention that I have BS and MS degrees in physics from the University of Chciago and spent 14 years in industry as a nuclear physicist working on the development of Nuclear airplanes, fission and fusion rockets for space, compact nuclear systems for space applications etc. Since 1970 I have been the only space scientist in North America KNOWN to be

devoting full time to UFOs. I have now presented an illustrated lecture "Flying Saucers ARE Real" at more than 400 colleges in 47 states and 4 Canadian provinces . The response has been most encouraging. One of my papers does go into my views on government secrecy about UFOs because of the obvious military potential for whomever first learns to build one with the same flight characteristics.

Naturally I would be willing to cover the costs of copies of any information you can supply and postage as well. A dollar is enclosed to get the ball rolling. Also I am curious to know if you have hadmany responses to the FSR and LT items and from Mr. Ridpath. I should mention that your address was obtained from the phone directory at the library of the University of California-- 20 miles from my home. I checked with phone information and they gave the same data. I should perhaps mention that Brad saw the airmail version of FSR and that the great bulk of US subscribers won't have their copies of FSR for at least a few weeks. As of a few months ago Mr. Klass was NOT an FSR subscriber. I am sure somebody will eventually send him a copy but hopefully he will have to then track you down since your address isn't in FSR. Meanwhile I am hopeful that a very solid case can be built for his and Mr. Ridpath's gross inaccuracy on the one hand and the very interesting behavior of the UFO on the other. I trust you would prefer not to have your address distributed to other "Investigators" besides those directly involved such as Mr. Perkins and David Thayer?

I would be interested in knowing more about you as well, such as your educational background how much military service you had before and after the UFo event, how much experience with radar, what you are doing now, what rank you were etc. All of these would be to strengthen the case and to be ready for Mr. Klass' very typical character assasination.

Awaiting with great interest your response to my questions and to the material being sent.

Most cordially,

Stanton T. Friedman, Member American Nuclear Society, American Physical Society, American Institute of Aeronautics and Astronautics, American Association for the Advancement of Science, APRO, NICAP, MUFON, Fellow of the British Interplanetary Society.

This is a typed version of a handwritten letter received by Stanton T. Friedman Sept. 5,1978 from Forrest Perkin. No changes have been made in the text. STF 9/6/78

F. Perkins, 1508 W. Lemon, Lompoc, CA. 93436
805-735-1087

Hi:
Note new address and phone number. Reference Mr. Wimbledon (sounds like an alias to me). I would suspect he was the RAF liason officer I was speaking to throughout the encounter. I didn't ring him-I had no "line" to him. 7th Air Division patched him into the conversation probably-- (or possibly one of the other parties on the line) we all had switchboards so anyone could have called him and patched him in (except us--we didn't have a line to him). He was on the line as stated in the original letter I sent to the Condon Committee throughout the encounter so he heard me say exactly what was happening. The pilots were talking and being vectored to the target by my controllers. (Could the RAF Facility have been talking to the radar man in the plane also? I don't know.) The pilots talked to each other on my frequency-- not a tactical frequency-- how else could I report a conversation on the phone and in the subsequent letter which was verified in the original reports to Blue Book. We called them CERVIX reports at the time.

I suspect this man did scramble the venoms after the discussion with 7th Air Division & 3rd Air Force about what it might be (i.e. one of theirs? etc). I suspect he remembers exactly what I was saying on the phone but maybe after so long a time thinks it was the RAF that was talking instead of the USAF. Or-- his men may have been talking to the Radar Operator, while I was talking to the Pilot. They had height finding which I don't remember using (if we did in- deed still have it as mentioned before in my letters to you. I would be curious to know what "Fresh Instrutcions" Venom # 1 was given by the RAF. The UFO target did not disappear until long after both venoms had returned, and landed. The original message confirms this as well as my recollection.

I suspect we may be dealing with a faulty memory here.. I would like to hear from his co-workers also on this.. it would be interesting to hear their version.

You mentioned once that the Venom #1 Pilot had been interviewed by Blue Book-- did he back up the original report? (note by STF-- I believe this comment was made by Thayer or someone else not me)

It is more proof of the validity of the sighting if the inconsistencies between his story & mine can be explained. Wish I could help with the explanations But can't think of any more. Give me a call if I can help. Perkins

P.S. We did have a line to High Wycombe. Could that be where he was located? That was the British ATC Agency we dealt with and I could have called them-- in which case he could be right. Maybe if I knew the name of his Agency I could tell if we had a line to them. I'm positive 7th AD or someone else got the RAF liason on the phone but if I knew his agency name I could be even more certain.

Some of the RAF controllers on duty that night may still be there- they don't move around like we do and they never seem to quit--its possible one or two may still be there.

P.S. the UFO wasn't "buzzing us" and that is completely wrong. The UFO was behaving on a way no aircraft we had ever seen could be behaving, this info was passed verbatim to everyone as I related in my letter and original message to Blue Book stated this also.

David Thayer
2110 Chilton Dr.
Las Cruces, NM 88001

Sept. 11, 1978

Dear David:

I am in the midst of getting ready to leave on my first 1978-79 lecture tour--2+weeks but wanted to get to you the enclosed responses from Wimbledon and Perkins. I was very impressed with the letter from you to Wimbledon and look forward to a copy of his reply... there are obvious differences between Perkins and Wimbledon's accounts but Perkins does suggest some alternatives.. perhaps you want to talk to him?

I am sending a copy of your letter to Perkins and to Sparks.. and a copy of Perkins' letter to Wimbledon.... I was obviously wrong about Klass not knowing about Wimbledon.. he must have been in touch with Ridpath. But he may not have known of the more detailed letter from Wimbledon in FSR....

Anyway, keep up the good work...
Hastily & sincerely,

Stan

STANTON T. FRIEDMAN
NUCLEAR PHYSICIST - LECTURER

31628 TREVOR AVE. (Near San
HAYWARD, CA. 94544 Francisco)
(415) 471-0160 (24 Hours)

Mr. Forrest D. Perkins
POB 72
Goleta, CA 93017

August 2, 1978

Dear Mr. Perkins:

It may be a bit hard to believe but there has been something of a breakthrough in the Lakenheath case. A colleague, Brad Sparks of Berkeley, noted an editorial and letter in Flying Saucer Review, the English UFO Journal, concerning the case. He followed up and found the letter from Wimbledon in the London paper along with the idiotic article by Ian Ridpath. Copies are included. Brad was also able to find Wimbledon's address in the London phone book at UC.

I have sent copies of these items to David Thayer who now lives in Las Cruces New Mexico . I have been trying to get you on the phone 805-968-5737 but have had no luck. I would be most interested in your response to these new developments. I am also sending a full set of the comments by you, and Thayer and Klass' original book chapter on the case to Wimbledon in the hope that we can really nail this one down. One obvious hope is that Wimbledon can find some of the 8 other crew members and the pilot and radar operator. England is a lot smaller than the USA.

Incidentally, Klass does not get FSR and the current issue normally won't be seen in the US for another month because the copy Brad saw had been sent airmail so we may have the jump on Klass.

In case you are interested I am also enclosing copies of a critique I did last fall of an earlier piece by Ridpath in the New Scientist... along with one of a Reader's Digest offering last November... NS sent a postcard acknowledgeing receipt of my letter.. Had 4 conversations with RD-- all promising a detailed reply.. none has been seen.... It is rather frustrating being honest and scientific and reaching so few instead of dishonest and unscientific and reaching so many...

Anyway, feel free to call collect and do send me a copy of any letter you send Wimbledon so I can keep tabs on what is happening... His address is

F.H. C. Wimbledon
28 Roseacre Gardens
Guildford, Surrey
ENGLAND

Hoping all is well with you,
Cordially,

Stanton T. Friedman

david. thayer

2110 Chilton Drive Las Cruces, NM 88001

505-522-1130

29 August 1978

Mr. F.H.C. Wimbledon
28 Roseacre Gardens
Guildford, Surrey
England (U.K.)

Dear Mr. Wimbledon:

You are no doubt surprised to receive a letter from someone in the USA whom you may never have heard of. However, in a letter to the Sunday Times, April 9, 1978, which you wrote concerning the Lakenheath UFO episode, you asked, "What puzzles me is, how did the story, garbled as it was, come out?" Since I am the individual responsible, more than anyone else, for the story's coming out, I am writing to you in answer to your query. In return, perhaps you would be so kind as to answer a few questions that I have with respect to this incident?

Before I get to the heart of this matter, I should make two things clear to you. First, I am neither an advocate nor an opponent of any theory about the nature of UFOs; "fence-straddler" would also be an unfair description. I am a scientist (basically, an atmospheric physicist), and like any true scientist I refuse to come to a conclusion about anything until all the facts are in. With respect to the UFO problem, it should be obvious to all that the facts are far from being "in" at this point. Nevertheless, I remain intensely interested in the UFO problem; hence, this letter. Second, I shall treat any information that you may choose to give me as privileged. In anything to be published or otherwise passed on to any other person, I shall not reveal your name if you do not wish me to do so (although you should be aware, if you are not already, that having signed your name to the letter in the Sunday Times, you may be indentified by any serious investigator who wishes to expend the necessary effort to do so), and anything that you identify as being "off the record" I shall not pass on to anyone under any circumstances.

I was, by the way, alerted to you as a Lakenheath participant by Stan Friedman. My only connection with Stan is our common interest in UFOs; however I shall be sending copies of my letter to you to him, as well as copies of any reply from you--subject, of course, to the "off-the-record" rule as stated above.

Now, on to subject of this letter. I have in my possession a complete copy of the USAF Project Bluebook file on the Bentwaters-Lakenheath UFO case. Therefore, I shall begin my story with the circumstances surrounding the filing of the original reports on this case with the US authorities.

The first official action taken by the US authorities was the transmission of a telegram, BOI-485, dated 16 August 1956. This telegram was from "COMAGRU 3910 RAF LAKENHEATH ENGLAND" to "COMDR ADC ENT AFB COLO / COMAIRDIV 7 USAB SO RUISLIP ENGLAND / COMDR ATIC WRIGHT PATTERSON AFB OHIO ("Bluebook") / DIRECTOR OF INTELLIGENCE HQ USAF WASH DC"--four separate destinations. It was classified "SECRET" with the comment "CRYPTOPRECAUTION APPLIES." This message begins "THIS IS "UFOB" REPORT IN COMPLIANCE AFR 200-2" and gives a description of one of the Bentwaters sightings and the ensuing events as reported from Lakenheath. Five days later a virtually identical telegram, IDO-7335, was sent from one of the recipients of the first--"COMAIRDIV 7 USAB SO RUISLIP ENGLAND"--to "CINCSAC OFFUTT AFB NEBR / CINCUSAFE WIESBADEN GERMANY / COMAFT3 USAB SOUTH RUISLIP ENGLAND." This telegram was also classified SECRET / CRYPTOPRECAUTION APPLIES.

Since Stan Friedman was unable to send you copies of these original reports (since he has none), I am reproducing most of it in this letter for your information (the originals I have are really second generation photocopies, and they will not reproduce in a readable form).

The telegrams begin with background information: AT 2255Z, 13 AUGUST 56, BENTWATERS GCA SIGHTED OBJECT THIRTY MILES EAST OF STATION TRAVELING WESTERLY AT 2000-4000 MPH. OBJECT DISAPPEARED ON SCOPE TWO MILES EAST OF STATION AND IMMEDIATELY APPEARED ON SCOPE THREE MILES WEST OF STATION WHERE IT DISAPPEARED THIRTY MILES WEST OF STATION ON SCOPE. TOWER PERSONNEL AT BENTWATERS REPORTED TO GCA (presumably, Lakenheath) A BRIGHT LIGHT PASSED OVER THE FIELD EAST TO WEST AT TERRIFIC SPEED AND ABOUT 4000 FEET ALTITUDE. AT THE SAME TIME PILOT IN AIRCRAFT (believed to have been a C-47) AT 4000 FEET ALTITUDE OVER BENTWATERS REPORTED A BRIGHT LIGHT STREAKED UNDER HIS AIRCRAFT TRAVELING EAST TO WEST AT TERRIFIC SPEED. AT THIS TIME BENTWATERS GCA CHECKED WITH RAF STATION LAKENHEATH GCA TO DETERMINE IF UNUSUAL SIGHTINGS WERE OCCURING. LAKENHEATH GCA ALERTED 60TH AAA (STATIONED AT LAKENHEATH) AND SCULTHORPE GCA TO WATCH FOR UNUSUAL TARGETS.

There follows a section of information put into the format required by the AFR 200-2, which is a series of answers to unstated questions. Judging from this section of the report, the ground observers at Lakenheath saw two round, white, featureless objects, which eventually joined up and disappeared in formation. These objects made no sound and varied in apparent size from a "golf ball" (seen how far away?)* to a "pin-point." Although the visual observations and radar observations apparently did not agree on the "formation" of the two objects (as they disappeared), the report states that "OBJECTS AS SEEN BY GROUND OBSERVERS AND GCA RADAR HAS (sic) FEATURE OF TRAVELING (sic) AT TERRIFIC SPEEDS AND THEN STOPPING AND CHANGING COURSE IMMEDIATELY."

The report then goes on to describe the maneuvers of the objects. GROUND OBSERVERS ESTIMATE OBJECTS WERE 20-2500 FEET ALTITUDE AND

* At "arm's length".

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 6 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 NW OF STATION. LAKENHEATH GCA REPORTS THREE TO FOUR ADDITIONAL TARGETS WERE DOING THE SAME MANEUVERS IN THE VICINITY OF THIS STATION. THUS TWO RADAR SETS AND THREE GROUND OBSERVERS REPORT SUBSTANTIALLY THE SAME. RADARS REPORTED THESE FACTS TO OCCUR AT LATER HOURS THAN THE GROUND OBSERVERS. (Note: it is not at all clear that this indicates non-coincidence; it could mean simply that the radars continued to track targets after the ground observers had lost sight of any UFOs. From other facts available, the latter interpretation seems the more likely.)

On the manner of disappearance of the UFOB the report states GROUND OBSERVERS REPORT NO CHANGE IN ALTITUDE AND OBJECTS DISAPPEARED ON EASTERLY HEADING. RADAR SETS STATED NO DEFINITE DISAPPEARANCE FACTOR OTHER THAN TARGET DISAPPEARED FROM SCOPES AT APPROXIMATELY 140330Z (3:30 a.m. on the 14th). For a description of the flight path and maneuvers of object, the report says FLIGHT PATH WAS STRAIGHT BUT JERKY WITH OBJECT STOPPING INSTANTLY AND THEN CONTINUING. MANEUVERS WERE OF THE SAME PATTERN EXCEPT ONE OBJECT WAS OBSERVED TO "LOCK ON" TO FIGHTER SCRAMBLED BY RAF AND FOLLOWED ALL MANEUVERS OF THE JET FIGHTER AIRCRAFT. IN ADDITION, LAKENHEATH RATTC OBSERVED OBJECT 17 MILES EAST OF STATION MAKING SHARP RECTANGULAR PATH BUT ON RIGHT ANGLES AT SPEEDS 600-800 MPH. OBJECT WOULD STOP AND START WITH AMAZING RAPIDITY. The report further adds that OBJECTS WERE OBSERVED INTERMITTENTLY BY RAF STATION LAKENHEATH RADARS FROM 140010Z to 140330Z (do these times agree with your memory of the events?).

As to manner of observation, the report states that ground-visual, ground electronic, and air-electronic contacts were made. The ground-electronic equipment was TS-ID (I don't know what this is), CPS-5 (the Lakenheath RATTC radar), AND CPN-4 (the Lakenheath GCA). AIRELECTRONIC WAS A-I EQUIPMENT IN BRITISH JET AIRCRAFT (this was, presumably, the APS-57 in the Venom you scrambled). The report also states that the aircraft was a VENOM, OPERATING OUT OF RAF STATION WATERBEACH, ENGLAND.*

At this point the report lists the names of all of the USAF personnel who were involved, and gives the meteorological conditions for the sighting. To this the report adds that GROUND OBSERVERS REPORT UNUSUAL AMOUNT SHOOTING STARS IN SKY. FURTHER STATES THE OBJECTS SEEN WERE DEFINITELY NOT SHOOTING STARS AS THERE WERE NO TRAILS BEHIND AS ARE USUAL WITH SUCH A SIGHTING.

Finally, the report goes into quite a bit of detail about the attempted airborne intercept (by your Venom). I quote this:

* Is this correct? (Waterbeach?)

INTERCEPTION WAS UNDERTAKEN BY ONE BRITISH JET FIGHTER ON ALERT BY 60TH AAA SECTOR CONTROL (presumably this means you). AIRCRAFT IS BELIEVED TO HAVE BEEN A VENOM. THE AIRCRAFT FLEW OVER RAF STATION LAKENHEATH AND WAS VECTORED TOWARD A TARGET ON RADAR 6 MILES EAST OF THE FIELD. PILOT ADVISED HE HAD A BRIGHT WHITE LIGHT IN SIGHT AND WOULD INVESTIGATE. AT THIRTEEN MILES WEST HE REPORTED LOSS OF TARGET AND WHITE LIGHT. LAKENHEATH RATCC (!) VECTORED 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 RATCC REPORTS THAT AS THE VENOM PASSED THE TARGET ON RADAR, THE TARGET BEGAN A TAIL CHASE OF THE FRIENDLY FIGHTER. RATCC REQUESTED (!) PILOT ACKNOWLEDGE THIS CHASE. PILOT ACKNOWLEDGED (!) AND STATED HE WOULD TRY TO CIRCLE AND GET BEHIND THE TARGET. PILOT ADVISED HE WAS UNABLE TO "SHAKE" THE TARGET OFF HIS TAIL AND REQUESTED ASSISTANCE. ONE ADDITIONAL VENOM WAS SCRAMBLED FROM THE RAF STATION. ORIGINAL PILOT STATED "CLEAREST TARGET I HAVE EVER SEEN ON RADAR". (This statement was the basis for Klass' contention that no radar operator was on board. Otherwise, he argued, why would the pilot have said "I have seen"?) TARGET DISAPPEARED AND SECOND AIRCRAFT DID NOT ESTABLISH CONTACT. FIRST AIRCRAFT RETURNED TO HOME STATION DUE TO BEING LOW ON FUEL (!). SECOND VENOM WAS VECTORED TO OTHER RADAR TARGETS BUT WAS UNABLE TO MAKE CONTACT. SHORTLY SECOND FIGHTER RETURNED TO HOME STATION DUE TO MALFUNCTIONS (!). NO FURTHER INTERCEPTION ACTIVITIES WERE UNDERTAKEN. The report adds that OTHER AIRCRAFT IN THE AREA WERE PROPERLY IDENTIFIED BY RADAR AND FLIGHT LOGS AS BEING FRIENDLY.

I have added exclamation points (!) wherever the USAF version differs from yours (as given either in the Times letter or the one in the June 1978 FSR). The telegrams then close with the statement of the investigating intelligence officer: ALL PERSONNEL INTERVIEWED AND LOGS OF RATCC LEND REALITY TO THE EXISTENCE OF SOME UNEXPLAINABLE FLYING PHENOMENON NEAR THIS AIR FIELD ON THIS OCCASION. NO AIR BASE; HOWEVER, THE CONTROLLERS ARE EXPERIENCED AND TECHNICAL SKILLS WERE USED IN ATTEMPTS TO DETERMINE JUST WHAT THE OBJECTS WERE. WHEN THE TARGET WOULD STOP ON THE SCOPE, THE MTI WAS USED. HOWEVER, THE TARGET WOULD STILL APPEAR ON THE SCOPE. ALL GROUND OBSERVERS AND REPORTS FROM OBSERVERS AT BENTWATERS AGREE ON COLOR, MANEUVERS, AND SHAPE OF OBJECT. MY ANALYSIS OF THE SIGHTINGS IS THAT WERE THEY REAL AND NOT FIGMENTS OF THE IMAGINATION. THE FACT THAT THREE RADAR SETS PICKED UP THE TARGETS SIMULTANEOUSLY IS CERTAINLY CONCLUSIVE THAT A TARGET OR OBJECT WAS IN THE AIR. THE MANEUVERS OF THE OBJECT WERE EXTRAORDINARY; HOWEVER, THE FACT THAT RADAR AND GROUND VISUAL OBSERVATIONS WERE MADE ON ITS RAPID ACCELERATION AND ABRUPT STOPS CERTAINLY LENDS CREDENCE TO THE REPORT. IT IS NOT BELIEVED THAT THESE SIGHTINGS WERE OF ANY METEOROLOGICAL OR ASTRONOMICAL ORIGINS.

I believe the excerpts above are sufficient to give you a clear view of the official USAF version of this UFO incident. Subsequent to the filing of these TTY messages, a request for follow-up information was made (apparently) through AF intelligence.

In due course an Air Intelligence Information Report, IR-1-56, was prepared by one Captain Edward L. Holt of the 81st Fighter Bomber Wing (location not given). Cpt. Holt collected the data for his report on 27 August, and he finished the report on 31 August 1956. The report is four pages long and has accounts from five different officers and enlisted men. However, there is no mention in this report of any incidents at Lakenheath, the scrambled Venom, etc. No reason for this lterally astounding omission is given, nor is it even so much as mentioned. Therefore, this report adds virtually nothing to our knowledge of what happened in the vicinity of Lakenheath on the night in question.

Now to bring you up to date on how the story "came out." In early February of 1968 (long before I was associated with the UFO project in any way) a man by the name of Forrest D. Perkins, a retired USAF noncommissioned officer, wrote a letter to the University of Colorado UFO project describing the Lakenheath UFO episode from his standpoint. He was the Watch Supervisor at the Lakenheath RATCC on the 5:00 p.m. to midnight shift on the night in question. (I have enclosed a copy of the letter in case you didn't get one from Stan Friedman; it appears also in the Condon Report--but you may not have that either.) Some of the details to which you have raised objections are attributable to Perkins, though as you can see for yourself now, the official USAF Bluebook file supports the great bulk of his assertions.

The first member of the UFO project to read the letter was Dr. Roy Craig, a physical chemist who was a full time staff member of the project. (I got to know Roy quite well before all this was over, and I have the greatest respect for both his scientific instincts and his honesty.) Roy realized that this could be a significant case and started a case file as well as having a typed copy of the letter made up. Roy then sent a copy of the letter to the project coordinator, Bob Low, who in turn sent it on to Major Hector Quintanilla, jr., the project Bluebook officer at that time. This copy is now in the Bluebook file, and it is a copy of that copy which you are now receiving. On the copy, in case you can't read it on yours, Bob wrote, "Hector, know anything about this one? Any ideas on it? The fellow doesn't understand security regulations very well, does he? But I would be surprised if this case was <u>ever</u> classified. / BL" I suppose he was surprised, then, for at that very moment the Lakenheath file was still classified "SECRET." Low's secretary, Lucia McKelvey, sent the copy of the letter to Quintanilla with a cover memo dated 3-6-67--an obvious error, no doubt 3-6-68 was correct. In any event we can assume that the letter was in Quintanilla's hands by the 11th or 12th of March, or so.

Now, we know that Quintanilla got the letter, because it is in the official file. And a curious coincidence then arises. It seems that on 15 March 1968 the whole file was declassified by Quintanilla himself. In itself this is not surprising, because he had the authority to declassify any old cases that had not

Force Regulation AFR 205-1, paragraph 2-176 (ii). Nobody had mentioned the declassification in articles written about the case because it seemed superfluous--virtually all Bluebook cases were originally classified (except those not involving the military and admitting of easy explanation), and (to the best of my knowledge) all had been declassified by mid-1970. It is, however, not true, as Mr. Bowen alledged in his editorial remarks in the June 1978 issue of FSR, that nobody mentioned the Condon Report in a story about Lakenheath--both McDonald (FSR Vol. 16, No. 2, 1970) and I (Astronautics & Aeronautics, Vol. 9, No. 9, 1971) went into some detail about it. The reason you were not approached about the case by any of the investigators is simple--they had no idea that you existed. Even Klass cannot be faulted for that.

Even a quick reading of the Bluebook file reveals that there was apparently no cooperation whatsoever between the US and British authorities in the investigation of this UFO case. In fact, the US reports were not even sure that the RAF aircraft was a Venom. Believe me, both Jim McDonald and I (as well as Allen Hynek) did engage in quite a bit of thinking as to how we might find someone who was involved in the British side of this incident. Even Phil Klass did some digging in this direction, although he failed to unearth anything. I don't know about the others (Jim's dead, of course), but I am overjoyed that you have come forward. Your contribution to this case will go a long way towards dispelling the mystery surrounding it.

Now, having--I hope--shed some light on your rhetorical question in your letter to the Times, I have a few questions of my own. I am, at the present time, engaged in writing up the Lakenheath case (among some other matters) for inclusion in a UFO Encyclopedia to be published soon by Doubleday; it is being compiled by Mr. Ronald Story (author of The Space Gods Revealed--an exposé of the theories of Erich Von Däniken). You are in a position to make a most valuable and timely contribution to this encyclopedia, and to the service of truth. This can be done with or without your name being used--as you prefer.

First, do you remember any of the timing?--how long after you reported for work that night did you first hear of the Lakenheath UFO? How long was it before you lost the target from your radar and called off the search?

What were the characteristics of your radar?--of particular importance is the frequency, and also the sweep rate. If you don't know these, perhaps you remember the type of radar?--from which we could obtain the characteristics through proper channels.

How did the target disappear from your scopes? Did it simply stop and allow the first Venom to pull away from it (as Perkins says)? Did the target also disappear from the Lakenheath scopes at the same time (if only temporarily)? How would you account for the disappearance of the target from your radar?

already been declassified whenever he came across them. But it stretches credulity to the breaking point to assume that the Perkins letter sent by Bob Low was not the reason that he chanced upon the Lakenheath file--just nine days after the date on the memo covering the transmission of the letter from the University of Colorado UFO project. Yet he sent nothing on the Lakenheath case to the UFO project for over four months from that time.

The next chapter in this strange narrative came in July of 1968 when I joined the UFO project as a consultant, with the task of preparing a chapter for the final report on analysis of radar and optical effects in UFO sightings. I soon came across Perkins' letter (the handwritten original) in the files, and I was singularly impressed. I discussed the letter with Roy Craig, and he became quite upset when he realized that Quintanilla had never answered the project's query for information about the Lakenheath incident. In due time a follow-up request was sent to Bluebook from the project office. After about a month had gone by we did receive parts of the Bluebook file--but only the parts dealing with the Bentwaters sightings, specifically, a copy of Report IR-1-56 (referred to above). Finally, after yet another request for information was sent to Quintanilla, we received a complete copy of the Lakenheath file. By that time (mid-September of 1968) the report was almost ready for transmittal to the Air Force, and we had only enough time to include a few statements derived from information in the Bluebook file.

The account of the Lakenheath incident in the Condon Report does not mention the name of the Watch Supervisor. However, in May of 1970 Dr. James E. McDonald, an atmospheric physicist and an outspoken advocate of the ETI theory of UFOs (since deceased), got permission from the Air Force to make copies of Bluebook files. He copied, among many others, the Lakenheath files, which were complete with a copy of Perkins' letter--including his name and address. When McDonald wrote up the Lakenheath case for FSR in early 1970, he did not have this copy of the files, but an earlier one in which all of the names had been razor-bladed out. He obtained the present copy, of which mine is a second-generation copy, in May of 1970, as I said above, and since that time the names have been in the public domain.

All of the material that has appeared in the literature, as well as elsewhere, about the Lakenheath case since mid-1970 has been derived from these two sources--Perkins' letter and the Bluebook file. As you can now see for yourself, these two sources agree with each other to a quite reasonable extent, though obviously you have information that contradicts these sources in several respects.

In summary, the story got out from two sources: Mr. Perkins and the USAF Bluebook file. The latter was not "released from the secret list in January 1969" because of being published in the Condon Report, as Mr. Bowen alleged in his letter to the Times of 21 March 1978; it was declassified by Major Hector Quintanilla, jr. on 15 March 1968, on his own authority derived from Air

How do you account for the reports by USAF personnel of conversations by the pilot of the Venom(s)?--taking into consideration the apparent total lack of cooperation between the USAF and RAF authorities in the preparation of reports on this incident. My guess--and that is all it is--is that the US people had somehow obtained your radio frequency and were listening in, unbeknownst to your people. Then, when the GCA personnel heard your pilot call out, "Judy," someone said, "What the hell does that mean?" And someone else, who was doubtless a good example of the proverb that a little knowledge is a dangerous thing, said that it meant the pilot had lock-on. After that it became--as they say--cast in concrete. In the Lakenheath RATTC, however, the proferred explanation was that it meant that the pilot had radar gun-lock. Both parties, of course, were unaware that the Venom had neither capability (at the time, anyway). This would account for the difference in wording between the UFOB report--prepared by GCA personnel--and Perkins letter, which was based on recollections of the RATTC experience. Your comments, if you please, on this rather fragile theory of mine.

Do you believe that there is any chance that we could locate the pilot of the first Venom now? His account would no doubt add a useful amount of information to this episode.

Do you believe that it is possible that the Lakenheath GCA personnel thought that the vectoring of the Venom was being done by the RATTC radar (as reported in the telegram) and were unaware that your radar was actually being used for that purpose?

Is it your understanding that the position, etc., of the target as reported by your radar (during the time it was, in fact, being tracked by you) was the same as that reported by the Lakenheath radars (the CPS-5 RATTC and CPN-4 GCA) as well as the APS-57 on board the Venom? To the best of my knowledge, an unknown object being tracked by four different radars on four different frequencies, PRFs, etc., would make this the most highly redundant UFO radar contact known to us at this time. Your comments would be most appreciated.

In addition to the questions above, any comments you would care to make on both the accounts of the Lakenheath GCA personnel (as given in the telegram) and the RATTC personnel (as given in Perkins' letter) would be most valuable--and most appreciated.

Is "Al" (in your letter to FSR) or "A-I" (in the telegram) simply an acronym for "airborne intercept" or some such? Or is it a British designation for the APS-57 radar?

Well, I believe that is all I shall bother you with at this time. However, in the event no one else has done so, I should like to thank you for coming forward as you have. With your contribution the Lakenheath case bids fair to become the crux of the UFO debate.

Sincerely,

G. David Thayer

cc: Stan Friedman ✓
encl: Perkins' letter

STANTON T. FRIEDMAN

NUCLEAR PHYSICIST - LECTURER

31628 TREVOR AVENUE (Near San
HAYWARD, CA 94544 Francisco)

415 - 471-0160 (24 HRS.)

Dr. J. Allen Hynek
CUFOS
1609 Sherman Avenue
Evanston, IL 60201

Dec. 9, 1978

Dear Allen:

I was astonished to find Ian Ridpath's article "New Light on Lakenheath" in IUR for August. Ridpath's two previous articles on UFOs (New Scientist, 14 July, 1977 and the London Times of March 19, 1978) are both classic examples of massive misrepresentation and complete acceptance of the equally inaccurate UFO views of Philip Klass. It is completely nonsencical to pat Ridpath on the back by saying his Times article was "based on what was known at the time" about the Lakenheath case. There has been a substantial effort made since the publication of Klass' grossly midleading account in "UFOs Explained" by Gordon Thayer, myself, Forrest Perkins (who called the Condon crew's attention to LakenheatH) and Klass. My file is quite thick. I certainly implied that more had been done in my review of Klass' book and critiqued Ridpath's New Scientist article in a long letter of Nov. 5 1977 which was sent to you (a copy that is).

I have also had correspondence with Wimbledon and Perkins about Wimbledon's 2 letters and with Thayer as well and he in turn also corresponded with Wimbledon. Surely it is poor journalistic practice --(though followed all the time by Oberg, Klass, Sheaffer and Ridpath) not to give the persons scorned a chance to rebut the scorn prior to publication.. Why didn't IUR contact Thayer or Perkins or Wimbledon? I have sent Thayer a copy of the Ridpath article. He has just recently completed an encyclopedia article on the Lakenheath case making use of all of the data available not just the Klassically misrepresented portion of it. IUR surely owes its reader's both an apology and a correction.. preferably from Thayer.

In consideration of the possibility that IUR may be totally unaware of Ridpath's inaccuracy and bias I am enclosing his Times article and New Scientist and some Wimbledon, Thayer, Perkins stuff.... but please talk to Thayer.... His address is 2110 Chilton Dr. Las Cruces, NM 88001 His phone number is 505-522-1130. Incidentally I was recently told by an editor who ws graduated from Medill school of Journalism that it is terrible journalistic practice to depend on second and third hand accounts of others views.....pro or con and that it is always necessary to check with maligned parties for their reaction-- helps avoid libel suits as well....

I am taping a Merv Griffin show with Durk Pearson on Dec. 12 for broadcast in major markets on Feb. 6 and minor markets a week or 2 later.

Am enclosing a couple of clips re the UN fiasco. I understand that the verbatim transcript is finally ready but haven't seen a copy.

Cordially,

Stan

Stan Friedman

PS.
I can't seem to find another copy of the issue of the UFO Review I sent you about the Enstone England motion picture footage. Could you copy what I sent you and send the issue back to me? Also I never did get a chance to copy Strentz's PhD theses before sending it back to you when you needed it in a hurry. Could we try again?

STF

STF

david thayer

2110 Chilton Drive Las Cruces, NM 88001

505-522-1130

19 December 1978

DEC 26 1978

Dr. Allen J. Hynek
% International Ufo Reporter
1609 Sherman Avenue, Suite 207
Evanston, Illinois 60201

Dear Allen,

How are you? It has been a long, long time since we have talked or corresponded with each other. Despite this, I have remained interested in the UFO problem. As you may be aware, I have been in contact with Stan Friedman quite a bit, and he keeps me posted on what is going on in the world of Ufology. Which brings me to my reason for writing you at this time.

A few weeks ago Stan sent me a copy of an article by one Ian Ridpath that was published in the IUR (December issue, I believe). In my opinion, this article contains many misleading and, in a few cases, incorrect statements. I have enclosed a copy of this article with most of the points with which I take issue underlined. (The bold NONSENSE is Stan's comment, but I tend to agree.)

I do not believe that Mr. Ridpath has done the scientific community any real service by publishing this article as it stands. In particular, his conclusion that Lakenheath can no longer be considered a radar-visual case, for example, is simply not supported by the facts--even if one were to grant his point that the Venom pilot did not actually see the UFO. There were other reported visual sightings, both at Lakenheath and at Bentwaters

I should like to propose a "rebuttal" article, or whatever you would like to call it. I think this is only fair, since Ridpath criticizes my AIAA Lakenheath article in his, and I was not given a chance to "defend myself" before his article was published.

I am prepared to write anything from a cursory rebuttal to an extensive or even exhaustive article summarizing all that is presently known (or conjectured) about the Lakenheath case. As an example of how I believe Wimbledon's new testimony can be incorporated into the case without destroying it, as Mr. Ridpath seems to feel it must do, I am enclosing a copy of my Lakenheath article for Ronald Story's forthcoming Encyclopedia of UFOs.

Please let me know how you feel about this, and what guidelines you would like me to follow in preparing such an article.

Sincerely,

G. David Thayer

cc: file
S. T. Friedman

mutilation features (similar statements were offered by veterinarian Newberry):

•*Mysterious rings in the ground (like UFO physical traces) surrounding the dead cattle:* "likely caused by the animal thrashing on the ground prior to death."

•*Absence of blood on or around the carcass:* Gravity pulls the blood down to the lower portion of the animal's body. "Blood clots in the vessels shortly after death and would not be very obvious in the major vessels. Any blood on or around the carcass would be quickly cleaned up by predators and flies. Apparently most of the local cases have involved cattle that have been dead for days prior to discovery."

•*Predatory animals and flies have been reluctant to feed on the animals:* "apparently this impression was derived from the dead flies sitting life-like on the branches and making no effort to visit the carcass. Meanwhile the hundreds of flies visibly feeding on the carcass on TV apparently were completely ignored."

•*It was unnatural for a cow to die lying on its sternum:* "while it is more likely for an animal to be stretched out on its side, there are certainly no requirements as to the position a cow has to be in to die and they can die quickly and quietly while on their sternums and remain in that position."

•*Why would predators eat eyes and cartilage-filled ears?:* Eyes are soft tissue; according to Dr. Tufts, birds prefer them because they are easier to pick at than the animal's tough hide. Tufts has also seen *live* animals with their ears half-eaten by flies! Apparently, they are attracted to the edges. Dogs are affected this way, too. Ralston-Purina mades a point of spraying repellent on the ears of their animals because of this affinity.

•*Why sex organs and the rectums of cattle?:* Again, the skin is softer than the rest of the hide in general.

While the cattle problem obviously suffers, therefore, from an "IFO" problem all its own, there are interesting cases nonetheless. Still, where is the touted link with UFOs? To quote UFO witness Manford Hammond: "there's no way to connect the two".

UFO IMPACT: TECHNOLOGY

NEW LIGHT ON LAKENHEATH

by Ian Ridpath

A leading British participant in the celebrated Lakenheath UFO case has spoken publicly for the first time. His first-hand testimony reveals that much of the existing evidence in this case, including that contained in Blue Book files, is either misleading or erroneous. In particular, he confirms that the radar targets seen earlier on the night of the event were radar "angels", which are prevalent in that area of England; and that the pilot of the Venom interceptor which later was sent to investigate a target did not report seeing the object visually. Therefore, at the very best, Lakenheath must now be regarded as a radar-only case, although the object causing the radar target chased by the Venom remains unidentified. However, it seems likely that the radar returns were caused by atmospheric effects or an enemy aircraft. It is no longer possible to support the oft-repeated assertion that Lakenheath is "one of the most significant radar-visual cases."

The witness, Freddie Wimbledon of Guildford, Surrey, came forward after an article on UFOs by the present writer had appeared in the London *Sunday Times* for March 19, 1978. Mr. Wimbledon, a retired RAF officer, wrote a letter to the newspaper giving his recollection of the case, an annotated version of which follows. (A similar letter appeared in Flying Saucer Review, vol. 24, p. 31).

Mr. Wimbledon was personally involved with the case because he was chief controller at the main radar station in Norfolk, England, on

BACKGROUND ON LAKENHEATH:

The "radar-visual" case at Lakenheath, England has always been one of the best publicized such events. It took place on the night of August 13, 1956 at 10:30 PM through 3:30 AM the next morning. Detailed descriptions of the event include Dr. James McDonald's article in the March/April 1970 *Flying Saucer Review* and Gordon Thayer's write-up in *Astronautics and Aeronautics* for July and September, 1971. Yet even the brief mention of the case in Dr. Hynek's UFO EXPERIENCE called attention to the "grossly incomplete investigation both by Blue Book and by the Condon Committee, whose conclusions, however, are worth noting: "In summary, this is the most puzzling and unusual case in the Radar-Visual files". "

The recent disclosures on the case began with this response to the London SUNDAY TIMES on April 9, following an article on Lakenheath by Ian Ridpath based on what was known at the time.

IN The UFO Conspiracy (Spectrum, March 19) you state that the Lakenheath incident was thoroughly investigated by Phil lip Klass of Aviation Week. How is it that I, one of the main participants, was never approached?

I was chief controller at the main radar station in Norfolk on the night in question. My duties were to monitor the radar picture and to scramble the battle flight, who were on standby 24 hours a day, to intercept any intruder of British airspace not identified. I remember Lakenheath ringing to say there was something "buzzing" their airfield circuit but they couldn't see what it was.

I scrambled a Venom night fighter from the battle flight and my controller in the interception cabin took over control of it. The interceptor cabin crew consisted of one fighter controller (an officer), a corporal, a tracker and a height reader. That is, four people as well as myself, could see the object on our radar.

HQ Fighter Command was kept in the picture and a full report made. A senior officer from Air Ministry came down and interrogated me and others. We were told not to discuss it and for 22 years I have kept silent. What puzzles me is, how did the story get garbled as it was, come out?

F H C Wimbledon (RAF retd)
Guildford

A similar letter was sent to *Flying Saucer Review* and published in the June issue this year. Note that in the portions shown below, Wimbledon opted to leave out his name even though he previously signed his letter to the London newspaper:

Dear Sir,—Although the Blue Book and Condon reports, and subsequent reports by Dr. J.E McDonald appeared a long time ago, my attention has only recently been drawn to them. This is a pity, as an awful lot of genuine UFO investigators have been misled for several years.

I will not concern myself with the early reports of random sightings prior to 23.00 hours on the nights of 13/14 August 1956 as that was the time I went on duty, and the officer I relieved had reported nothing unusual.

What does concern me, however, is the subsequent report made by the Watch supervisor on duty at Lakenheath RTCC. Admittedly the statements were [illegible] in the Interception Cabin took over control of it. The Interception Control team would consist of one Fighter Controller (an Officer), a Corporal, a tracker and a height reader. That is, 4 highly trained personnel in addition to myself could now clearly see the object on our radar scopes. I also took the precaution of manning a second Interception Cabin to monitor and act as "backup" to the first.

[illegible] Watch was not seen again by us.

I am highly suspicious of many facets of the early reports by the GCA operators at Bentwaters and Lakenheath, being thoroughly conversant with "angels", A.P. and spurious responses which are prevelant in that area, but the fact remains that at least 9 RAF ground personnel and 2 RAF aircrew were conscious of an object sufficiently "solid" to give returns on Radar.

Naturally, all this was reported and a Senior Officer from Air Ministry came down and interrogated us. [P.S. My name is known to the Editor *[of FSR]*, to whom I have spoken, but for obvious reasons is not for publication.

R A.F. Fighter Controller (Rtd.)

August 13-14, 1956, the night of the event. As RAF fighter controller, his duties were to monitor radar coverage of the area and to scramble the battle flight to intercept any intruders of British airspace not positively identified. For him, the incident started when Lakenheath air force base rang up to say that something was "buzzing" their airfield circuit but they could not see what it was.

Several accounts speak of the object being radar-tracked for up to an hour beforehand, but this was not the case. The objects radar-tracked earlier that evening are described in the standard report on Lakenheath by Gordon Thayer in Astronautics and Aeronautics for September 1971, a copy of which I sent Mr. Wimbledon. His opinion is that these objects were radar angels. "In that area all sorts of things used to crop up," he told me in subsequent conversation. It would not take much imagination, he said, for someone to imagine that various spurious targets represented an object travelling at speeds from 80 to several thousand miles per hour.

In response to the Lakenheath call, Mr. Wimbledon's written account goes on, he scrambled a Venom night fighter from the Battle Flight and his team took control of it. The Venom was *not* under control of Lakenheath, and was not vectored onto the target by them. In addition, the Venom pilot was in contact only with officer Wimbledon's flight controllers, not Lakenheath, despite the contrary impression given by the Blue Book accounts.

His letter continues: "To say the pilot of the Venom was alone is too ridiculous, as the Venom night fighter had the navigator/radar operator sitting offset on his right and could under no circumstances operate the radar and fly the aeroplane." Philip Klass, in his book *UFOs Explained*, had made the suggestion that the pilot was alone to account for the fact that, according to the Blue Book files, the pilot radioed: "Roger, Lakenheath, I've got my guns locked on him." As Klass correctly noted, a qualified radar operator would not have said such a thing, for the Venom's radar had no such gun-lock facility. But the answer is straightforward: the Blue Book account is wrong! At no time, avers Wimbledon, did the pilot make any reference to gunlock.

Klass had also noted that the pilot in his radio reports referred to himself in the singular, as though he were alone (perhaps this is why the standard Thayer and Macdonald accounts refer to the Venom as a singleseat fighter, which is incorrect). But Wimbledon informs me that this was the standard style for a pilot speaking to the ground, and does not mean that he was alone.

The letter goes on: "Having been vectored onto the tail of the object by the Interception Controller the pilot called "contact" then a short time later "Judy" which meant the navigator had it fairly and squarely on his own radar screen and needed no further help from my controller.

"After a few seconds, in the space of one sweep of our screens, the object appeared behind our own fighter and our pilot called "Lost contact, more help". He was told the "target" was now behind him and I scrambled a second Venom which was vectored towards the area. Before he arrived however, the object disappeared, obviously climbing at great speed beyond the reach of our height radar. Our two Venoms returned to base—not short of fuel as stated."

In subsequent discussion, Mr. Wimbledon informed me that there was no visual sighting reported by the pilot that he could remember. He also noted that the Venom had no tail radar and the aircraft's design made it impossible for the crew to see behind them, so that the pilot could not have known whether the object was behind him unless told by ground control.

Mr. Wimbledon noted that the performance of the radar UFO, which was outpaced by the Venom, was consistent with that of a terrestrial aircraft. In fact, the apparent backward motion of the object to get behind the Venom was, he told me, reminiscent of what appears on a radar screen when an aircraft performs a loop, which is a plausible manoeuvre for the object to make had it been aware that it was being chased by the Venom. In other words, it is not ruled out that the object actually was an enemy aircraft.

One problem is the range: enemy soil was a long way off, and it is not clear whether any enemy fighter of that time would have been able to travel that far. Another problem is the fact that the object's appearance and disappearance were not seen, and it is not in fact clear how the object arrived and departed. Mr. Wimbledon tells me he assumes that the object climbed rapidly when it departed, but it was not actually tracked doing so. Had it gone low, it would have been picked up by ground approach radar, he said. (This problem of the appearance and disappearance of the object applies also to an alien mechanical device). The object's mysterious appearance and subsequent disappearance would seem to argue in favour of an atmospheric effect, although Mr. Wimbledon is adamant that never in all his experience did he see any radar angles behaving in that fashion. In summary, he admits that he does not know what the object was, and has an open mind about it.

Nevertheless, his testimony is important in reaching a reasoned conclusion about the Lakenheath event. Although he is recalled events that happened 22 years ago, I know from having spoken to him that his memory is clear and coherent, and I would judge him a very reliable witness. After I sent him a copy of the Thayer account in Astronautics and Aeronautics, he described it to me as being in large part "pure fiction". This is hardly Thayer's fault, for it is now clear that the records of the event in Blue Book files on which he relied are heavily embroidered. For instance, Thayer's account refers to an airborne conversation between the pilot of the first Venom and a second one sent up to help him, but Mr. Wimbledon states categorically that no such conversation occurred, and even it it had it would not have been monitored by USAF personnel at Lakenheath.

As we have seen, in several other places his recollections flatly contradict what must now be seen as hearsay evidence, second-hand or worse, from USAF personnel contained in the Blue Book files. Of course, Mr. Wimbledon's own evidence may be considered suspect this long after the event. Until further British witnesses can be located, it seems wisest to suspend judgement on the Lakenheath UFO event. But from what is already available it is clear that the evidence has been so severely compromised that Lakenheath can never again be regarded as a "classic" radar-visual UFO case.

MAN-MADE UFO #3

Remember the personal "flying saucer" flown by George Jetson in the animated Hanna-Barbera series? It may become a reality . . . not in the next century but in the next five or ten years with no projected cost as yet. This vehicle is the brainchild of the Discojet Corporation of Davis, California which is already proclaiming the craft (prior to full scale flight tests) to be the first practical VTOL (Vertical Take-Off and Landing) vehicle with low initial cost, ease of operation, inherent operator safety and economical performance.

LAKENHEATH-BENTWATERS (ENGLAND) RADAR TRACKS. Multiple radar and visual contacts of one or more unknown objects were made in August, 1956 over East Anglia--a wide area of the flat plains of eastern England. At least one UFO was tracked concurrently by three different ground-based radars at two USAF/RAF bases, with apparently corresponding visual sightings by ground personnel of round, white, rapidly moving objects that changed directions abruptly. Interception by RAF night-fighter aircraft was attempted; one aircraft was vectored to the UFO by ground radar and the pilot reported visual and airborne radar contact. The UFO, tracked by three ground radars, then appeared to circle around behind the aircraft and followed it despite the pilot's evasive efforts. Contact was broken when the UFO stopped chasing the aircraft and disappeared from the Interception Control (ground) radar. The weather was generally clear with few clouds.

The intial sightings were made at Bentwaters (13 miles east-northeast of Ipswich, near the coastline). At 9:30 P.M. (GMT, which is local time there) on August 13, 1956 an unidentified echo was tracked on GCA (Ground-Controlled Approach) radar (an MPN-11A) from a point twenty-five to thirty miles east-southeast to a point fifteen to twenty miles west-northwest of the station. The echo appeared to be that of a normal aircraft target when acquired but faded to the vanishing point as it crossed the radar scope in a straight line at a constant apparent speed of roughly 4,000 mph. A large group of ill-defined echoes that was tracked on a southwest to northeast heading a few minutes later was

probably caused by anomalous propagation, since their track was related to the upper winds at the time (see RADAR TRACKS OF UFOs).

Another unidentified radar echo was picked up at 10:00 P.M. according to the reports filed by Bentwaters; the reports filed by Lakenheath (22 miles northeast of Cambridge and 44 miles west-northwest of Bentwaters) state that this object was tracked at 10:55 P.M. (which may instead be the time that Bentwaters reported it to Lakenheath). The track was again in a straight line from a point about thirty miles east to a point twenty-five or thirty miles west of the station. Estimates of the speed range from 2,000 to 12,000 mph, depending on the method used in the calculation. The radar returns seemed normal except for the last one, which was slightly weaker than the rest.

The tower personnel at Bentwaters reported this last sighting to the Lakenheath RATCC (Radar Air Traffic Control Center) to determine if unusual sightings were also occurring there. They told Lakenheath that they had sighted a bright light passing over the field from east to west at "terrific speed" and about 4,000 feet altitude and that at the same time the pilot of an aircraft that was over Bentwaters (a C-47) at 4,000 feet reported a bright light had streaked under his aircraft traveling east to west, also at "terrific speed." Apparently these two sightings occurred at the same time as the last radar track described above.

Although the RATCC team supervisor was admittedly skeptical of this report from Bentwaters, he nevertheless instructed his crew to search for any such targets using full MTI (Moving Target

Indicator), which eliminates returns from motionless objects. He also notified the Lakenheath GCA station to look for unusual targets. (The RATCC radar was a CPS-5; the Lakenheath GCA radar was a CPN-4.) Shortly thereafter both the RATCC and GCA radars reportedly tracked an unidentified return from a point six miles west to a point about twenty miles southwest of Lakenheath, where the echo stopped and remained stationary for about five minutes--despite the use of MTI on at least the RATCC radar. This target then assumed a northeasterly heading toward Lakenheath, stopping about two miles northwest of the station. The Lakenheath GCA radar unit reported three or four additional targets in the vicinity moving in a similar manner. (According to the Blue Book file, the radar tracks observed at Lakenheath all occurred after midnight; this is almost certainly an error, since both the Lakenheath RATCC team supervisor and the RAF Fighter Controller at Neatishead state that the observations began before midnight.)

At this point in the UFO report the investigating Air Force Intelligence officer inserted the comment, "thus two radar sets [the CPS-5 and CPN-4] and three ground observers report substantially [the] same." Unfortunately, the accounts of the visual observers are not given in the report in a coherent manner. The report does state, however, that at least two objects were sighted, that they were "round, white lights," and that they had the characteristic of "travelling at terrific speeds and then stopping and changing course immediately." The ground observers

also reported that "one white light joined up with another and both disappeared in formation together."

During the course of these sightings the Lakenheath RATCC reported an echo located seventeen miles east of the station that was making a sharp rectangular course of flight at speeds of 600 to 800 mph.

At some time during these events, probably between 11:30 P.M. and midnight, the RATCC team supervisor at Lakenheath was "patched through" (by telephone) to the Chief Fighter Controller on duty at RAF Station Neatishead. After some discussion of the situation, the Chief Controller relates: "I scrambled a [De Havilland] Venom night fighter from the Battle Flight [which was located at RAF Station Waterbeach, near Cambridge] through Sector Control [60th AAA Sector Control] and my Controller in the Interception Cabin took over control of it." The Venom was manned by a pilot and a radar operator/navigator, who operated the fighter's APS-57 airborne interception radar. The Interception Control team consisted of a Fighter Controller (an officer), a corporal, a tracker, and a height reader. The Chief Controller states that therefore, "four highly trained personnel in addition to myself could now clearly see the object on our radar scopes [AMES Type 7 radar]." He adds that, "I also took the precaution of manning a second Interception Cabin to monitor and act as backup to the first."

According to the Blue Book reports, the scrambled Venom was vectored to a target located six miles east of Lakenheath. The

pilot then advised that he had a bright white light in sight and would investigate. He evidently chased this light to a point thirteen miles west of Lakenheath, where he lost it. He was then vectored to a target on radar located ten miles east of Lakenheath. The RAF Controller (in a letter to Flying Saucer Review, June 1978) relates that "after being vectored [there] by my Interception Controller, the pilot called out, "Contact," then a short time later, "Judy," which meant the navigator had the target fairly and squarely on his own radar screen and needed no further help from the ground. He continued to close on the target, but after a few seconds, and in the space of one or two sweeps on our scopes [evidently some 10 or 20 seconds], the object appeared behind our fighter." The Lakenheath RATCC team supervisor states, "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....that this had occurred was confirmed by the pilot of the interceptor." The RAF Controller writes further that "our pilot called out, "Lost contact, more help," and he was told the target was now behind him and he was given fresh instructions." According to the available accounts, the Venom pilot tried all sorts of evasive maneuvers without success; the UFO continued to follow him at a distance of about one-quarter mile.

The RAF Controller adds that he "then scrambled a second Venom, which was vectored towards the area, but before it arrived on the scene the target had disappeared from our scopes and, although we continued to keep a careful watch, was not seen again

by us." In a recent clarification of this last statement (private communication) he says, "The target appeared to "give up the chase" as though it had achieved its objective and more or less "melted" [from the radar scopes]. My own theory is that it either went straight up at very high speed or down to ground level under our radar cover[age]. East Anglia is notoriously flat...". The RATCC team supervisor agrees that the UFO appeared to give up the chase, but he remembers that, rather than fading away, the UFO remained motionless on the scopes for some time and then began further maneuvers--after the RAF fighters had returned to their base.

Although no further intercept activities were attempted, because no targets could be found on the Interception Control radar, Lakenheath continued to track unknown echoes until 3:30 A.M. on August 14 when the target disappeared off scope on a northerly heading. Whether both radars (the CPS-5 and CPN-4) or only one of them tracked the target to the very end is unknown.

An intriguing aspect of this case is that both the Lakenheath RATCC (as verified by both the Blue Book files and the team supervisor) and the RAF Interception Control team (as verified by the Chief Controller) were and still are convinced that their respective radar was used to vector the Venom to the unknown target. Regardless of who is right, it is obvious from this that the targets seen on each radar were in the same physical location, as otherwise the aircraft would have appeared to miss the interception on one scope or the other.

In sheer redundancy of contacts this episode is unparalleled

by any other radar-visual UFO case. Three ground radars at two locations plus an airborne radar--four radars in all, each operating at a different frequency, PRF, etc.--combined, apparently, with the Venom pilot's eyes all detected something unknown in the same place at the same time. There is simply no way that any known sort of anomalous propagation effect could account for this. In fact, any explanation even remotely conceivable seems to demand the presence of some physical object in the air over Lakenheath on that August night in 1956. This is why the Condon Report states, "the probability that at least one genuine UFO was involved appears to be fairly high"--and that was written before it was known that the RAF Interception Control radar also tracked the same apparent target.

Project Blue Book carried this incident on the books as "the result of anomalous propagation, which coincided with visual observations on the ground." However, the investigating Air Intelligence officer, who noted that the fighter pilot had said that the unknown was "the clearest target I have ever seen on radar," went on to state that "all personnel interviewed and logs of the RATCC lend reality to the existence of some unexplainable flying phenomenon near this air field on this occasion." This same officer wrote further that, although Lakenheath was not a military air base, "the controllers are experienced and technical skills were used in attempts to determine just what the objects were. When the target would stop on the scope, the MTI was used. However, the target would still appear on the scope. All ground

observers and reports from observers at Bentwaters agree on color, maneuvers, and shape of object. My analysis of the sightings is that they were real and not figments of the imagination. The fact that three radar sets picked up the targets simultaneously is certainly conclusive [evidence] that a target or object was in the air. The maneuvers of the object were extraordinary; however, the fact that radar and ground visual observations were made on its rapid acceleration and abrupt stops certainly lends credence to the report. It is not believed that these sightings were of any meteorological or astronomical origin." This officer's report seems to have been ignored (or possibly even hushed up) by the Air Force command, for no apparent reason.

For more detailed accounts of this UFO case the reader is referred to "UFOs over Lakenheath in 1956" (by James E. McDonald, in Flying Saucer Review, Vol. 16, No. 2, 1970) or "UFO Encounter II" (by Gordon D. Thayer, in Astronautics & Aeronautics, Vol. 9, No. 9, 1971). For a possible explanation see UFOs Explained (by Philip J. Klass, New York: Random House, 1975).

--GORDON DAVID THAYER

EDUCATION

School: West Indians drop further and further behind...

SPECTRUM

Peter Wilby on a disturbing study of reading levels

STRIKING evidence of how English schools are failing West Indian children is published in a report out this week. The study shows that, by the end of their school careers, West Indian children are lagging further behind their white classmates in literacy than they were at the beginning.

The author of the report, "Education Policies for Multi-Racial Areas" (from Goldsmiths' College, £1), is Alan Little, Lewisham Professor of Social Administration at Goldsmiths. He concludes that the government should set up a special fund and a special unit to tackle the problem.

Little has looked at how 11,000 white and 1,400 West Indian children fared in three consecutive Inner London Education Authority literacy surveys—in 1968, 1971 and 1975. In other words he has compared the performance of the *same* group of children as they grew from eight, in the first survey, to 15 in the last, when they were approaching school-leaving age. Over that period, the West Indians—even those who had had all their education in this country—fell further behind their white classmates.

At eight, the gap in mean reading score between the West Indians and the children of UK origin was 10.5 points; at the end of primary school, the gap had risen to 11.2; and at 15 it was 12.3 points.

What is particularly disturbing, says Little, is that West Indians are lagging behind white children from unskilled working-class backgrounds, whose poor achievement in school has exercised politicians, sociologists and teachers for more than 30 years. The West Indians, in fact, are as much behind the unskilled working-class children as the latter are behind the general white population.

The explanation for the West Indians' failure says Little, cannot be genetic, because his figures show that West Indians wholly educated in this country do better than the more recent immigrants. "We know that performance can be improved enormously by schooling," he said last week. "The question is how we can get better and more relevant schooling."

The most important influence, he says, are the teachers. He suspects that they stereotype West Indians by expecting poor work and bad behaviour from them and that the children then live up (or down) to that.

But the teachers are only reflecting the attitudes of the dominant British culture which, he says, denies West Indians a sense of their own ethnic identity and personal worth. Little points out that Asian children who have been wholly educated in this country do almost as well as the English children. They come from stable cultural backgrounds. The West Indian's culture, writes Little, "is essentially a variant of the dominant culture which disparages and even rejects his colour."

And the schools find it easier to deal with the Asians' straightforward need for help with the English language. West Indians' needs are "more difficult to define, subtle in nature and more threatening to the white culture because it will involve changes in it." For example, they need history and geography courses that do not treat Negro people, even implicitly, as members of inferior and subordinate races.

Pre-school action is vital because there is evidence that many West Indian parents do not appreciate the importance of language development in early childhood. "They tend to think that the good child is the quiet child," said Little last week.

And he argues that racial prejudice emerges at an early stage among white children and this has an effect on blacks in school. Parents' involvement in multi-racial education projects could help bring the languages, religions and cultures of the minority groups into classrooms.

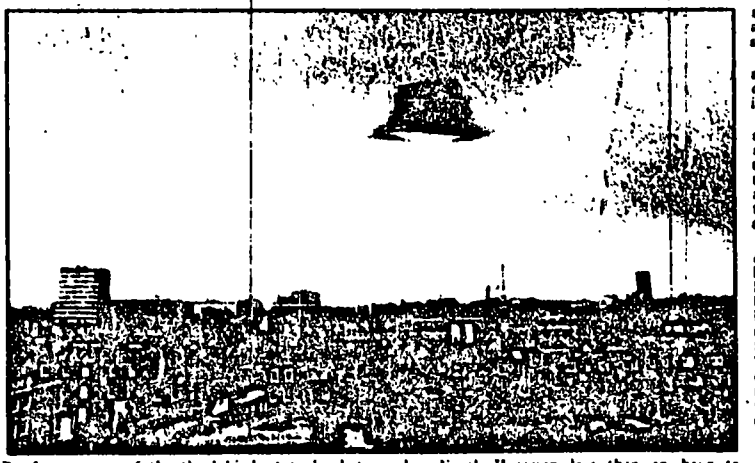
Little argues that it is not enough to treat multi-racial areas as part of a general programme for the educationally disadvantaged. "One way of judging the political commitment to eradicating racial disadvantage is by the resources created to eliminate it. On this measure, we fail the test and in failing we are responsible for whatever human and social consequences follow, not least the sort of thing we saw last summer in Notting Hill and Lewisham."

London: reading test scores at 8, 11 and 15. (National mean = 100)

	All children of West Indian origin	West Indians fully educated in UK	White children from working class homes	All children of UK origin
1968 (aged 8)	87.9	89.9	93.7	98.4
1971 (aged 11)	87.4	88.7	93.5	98.5
1975 (aged 15)	85.9	87.1	92.1	98.2

SPACE

The UFO conspiracy



Brief encounter of the third kind: it took photographer Frank Herrman less than an hour to locate and snap this UFO in Bloomsbury last Friday. All he needed was some sticky tape, a flower pot, a real saucer and a motor zoom camera with a slow shutter speed. A similar exercise by the Daily Express was never used as part of their "UFO probe." "We thought it might damage our credibility," said a spokesman on their "UFO bureau."

"ON A CLEAR moonlight night over East Anglia, the pilot of an RAF jet, scrambled to investigate an unidentified flying object, radioed that he had radar contact and 'gunlock'.

"For almost an hour, the flying saucer had already been radar-tracked by American technicians at RAF Bentwater and at RAF Lakenheath . . . outside the tracking stations, the object — a luminous white blob — was also seen with the naked eye, streaking across the sky at enormous speed. . . ."

Dramatic stuff. It appeared in the Daily Express on February 2, part of what that newspaper termed THE GREAT DAILY EXPRESS UFO PROBE—THE FACT BEHIND THE FICTION. And the Lakenheath incident, as it is called, is certainly among the most famous cases in the vast literature on Unidentified Flying Objects. But is it true? The answer is No.

The movie Close Encounters of the Third Kind opened in Britain last week to mixed reviews and, at some cost, the Express had earlier bought the book of the film—and needed to generate reader interest.

Hence the Express UFO bureau, "space dossiers" assertions about "this great conspiracy of silence" and the resounding promise "The Express will continue to investigate this great phenomenon of our time." (And The Sun, which had learned of the Express plans, promptly opened its own rival UFO "inquiry.")

The response was predictable and gratifying 7,500 Express readers, it turned out, had experienced UFOs. (Even The Sun, which had no invited reader response, got 500 reports.) The walls of the UFO bureau were soon adorned with readers' sketches of Martians encountered. "It tells you something about the public state of mind, if not about UFOs," one Expressman mused.

For what the Express has so far failed to announce is that not one of those 7,500 cases looked solid enough to be worth the paper's investigating. But that, too, is predictable. The truth about UFOs is:

- Yes, there is a "conspiracy of silence."
- Yes, facts about UFOs are being distorted
- Yes, vital information that would help the public reach the truth about UFOs is being withheld

But the culprits are not mysterious government agencies. The cover up is the work of the UFOlogists themselves, with the assistance (sometimes unwitting) of the Press.

TAKE THAT Lakenheath incident. The Express went on to recount how the RAF Venom fighter sent up to investigate the "luminous white blob"—the date was August 1956—was itself "tailed" by the UFO, which it was unable to shake off until the pilot, his fuel running low, returned to base.

What the Express did not tell its readers was that the incident was examined four years ago by Philip Klass, of the authoritative American journal Aviation Week who found a rather different story.

The East Anglian terrain is, frankly notorious for generating false radar traces—radar operators call them "angels." And angels display exactly the stop-start motion and sudden right-angled turns that RAF Bentwater's UFO showed. Secondly, the event occurred at the climax of the Perseid meteor shower, which passes the earth each year and is readily visible as a series of "luminous white blobs." Thirdly, two jet fighters diverted to investigate found nothing.

The Venom then sent up had no radar operator aboard and the pilot had thus to fly as well as grapple with unfamiliar radar gear. (He reported "gunlock," for instance; yet his Venom was not fitted with the gunlocking device.) A second Venom was sent up but found nothing. And, finally, not until two hours after the UFO had disappeared from the Bentwater screens did the Lakenheath operators, only 35 miles away, pick up an image.

At no time did Lakenheath and Bentwater radars display the same traces; nor were traces reported by any other radar in the area.

The Express was given its version of the Lakenheath case by Charles Bowen, for the past 13 years editor of the main British UFO journal, Flying Saucer Review. Asked about those detailed findings in Klass' 1974 book, UFOs Explained, Bowen said last week that he had not read the relevant chapter. He was, he pointed out, "a busy man."

The Express had no better luck with the dramatic picture it published on February 24, showing three slices of light cutting across a cloud-swept sky. This was photographed in 1952 by a US coastguard at Salem, Massachusetts. Again, the Express failed to mention that even the guru of UFOlogists, astronomer Dr J Allen Hynek — to whose views the Express devoted some space — has dismissed this picture as "nothing more than a misidentification of a light reflection in a window of the photo lab at the Coast Guard station."

The Socorro landing

PRESUMABLY the Express and the Sun consulted that by-now convincing-on-spaces suggested by UFOlogists as "classics" they would be on safe ground. They were wrong.

Apart from Lakenheath and the Salem picture, three cases all American are the acknowledged classics of UFOlogy: the Socorro landing, the strange journey of Barney and Betty Hill, and the disappearance of Travis Walton. The Express or the Sun recounted all three — and in each case failed to point out what independent investigators have found.

As The Sun recounted on February 23 at Socorro in New Mexico in 1964

"A respected local policeman Lonnie Zamora, said he saw an egg-shaped craft land in the desert. He claimed to have seen two small figures or what looked like white overalls near the craft. As Zamora climbed to help the craft took off in a roar of blue flame."

The Sun's account was drawn from Hynek's book The Hynek UFO Report published last year. But Hynek fails to mention several facts.

Residents living near the site heard and saw nothing. Despite the allegedly intense flame, investigators found no more charring of a bush at the site than could have been produced with a cigarette lighter. The four "pad prints supposedly left by the UFO's landing gear were irregular in size and positioning and clearly could have been made with a small shovel or tool by moving a few boulders.

By curious chance Zamora's boss, the town mayor and banker, owned the site on which the alleged landing took place. The small town did not take long to make the most of the welcome publicity and tourists that the UFO brought.

The strange journey

SOCORRO was superceded as the most celebrated Close Encounter by the case which the editor of the main American UFO journal, Official UFO, last year called "one of the most authenticated in the literature."

The Sun recounted on February 20

Social worker Betty Hill and her husband Barney, 39, were driving along a lonely road in New Hampshire USA; when a spacecraft apparently landed in front of their car and a strange figure got out. The couple remembered nothing—until two hours later, when they found themselves 35 miles up the same road.

"Only under hypnosis could they recall those missing two hours. And in a trance-like state, the Hills told identical stories of how they had been taken aboard the spacecraft and subjected to various tests. Betty even drew a star map which she saw inside the craft. It included stars not known to astronomers at that time—but which have since been discovered."

The facts are very different—as Robert Sheaffer, an independent UFO researcher, reported in Official UFO in August, 1976.

Betty Hill's first account was simply that she and Barney had seen a UFO near the moon as they drove home. Disturbed, they took to the back roads, arriving home two hours later than anticipated. No mention of abduction, or of "lost" hours.

Betty sketched the two bright objects near the Moon that they had seen that night. One she labelled a star, the other the UFO. There were indeed two bright objects near the moon that night, one was the planet Saturn, in the position of her "star"; the other was Jupiter, corresponding to her UFO. Had there been a UFO, Betty Hill should have seen three bright objects near the Moon.

Not until more than a week afterwards did Betty begin to *dream* that she and Barney had been abducted. Under hypnosis, she merely repeated those dreams.

On the other points: Barney's story was not identical; and the reputed star map seen aboard the alien craft by Betty—which she drew after a hypnosis session—has been analysed by several astronomers, who can find no convincing correlation between it and the stars around us.

Travis Walton disappears

ONLY WEEKS after NBC had screened a programme on the Hill case in 1975, the strange tale surfaced of Travis Walton, an Arizona woodcutter who disappeared for five days in November 1975 after his colleagues claimed to have seen him taken aboard a flying saucer. As the Express recounted on February 24:

"A group of six tree-trimmers were driving home from the Sitgreave Apache national forest in Arizona when crew boss Mike Rogers braked hard. The truck stopped. Above them, 150 feet over the trees, hovered what they described later as a flying saucer.

"Walton, a Mormon, jumped out excitedly. Despite shouted warnings he ran towards it . . . to be promptly poleaxed by a brilliant blue and white flash. In a panic, the men drove off. Minutes later they returned. The saucer had disappeared. So had Walton. This much was claimed by each man independently in lie-detector tests."

But Klass has looked at this case too. He found that Walton had *failed* a lie detector test four days after his reappearance. The administrators of the test concluded that the story was a "gross deception." UFOlogists have since tried to cover up the results of this test, but have publicised the favourable results of a subsequent test, and for which Walton was allowed to set his own questions.

The lie detector tests which the other members of the crew passed were administered while Walton was still missing. These were mostly concerned with the possibility that the team members had killed or injured Travis Walton. naturally, the team members could answer truthfully that they had not harmed Walton.

Klass found that the team had been in danger of losing money for failing to complete a wood-cutting contract in time. The team leader had apparently staged the abduction as an "act of God" to get out of the contract without financial penalty.

The moral is that UFOlogists should admit that there are two sides to even their best stories. And journalists should be more careful about trusting them.

Ian Ridpath

whose book, Messages from the Stars: Communication and Contact with Extraterrestrial Life, will be published by Fontana in July.

instructions to their subordinates; if so, I am not aware of the terms of those instructions.

6. There has been a great deal of rumour of British Governmental official action in regard to UFOs nearly all of which is without adequate foundation and is mostly spurious or, at best, exaggerated.

The letter from a UFO investiagtor encloses photostats of pages 38 and 39, 42 and 43 from John Keel's book, 'UFOs: Operation Trojan Horse.' It claims that a general officer of the Army was appointed by the Air Ministry to fill an established vacancy in a UFO study project. This implies Treasury sanction; it suggests that in the middle of the War against Germany when we had our hands full and it was far from certain that we could survive, the Air Ministry was concerned that a UFO menace existed: it most certainly was not. The letter names a general who is not included in my earliest 'Who's Who' of 1955. So, unless he died meanwhile, he did not exist in the British Army. I think you will form the impression which I formed that here is one more case of a wild and baseless rumour being pursued by serious investigators. I trust that UFO investigators will, in future, check their facts by means other than appealing to me!

Yours faithfully,

Victor Goddard,
Meadowgate,
Brasted,
Westerham, TN16 1LN
August 10, 1978.

UFOs over Lakenheath

Dear Sir,—Although the Blue Book and Condon reports, and subsequent reports by Dr. J.E. McDonald appeared a long time ago, my attention has only recently been drawn to them. This is a pity, as an awful lot of genuine UFO investigators have been misled for several years.

I will not concern myself with the early reports of random sightings prior to 23.00 hours on the night of 13/14 August 1956 as that was the time I went on duty, and the officer I relieved had reported nothing unusual.

What does concern me, however, is the subsequent report made by the Watch supervisor on duty at Lakenheath RTCC. Admittedly the statements were made after a lapse of some years, which could account for the fiction.

Point 1. The *Venom* night fighter was never at any time under the control of Lakenheath RTCC, so was not vectored onto the target by them.

Point 2. At no time did the pilot say, "Roger ... I've got my guns locked on him."

Point 3. *Venom* No. 1 did not return to base short of fuel.

Point 4. At no time did the pilot of *Venom* No. 1 hold an airborne conversation with the pilot of *Venom* No. 2. This conversation according to the report was "...monitored by the Lakenheath Watch Supervisors." This was impossible because the radio frequency channel in use by the RAF pilots would neither be known nor be available to that Supervisor. Only I and my Interception Team would know that frequency.

Here are the true facts:—

I was Chief Controller on duty at the main RAF Radar Station in East Anglia on the night in question. My duties were to monitor the Radar picture and to scramble the Battle Flight, who were on duty 24 hours a day, to intercept any intruders of British airspace not positively identified in my sector of responsibility.

After this length of time I cannot confirm whether it was a moonlight night or not, but I remember Lakenheath USAF Base telephoning to say there was something "buzzing" their airfield circuit. I scrambled a *Venom* night fighter from the Battle Flight through Sector and my Controller in the Interception Cabin took over control of it. The Interception Control team would consist of one Fighter Controller (an Officer), a Corporal, a tracker and a height reader. That is, 4 highly trained personnel in addition to myself could now clearly see the object on our radar scopes. I also took the precaution of manning a second Interception Cabin to monitor and act as "backup" to the first.

The report speaks of the pilot being alone and using the airborne radar, which is another nonsense, as the *Venom* night fighters carried a pilot and a Radar Operator/Navigator who sat, very cramped with his A1 Radar, to the right of the pilot.

After being vectored onto the trail of the object by my Interception Controller, the pilot called out, "Contact", then a short time later, "Judy" which meant the Navigator had the target fairly and squarely on his own radar screen and needed no further help from the ground. He continued to close on the target but after a few seconds, and in the space of 1 or 2 sweeps on our scopes, the object appeared behind our fighter. Our pilot called out, "Lost Contact, more help," and he was told the target was now behind him and he was given fresh instructions.

I then scrambled a second *Venom* which was vectored towards the area but before it arrived on the scene the target had disappeared from our scopes and although we continued to keep a careful watch was not seen again by us.

I am highly suspicious of many facets of the early reports by the GCA operators at Bentwaters and Lakenheath, being thoroughly conversant with "angels", A.P. and spurious responses which are prevelant in that area, but the fact remains that at least 9 RAF ground personnel and 2 RAF aircrew were conscious of an object sufficiently "solid" to give returns on Radar.

Naturally, all this was reported and a Senior Officer from Air Ministry came down and interrogated us. [P.S. My name is known to the Editor *[of FSR]*, to whom I have spoken, but for obvious reasons is not for publication.

R.A.F. Fighter Controller (Rtd.)

Aime Michel on Hypothesis

Dear Sir,—After reading your Editorial in FSR Vol. 23, No. 5 (February 1978) may I suggest a simplified classification of the hypotheses concerning the UFOs?

1) We have, on the one hand, the hypotheses advanced by the ufologists: parallel worlds, phantoms, ETH, etc.

2) On the other hand we have the statements made by the astronomers who speculate about life in the Universe without taking the UFOs into their consideration, and basing their thinking solely on their own knowledge of the Universe. (1)

The result of the speculation of these astronomers is that they end up envisaging phenomena of a *"magical"* type, with a "very high *strangeness index,"* occurring within the environment of the Earth. We might quote for example T.B.H. Kuiper of the Jet Propulsion Laboratory, who says:

> *"Curiously, if the UFO phenomenon is approached from the point of view of looking for evidence of extra-terrestrial visits, it is precisely the "strangest" reports, close encounters of the second and the third kind, which are the most easily understood." (2)*

(I hope you appreciate this word "curiously"! – A.M.)

Thus, this gives us *two categories of UFOs:*—

a) The UFOs of the ufologists, which are still totally undefined and unexplained, and,

b) the UFOs envisaged by the astronomers – UFOs which are interpreted entirely within the

FLYING SAUCER REVIEW

Editor CHARLES BOWEN
Consultants
GORDON CREIGHTON, MA, FRAI, FRGS, FRAS
C. MAXWELL CADE, AInstP, FRAS, AFRAeS, CEng, FIEE, FIERE
BERNARD E FINCH, MRCS, LRCP, DCh, FBIS
CHARLES H GIBBS-SMITH, MA, FMA, Hon Companion RAeS, FRSA
R. H. B WINDER, BSc, CEng, FIMech E JONATHAN M CAPLAN, MA
I. GRATTAN-GUINNESS, MA, MSc, PhD, DSc PERCEY HENNELL, FIBP
Overseas J. ALLEN HYNEK, PhD
AIME MICHEL BERTHOLD E. SCHWARZ, MD
Secretarial Assistant JENNY RANDLES

An international journal devoted to the study of Unidentified Flying Objects

Vol. 24, No. 1
(published June 1978)

CONTENTS

Validity of investigations under Hypnosis: Charles Bowen 2
UFO Landings in Estonia: Juri Lina 3
The Aveley Abduction: Part 3: Andrew Collins 5
Bent Spoons, or Bent Reality?: Philip Creighton 16
Did humanoids kill these men?: F. W. Holiday 20
Bizarre "Boxcar" over Preston: Ray Rimell 22
Soldiers' close encounter on a Yorkshire Moor: Barry M. King 23
Low-level UFO at Mytchett: Omar Fowler 25
A problem for the Italian Minister of Defence: Gordon Creighton .. 26
Green mist UFO at Newmill: Terry Cox 28
Mail Bag 30

© Flying Saucer Review

Contributions appearing in this magazine do not necessarily reflect its policy and are published without prejudice

For subscription details and address please see foot of page ii of cover

DEBUNKMANSHIP

ON Sunday March 19, 1978, *The Sunday Times* saw fit to publish an article by a science writer named Ian Ridpath entitled "The UFO Conspiracy." The underlying purposes of the article seemed to be attacks on the integrity of ufologists, and on the *Daily Express* and *The Sun* for publishing features on UFOs. Dr Hynek and the Editor of *Flying Saucer Review* came in for side-swipes: Hynek for neglecting to reveal in his book *The Hynek UFO Report*, apropos the Socorro case of 1964, that local residents had seen and heard nothing, and that the marks at the site could have been made with a shovel, etcetera; your Editor for giving the *Express* information on the Lakenheath events of 1956 and for admitting in a telephone interview that he had been too busy to read the "works" of Philip Klass. The latter, it seems, had discovered that false radar returns known as "angels" are experienced in East Anglia and, in conjunction with a meteor shower, could provide the features for such a case. For his part, however, Ridpath failed to mention the close visual sightings by experienced RAF and USAF pilots and aircrew (in the USAF case, *looking down*).

Perhaps there was some significance in the fact that Ridpath also failed to mention that the Lakenheath/Bentwaters events had been removed from the secret list when the Condon Commission, which had investigated the case, published some detail of it in the US Air Force-sponsored report *Scientific Study of Unidentified Flying Objects* which appeared in the United Kingdom in January 1969. Another thing that missed the attention of our critic was that the late Dr James L. McDonald of Arizona University had made an exhaustive study of the Lakenheath events from the American view point and that his report was given as part of a paper at the meeting of the American Association for the Advancement of Science (AAAS) on December 26, 1969. The paper was published by *Flying Saucer Reveiw* in its issue of March/April 1970.

It was felt that readers of *The Sunday Times* should have the chance to judge some of the inadequancies of Ridpath's article. Hence a letter was addressed to the Editor of the newspaper in the hope that it would be published. Not unexpectedly it was neither acknowledged nor published, although it is known that it reached its destination for it was mentioned in subsequent correspondence between the *Sunday Times* and *Daily Express* (according to Mr. Levy):

"The Editor,
The Sunday Times,
(Readers' letters)
London WC1. March 21, 1978

"Dear Sir,

"Your contributor, Ian Ridpath, interviewed me by telephone and apparently listened to my views on reports of UFOs. He heard that, unlike many, I feel we should not assume that we are looking at an extraterrestrial phenomenon; that the massive nature of the visitations over so many years, the seeming inefficiency of the 'operators', the

frequently ludicrous behaviour of the so-called 'occupants', all seem to militate against the idea of a planned surveillance of our planet by outsiders. I suggested that perhaps we should look at the metaterrestrial theory (the idea of "seepage" of images or objects from parallel universes) or even at the psychical aspects of the reports.

"From his observations in 'The UFO Conspiracy' *(Sunday Times* March 19, 1978) it transpires that he merely wanted to hear me say I had not read the pontifications of his mentor Philip Klass on the matter of the RAF/USAF Lakenheath events of August 1956.

"For the record, news of the Lakenheath affair was released from the secret list in January 1969, thanks to publication of a case history in the report of the U.S. Air Force-sponsored scientific study of UFOs under the late Dr. Edward U. Condon at Colorado University. Condon's team spoke of '...at least one genuine UFO' in the unsolved case. The *Flying Saucer Review* published, a year later, the detailed report of exhaustive enquiries by Professor James E. McDonald of Arizona University, an upper-atmosphere physicist and expert on radar. Dr McDonald gave this report as part of a paper at the A.A.A.S meeting at Boston, Mass., on 26 December, 1969.

"It was this report which I showed to the *Daily Express* and, not surprisingly, they presented a very shortened version of it."

"Yours truly,
Charles Bowen,
Editor, Flying Saucer Review."

An interesting outcome of the Ridpath article was that a Mr. Wimbledon, a former RAF officer, wrote to *The Sunday Times* (April 9, 1978) stating that he was chief controller at the main radar station in Norfolk on the night of the Lakenheath incident, and was responsible for scrambling the *Venom* night fighters. He was puzzled that the story should have been "leaked" despite strict secrecy having been imposed (puzzled naturally enough, for nobody had bothered to mention the declassification or the Condon Report in their articles): he wondered also how the incident could have been thoroughly investigated by Klass when he, a main participant, had never been approached.

This does not surprise us for Mr. Wimbledon cannot be blamed for not knowing how professional debunkers work.

As a footnote there is the story of the interesting Stonehenge film which had been investigated by UFOIN, and which was to be featured in a programme by Granada TV in the North West of England. The witnenesses, together with Jenny Randles and Peter Warrington, Dr Paul C.W. Davies and, it is understood, Ian Ridpath, were lined up to appear on the evening of April 21, 1978. On the morning of that Friday, however, there was quite a stir when Ridpath broadcast on radio for the "other side" – the rival BBC – about the film, complete with explanation. An article under his signature also appeared in the *Daily Express* (southern editions only) under the title "Great Balls of Fire" in which the ball lightning theory was expounded. Perhaps it is not surprising Mr. Ridpath did not appear in the Granada feature on April 21st which, as a hastily arranged follow-up, was networked on April 22nd.

THE VALIDITY OF INVESTIGATIONS UNDER HYPNOSIS

IT had been my intention to comment in this issue's Editorial leader on the vexed question of, for example, CEIV (abduction cases) and the investigation thereof with the aid of hypnotic regression of the contactee(s). Other matters, however, have been pressing enough to demand our space in this issue.

Suffice it to say that it has been shown by Dr. Alvin Lawson and others that a "witness" can fantasize subconsciously as easily as he can in his conscious mind, and this should be remembered when studying such cases.

Nevertheless we are prepared to listen to those who claim to have had close encounters of a fantastic nature, and who can recall details of their experience without experiencing any mental block. So the fact that the flow of a witness's account need to be released with the aid of questioning when he or she is regressed, should not militate against our considering that account to any degree other than that which we would accord a verbatim story.

We should always be prepared to ask ourselves: "what puts this story, frequently pointless and ludicrous, often alarming, into the mind of the contactee – and why? So much of it, particularly the "messages" or "philosophical lectures," seems jejune in concept, and consists of gibberish, gobbledegook or plain, unadorned "b/s." And it seems to issue with equal facility from the mouths of both those with "untrained" and those with "trained" minds.

The accounts may be true, or they may be false – in that they are part of some planned deception – but we will never know unless we record and study them. Which is one good reason why FSR pays more than passing attention to CEIII and CEIV humanoid reports.

CHARLES BOWEN

From Brad Sparks

Dear List Members,

This new information illustrates the point I was trying to get at: This new testimony concerning post-2 AM Venom interceptions on Aug. 14, 1956, seems to have nothing to do with the classic accounts of the midnight (circa 0000 hours) Venom fighter interception provided by both the American military air controller Forrest Perkins at Lakenheath and the British intercept controller F. H. C. Wimbledon at Neatishead. According to the new info the "first" of these two (other) Venoms took off at 0200 hours, or about two hours later. Although there is apparently a one-hour error in reported times in the Lakenheath teletype report as compared to the Bentwaters teletype (possibly due to inadvertent use of British Summer Time and failure to convert to GMT or Z time used at Bentwaters), it is not enough to bridge the gap and more importantly, the direction of the change INCREASES the discrepancy as it drops the Lakenheath times BACKWARDS to agree with Bentwaters.

Unfortunately, none of the USAF documents give a time for the Venom interceptions but they do report the first Lakenheath radar tracks at 0010 hours, which apparently was actually 2310 or 11:10 PM (note the systematic one-hour time error by Lakenheath mentioned above), especially since it had to occur during the shifts of both Perkins and Wimbledon. Perkins' shift was 5 PM to 12 midnight so the Venom intercept has to fit within that time frame. Wimbledon's shift started at about 11 PM. So the main Venom interception events that they reported had to have taken place between 11 PM and 12 midnight. Perkins states the first Venom was launched about 30-45 minutes after the first Lakenheath radar tracks, or therefore around 11:40 PM.

The fast Bentwaters radar-visual track may possibly have been an extraordinary meteor fireball, given the straight-line trajectory and extremely high speed (much higher than the operators' casual estimates of 2,000-4,000 mph as they undoubtedly wanted to minimize the excessive speed). The best speed determination was an involuntary one due to disappearance and reappearance on each side of the radar blind zone directly above the Bentwaters MPN-11A Ground Controlled Approach (GCA) radar within the space of a one-second half-sweep of the radar antenna, from 2 miles east to 3 miles west, or a total of 5 miles in one second = 18,000 mph. This is comparable to low-speed meteor velocities.

The main problem is the altitude, which seems much too low for a meteor, especially since no hypersonic shock wave was noted (sonic boom). An anonymous pilot at 4,000 feet reported that a bright light "streaked under" his aircraft from east to west at "terrific speed" -- at the same time Bentwaters tower saw the bright light pass "over the field" east to west at "terrific speeds" at about 4,000 feet, and at the same time as the Bentwaters radar tracked the high-speed east-west UFO, in the words of Lakenheath intelligence officer Capt. Paula Stimson, USAF, writing a few days later on Aug. 16, 1956 (so it is at least 3rd-hand hearsay as to the unidentified pilot and 2nd-hand as to the Bentwaters tower personnel). Perkins clearly remembered the east-west streaking light and simultaneous high-speed east-west radar track in his letter to the Condon project in Feb. 1968, with the only confusions being that he thought Bentwaters was Sculthorpe, and that the C-47 pilot (Perkins added the info about type of aircraft) was at 5,000 feet.

The asymmetry between the blip disappearing 2 miles on the east side of Bentwaters but reappearing 3 miles on the west side suggests the object did not fly directly over Bentwaters, but off to one side, either north or south of the radar site and possibly at an angle to the east-west line (one or the other blip may not have been precisely east or west of the radar).

If it had been symmetrical then the blips would have been 2 miles east and 2 miles west, or 3 miles east and 3 miles west, or something in between such as 2-1/2 miles east and 2-1/2 miles west, and the rotating radar beam would have hit the target exactly 180 degrees after the first blip. To come out asymmetrical apparently means the target moved on a line off the center of the radar scope so that the beam hit it earlier or later than 180 degs. of sweep, so the distance traveled on the west side of the radar would be different than on the east side, and "east" and/or "west" would not be exactly at 90 and 270 degs. azimuth. (The only other possibility is a sudden acceleration from say 2 miles in 1/2-second to 3 miles in the next 1/2-second, or about 1 mile per second per 1/2 second, or 10,560 feet/sec per sec, or about 328 g's. But the simpler explanation is the target did not fly directly overhead of the radar and that there was an imprecision in the "east" and "west" azimuth bearings.) About 150 degs. of radar sweep in about 0.8 second or about 225 degs. of sweep in 1.25 seconds would give a 2-and-3-mile east-west asymmetry and the track would pass at least 0.6 mile or 3,000 feet from Bentwaters at the closest, or a maximum elevation angle of roughly 53 degs. above the horizon if at an altitude of 4,000 feet. The target's flight track would be offset up to about 12 to 25 degs. from the 270-degree east-west line. Thus, the target's heading must have been between about 245 and 295 degs.

What is interesting is that Airman John Vaccare's account reports the fast-track Bentwaters radar UFO on an angled heading of 295 degs. (not straight east-west 270) -- remarkably confirmed by the geometric analysis of the 2-and-3-mile radar blips (above) that no one has thought of in the intervening 40+ years till last week. This tends to confirm the presence of a real, high-speed radar target over England that night (either a solid object or some kind of radar-reflective plasma).

(Since Vaccare's account gives a 9:30 PM time and the Lakenheath teletype gives a 10:55 PM time for the 2-and-3-mile radar blips coinciding with the streaking light, these probably were all one and the same event with errors in time reporting and minor differences in details or precision of reporting (see below). It is odd that Airman Vaccare would report the 9:30 track and then say nothing about the exactly similar 10 and 10:55 tracks -- unless it was one and the same event. Likewise it is strange that Sgt. Elmer Whenry would describe the 10 PM track and say nothing about an earlier one, at 9:30, or a later one at 10:55. It is more likely that it is the same event but with a scatter of erroneous times -- when they were interviewed two weeks later on Aug. 27 they evidently did not have log entries in front of them so everything was recounted from memory (with the usual casual errors creeping in).)

The Perseid meteors were highly active at that time, usually peaking around Aug. 13-14 each year. The Lakenheath teletype report states (my CAPITALS), "Ground observers report UNUSUAL AMOUNT [of] SHOOTING STARS in the sky. Further state the objects seen were definitely not shooting stars as there

were no trails behind as are usual with such a sighting." (It is not true that absence of "trails" discredits the meteor possibility.)

One major branch of the Perseids, the Beta Perseids, have a radiant that would have sent a meteor on a heading of about 227 degs. azimuth (NE to SW) from about 18 degs. altitude above the horizon, at 9:55 PM, or about 237 degs. heading from about 26 degs. above the horizon at 10:55 PM, which is not too far off from the 245-deg. heading at the low end calculations from the 2-and-3-mile blip geometry. But this disregards Vaccare's specific data about a 295-deg. heading. And it would be difficult to explain how a meteor on a descent angle of 18 to 26 degrees could maintain such an obviously near-horizontal path at so low an altitude for the entire 40-50-mile length of the Bentwaters fast track. Unless we are dealing with a bizarre plasma phenomenon that is initiated by a meteor entry and thus creates no sonic boom. Shouldn't establishment science be intensely interested in such a possibility?

The appearance of the strange blips so close to the Bentwaters radar (2 to 3 miles on each side) would seem to confirm the extremely low altitude because of the narrow blind zone above the radar, and again tends to confirm the existence of a real target (either a solid object or plasma). Radar beams typically cover from the horizon up to perhaps 30-45 degrees altitude angle (I don't have the exact radiation pattern for the MPN-11A). Targets at an altitude of 4,000 feet as estimated here could be tracked close in to the Bentwaters radar, but not at a much higher altitude than that. A target at say 50,000 feet might not be able to come closer than about 7 miles and still remain in the radar beam, but a target at 4,000 feet could stay illuminated by the radar at the 2-mile distance reported (or even a bit closer). If I had the exact figures for the MPN-11A radar's elevation angles I could tighten up this argument some more.

The time confusion alone surely removes this case from the list of BEST radar-visual UFO cases, while strongly validating Hynek's 1956 letter which unsuccessfully pleaded with the Air Force to thoroughly investigate the case. One would have hoped the British kept copies of the radar logs with the exact times which could have resolved the chronological confusion (none of the USAF records are available if extant). Yet, we do have a convergence of data and calculations based on the constraints imposed by the radar blind zone and the disappearing/ reappearing blips that no one anticipated in 1956, which point to a 295-degree heading, a 15,000+ mph speed, and a 4,000-foot altitude for the Bentwaters "streaking light" UFO.

In any case, this fast-track at Bentwaters has nothing DIRECTLY to do with the circa-midnight and post-2 AM Lakenheath-initiated fighter interceptions since the UFO was not continuously tracked between the two sets of events.

The large group of more than a dozen objects traveling at the very slow speed of 80-125 mph must be due to anomalous propagation -- no visual observer saw any such thing, nor did other radar sets, and the T-33 aircraft vectored to the objects saw and tracked nothing. The convergence of these dozens of radar targets into a single target at one point is like the multiple images reflected from the shimmering surface of a pond that resolve into a single image when the shimmering stops.

Again, one would still like to have more data on who the PILOTS of the post-2 AM Venoms were, what time the second of these Venoms took off (there is a mention of "Ivan Logan's log book which documents that Brady's flight took off first at 0200 on 14 August" but doesn't say what time Logan's own flight took off), what times the interception attempts and other events occurred, and a map (or coordinates) of where they flew and when. I would still like to see the 1957 British document mentioning the incident. I understand Jenny Randles has been in poor health but was hoping someone else in Britain might have the same info readily available.

Brad Sparks

Date: Fri, 30 Jan 1998 19:35:58 -0500
From: James Easton <**Error! Bookmark not defined.**>
Subject: Re: Lakenheath-Bentwaters

Regarding...

>Date: Fri, 23 Jan 1998 09:52:40 +1100
>From: John Stepkowski <**Error! Bookmark not defined.**>
>Subject: Re: Lakenheath-Bentwaters

John wrote:

> * Brad Sparks writes:

>>Dear Drew:

>>Thanks for the reference to Randles' chapter. Unfortunately it
>>doesn't say who the pilots were, what time and other data were
>>uncovered in their flight logs, and what other information that was
>>said to have helped in reconstructing the events. There was no
>>publication given for obtaining further info. I can't tell if these
>>guys came before or after midnight on 13-14 Aug 1956, which makes
>>a considerable difference insofar as radar controller Wimbledon's
>>account is concerned.

>Perhaps some of our British listmembers might be able to help you
>with more info on Jenny's video about the incident.

>Last year (possibly '96) she produced a documentary looking into
>recently declassified British gov't UFO docs, and it was through
>these that she located the pilots involved in the event.

John,

The program was featured in a series unfortunately entitled,
"Secrets of the Paranormal".

On the Lakenheath-Bentwaters case, initially, a film clip shows Jenny

in the Public Records Office, and she states:

"We have a report here in response to questions about radar trackings.

In 1955 there were no unexplained incidents of UFOs, but in 1956 a total of six unidentified flying objects were received [presumably this means reports of! - James]. Of this total, three were radar sightings,

..another, was a report of an unusual object on Lakenheath radar, which at first moved at a speed of between two and four thousand knots and then remained stationary at a high altitude. No visual contact was made with this object by the Venoms sent to intercept it and other radars failed to pick it up".

This is assumed to be a reference to the August 14th incident.

The two men interviewed, for the first time publicly, were John Brady and Ivan Logan, Navigators 23 Squadron RAF 1956. Their respective narrative follows:

IL: John and I were both, although we were in different aeroplanes, we were both involved in the incident...

JB: ...and looking for something that the Americans said was there, which we had some difficulty finding, but eventually did find. We think!

They took us to various parts of the sky to look at various things.

IL: They sounded a little bit exited about it.

JB: We were scrambled to go and look at something the Americans had on their radar tubes, that told us straight away that this was unusual.

IL: We would expect to intercept over the sea, probably 120 miles out to sea and at thirty thousand feet...forty-five thousand feet. Here we were over land at four thousand, four-seven, that sort of height.

Jenny then shows Ivan Logan's log book which documents that Brady's flight took off first at 0200 on 14 August.

JB: We were airborne for 55 minutes.

She asks if they tried to close in on the object:

JB: Yes, but this was impossible because in my opinion the thing was stationary and you can't intercept a stationary object in an aircraft travelling at something like 350 miles per hour.

We overshot it, went past it, flew down and then turned round and vectored onto it again and exactly the same result. It was a blip, just disappearing down the tube.
[End]

>No evasive manoeuevers, no UFOs "jumping" on the tails of the Venoms
>with the pilots' desperately trying to shake them off, etc.

>It's hard to reconcile the "classic" high-drama Lakenheath report as
>outlined by Thayer with the account given by the RAF crew involved.

Indeed, John.

At the end of the interview, Jenny asks if the navigators were at any time aware of other ground radar trackings, ground visual sightings, or that a USAF transport aircraft flying at 5000 feet between Bentwaters and Lakenheath was looking down on a 'yellow glow' where the object was thought to be.

They jointly express a consummate surprise at hearing Jenny comments and claim it would be the first they had heard about any of this.

James.
E-mail: **Error! Bookmark not defined.**