

6 May 1991.

Dear Sir/Madam,

I am writing to you with the hope that you may be able to help me. I have seen various press reports (Daily Telegraph, Guardian, Daily Star) which refer to the sighting of an object described as being 3 metres in length and cylindrical. This object was apparently observed at approximately 22000 feet on April 21 around 9pm by Captain Section 40 who was flying en route from Milan to Heathrow. The sighting apparently occurred over Kent. My reason for writing is to enquire if you can help on several points.

- 1. Has there been an official MOD investigation of this case, or has the MOD assisted in an official Civilian Aviation Authority invest--igation?
- 2. Can you confirm that the MCD does not have an air-to-surface missile which could go to 22000 feet?
- 3. Is the Rapier missile only launched from Aberporth, Wales and Tain in Scotland, and is its limit around 10000 feet?
- 4. Could the sighting be connected with the firing range at Lydd ?
- 5. Is it possible to obtain copies of any records relating to this case which may have been forwarded to the MOD? As I understand it a tracking was made at West Drayton. Is it possible to obtain copies of any final reports pertaining to this case?

Should you be able to help in any way it would be very much appreciated as this is just for my own interest. Thankyou for taking the time to read my letter. I have enclosed a SAE.

Yours Faithfully,



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Civil Aviation Authority

AT(**CCURRENCE REPORT**

NOTES: (i) See Instructions and Explanatory Notes on reverse

(ii) When completed, please send white copy only to:

Safety Data Analysis Unit

SDAU copy — white Local management copy - yellow Reporter's copy - blue

CAA Occurrence Number 91/01/51 E

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NOTES:(i) See Instructions and Explanatory Notes on reverse.

(ii) When completed, please send white copy only to:

Safety Data Analysis Unit

2W, Aviation House, Gatwick Airport, South Area, Gatwick, West Sussex RH6 0YR.

SDAU copy — white

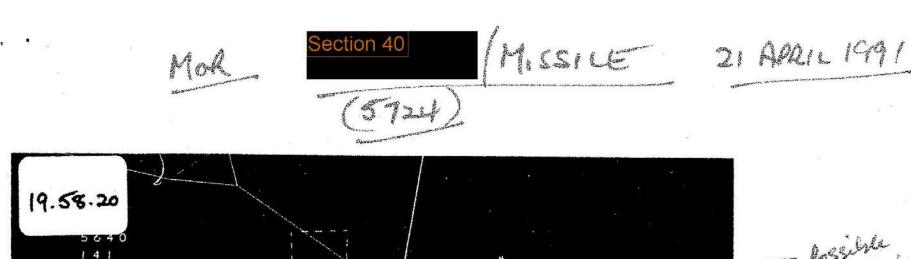
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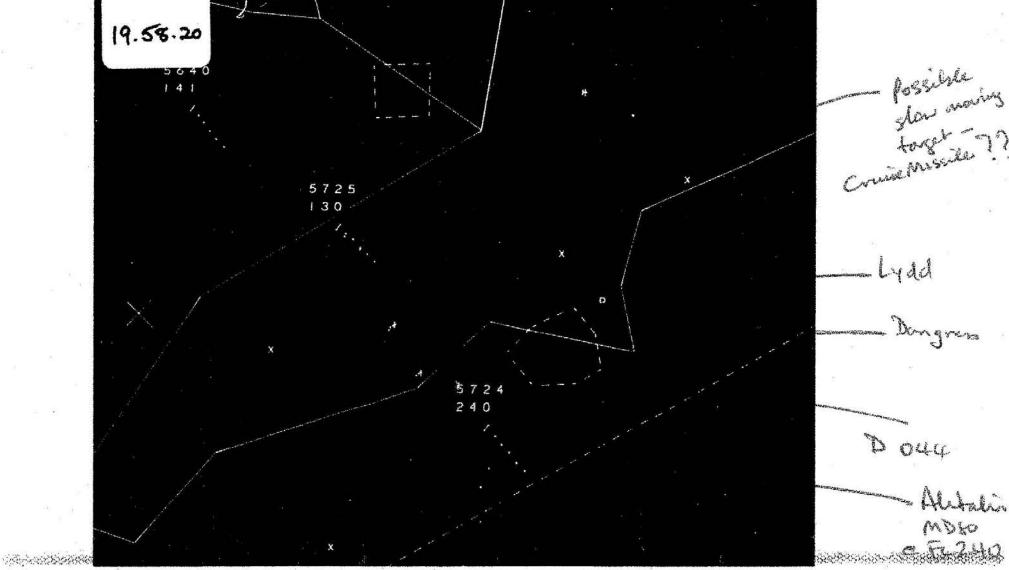
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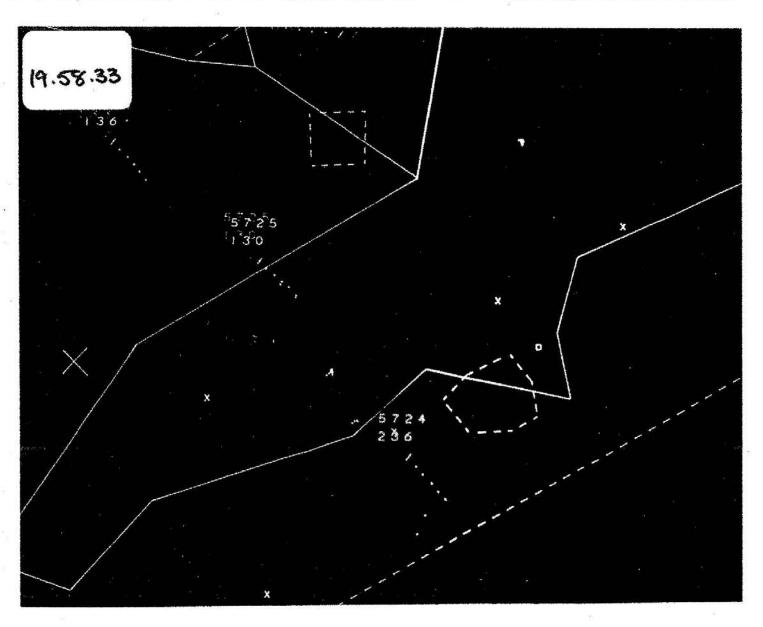
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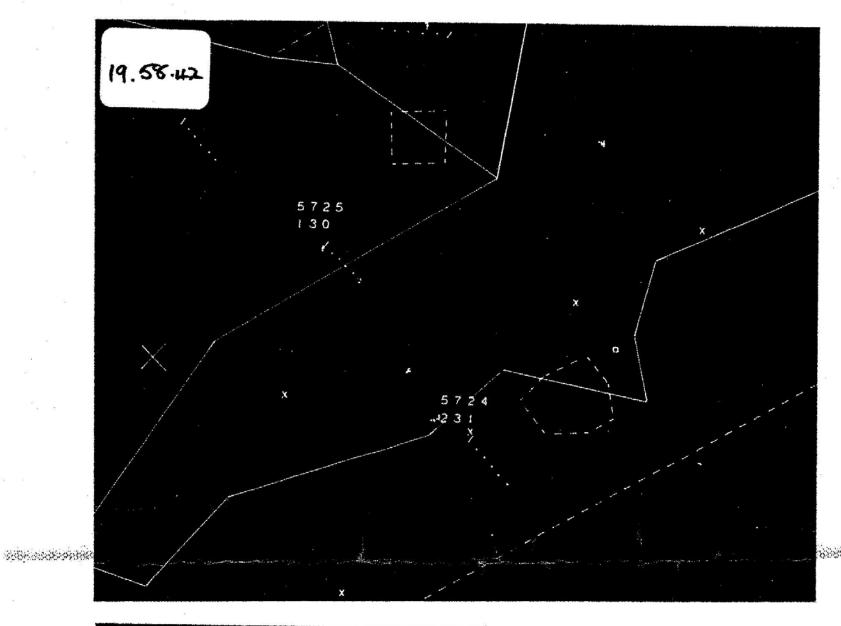
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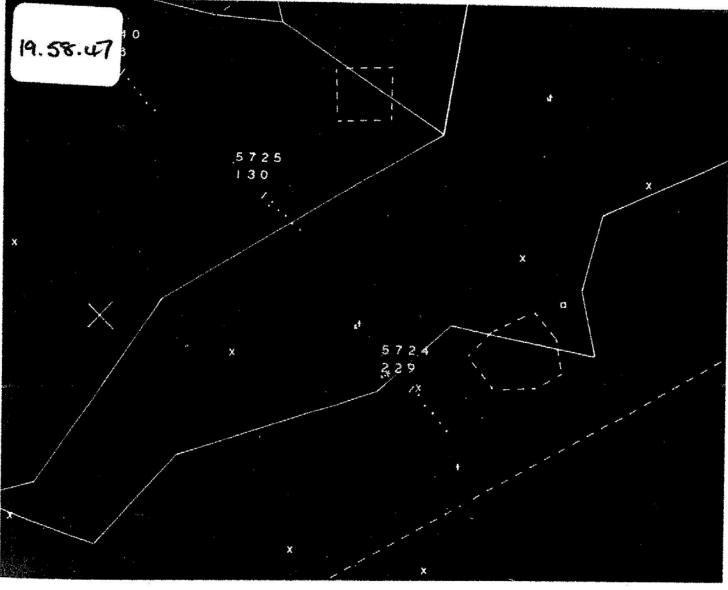
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	Section 40
1/5/91	Phone call from LATEC Information & Investigation
	section to info'd us that an Arco had maked
	that Southern TV had run a short news article
	about a bey who had witnessed seeing a missile
	on the same evening (20 Apr) flying at low level
	before climbing up through cloud and disappearing
	out of sight. Radar Photos of the mident
	reported by Alitalia due to annie today.
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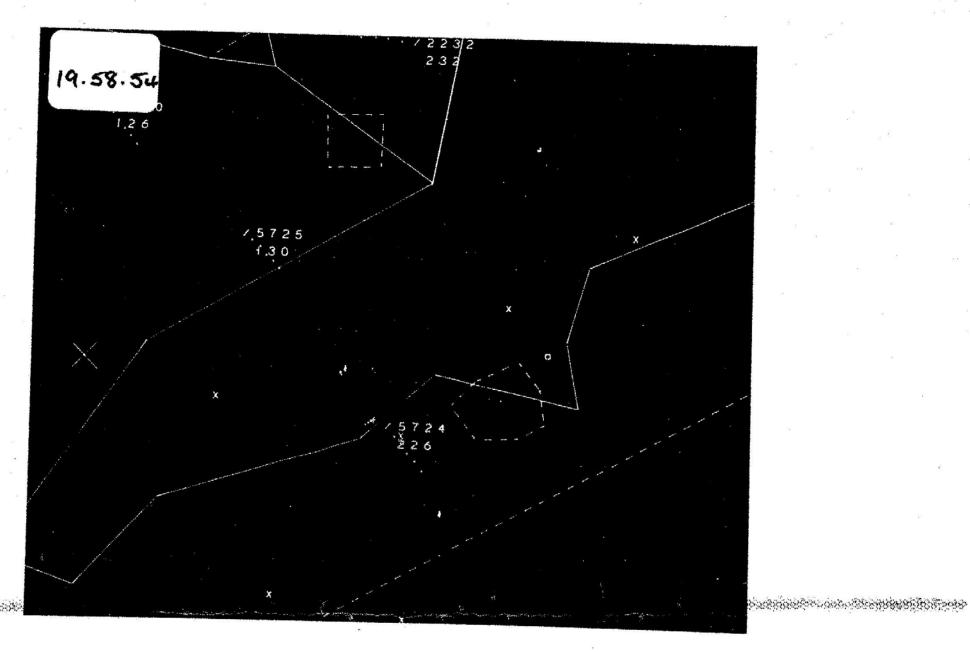


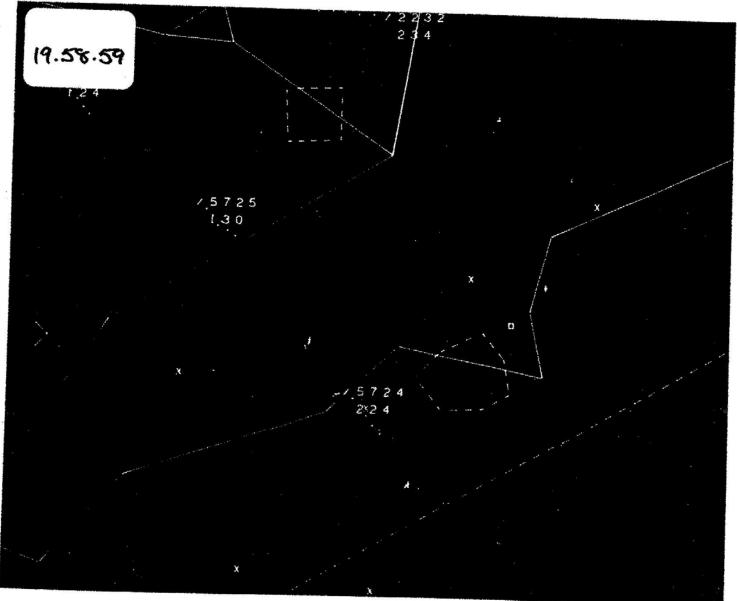


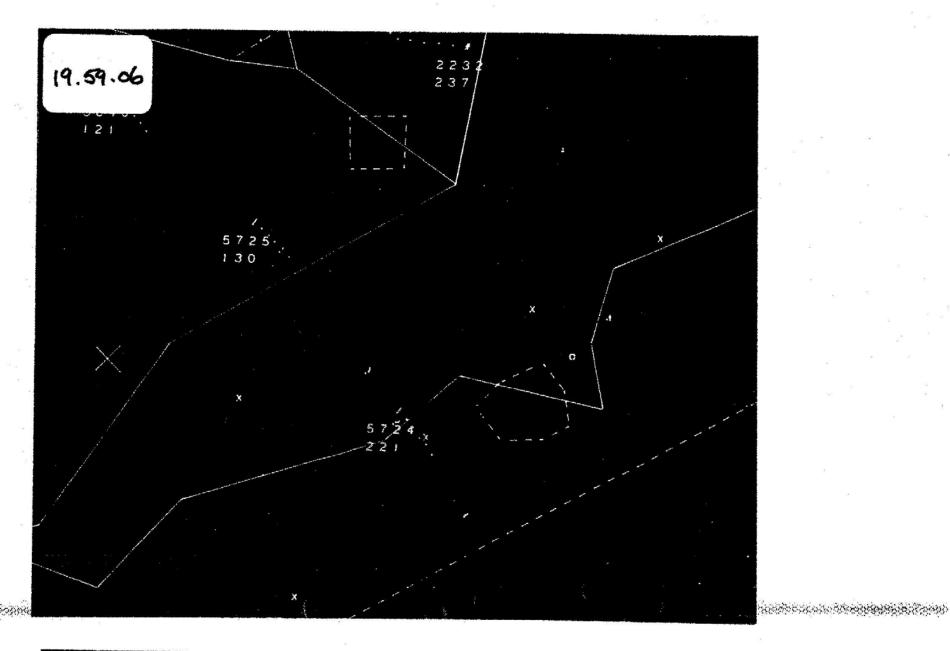


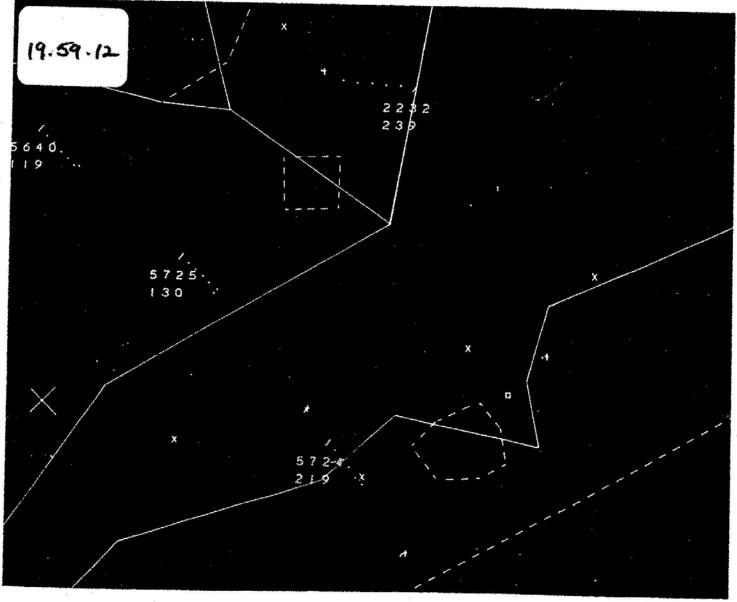


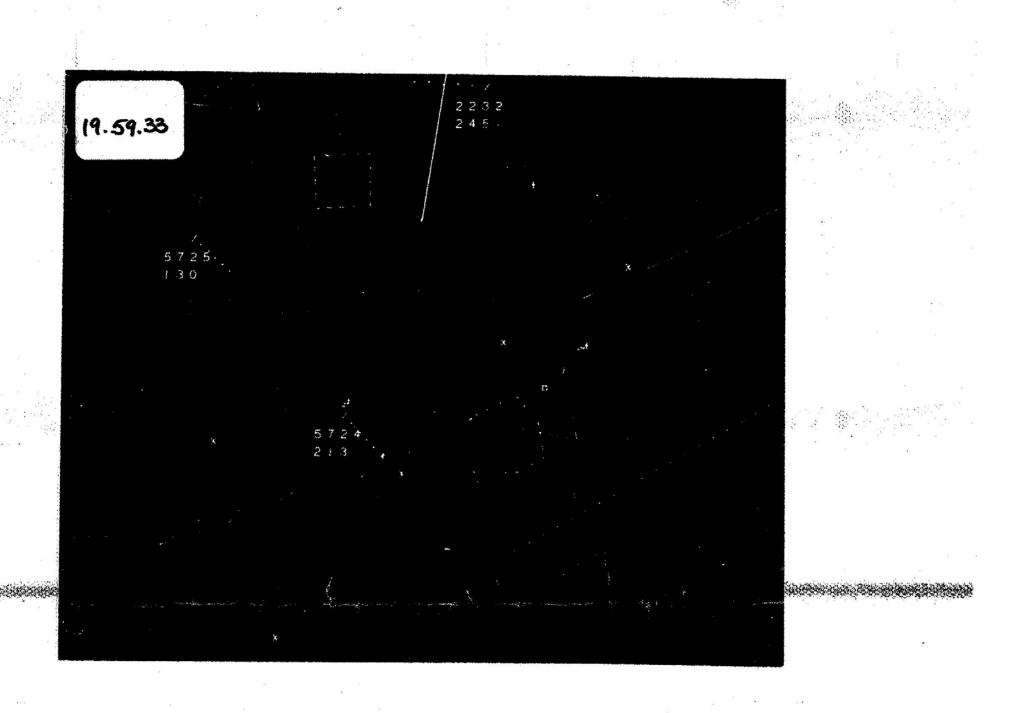














Inquiry into pilot's sighting of missile

THE CIVIL Aviation Authority has launched an investigation into a reported near-collision between a passenger airliner and a missile in civilian airspace over Kent.

But the Ministry of Defence said it could not have been a British missile. The CAA says that there were no other aircraft under its control there and that it has still failed to explain the sighting.

Captain Achille Zaghetti, pilot of the McDonnell Douglas MD80, operated by the Italian airline Alitalia, was flying from Milan to Heathrow at 22,200ft, with 57 people on board, on 21 April when he reported to British Air Traffic Control that a missile had flown less than 1,000 feet above him in the opposite direction.

It was 9pm, still light in the air, and the local air traffic controllers at Lydd airport said the visibility was exceptionally good.

Capt Zaghetti said the missile was light brown and about 3 metres long. His co-pilot confirmed the sighting. Their descriptions are consistent with a target missile used for artillery or air defence practice, but the Ministry of Defence insisted yesterday that none were in use on 21 April.

Although it has taken the report of an experienced pilot at face value, in a public statement yesterday the CAA attempted to imply that he had seen a drifting object, perhaps a stray balloon.

The Independent'

By Stephen Ward

The statement said: "The pilot said the object was light brown, round, 3 metres long, and did not describe any means of propulsion. The aircraft was under the control of the London air traffic control centre who had no other aircraft in the vicinity but consistent with the pilot report, a faint radar trace was observed 10 nautical miles behind the Alitalia aircraft.

"The air traffic controller submitted an occurrence report and investigatory action began immediately. Extensive inquiries have failed to provide any indication of what the sighting may have been."

A Ministry of Defence spokesman said yesterday: "Whatever he might have seen might have been something that was flying, but was certainly not anything that was fired. It was a Sunday. The only ranges we have in the Kent area are Lydd and Hythe, and they are concerned with small arms only."

Asked if target missiles were used, he said: "It's absolutely in the middle of the busiest air traffic area. People just don't fire missiles there, but of course, we do have quite a few UFO reports and often people who see these things describe them as missile or cigar-shaped, or else round, and sometimes they do appear to be travelling with no means of propulsion."

6 May 1991

<i>f</i>		
		COLLISION - AIR TRAFFIC INCIDENT REPORT FORM
1	101	E: 10) To be filled in printed characters and in english language. 20) Shaded boxes contain items to be included in an initial report by radio. 30) Items marked this *must be deleted as appropriate.
		SECTION 1 - GENERAL INFORMATION
TYPE OF INCIDENT	Α	INCIDENT NEAR COLLISION PROCEDURAL/FACILITY*
NAME OF PILOT-IN-COMMAND	В	Section 40
OPERATOR	С	ALITALIA
IDENTIFICATION MARKINGS OF AIRCRAFT	D	1- DAWC
AIRCRAFT TYPE	É	M D 80
RADIO CALL SIGN -IN COMMU- NICATION WITH - FREQUENCY	F.	Section 40 _ LON 124.1 - AT~ 2000/
AT TIME OF INCIDENT	G	MILAN-LINATE
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TYPE OF FLIGHT PLAN		UER
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FL, ALTITUDE OR HEIGHT-AL- TIMETER SETTING - ATTITUDE	κ	LEVEL FLIGHT 'CLIMBING DESCENDING' TURNING* FL 222 - ALT 1013 - Section
FLIGHT WEATHER CONDITIONS AT TIME OF INCIDENT		IMC/VMC Distance above/below cloud/fog/haze VMC 30 Km/NM*
, , , , , , , , , , , , , , , , , , , ,	L	Distance horizontally from cloud Between cloud layers Km/NM#
e e		In cloud/rain/snow,/sleet/fog/haze Flying into/out of sun Reported/estimated flight visibility 30 Km/NM*
DATE AND TIME OF INCIDENT	м	104 114 hours and local sign and 191/91 ~ 2000/
	<u>. </u>	SECTION 2 - DETAILED INFORMATION.
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AIRCRAFT, IF RELEVANT:		OBJECT SIMILAR MISSILE - WITHOUT EXHAUST FLAME -
Type, high/low wing, N. of engines Radio call sign, registration	L	INKNOWN
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Other available details	L	ABOUT 3 METERS LENGTH - ROUND SHAPE-
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OF COMPLETION OF FORM		SECTION 3 - SUPPLEMENTARY INFORMATION
20		by ATS unit concerned (not for pilot's use)
HOW REPORT RECEIVED	Р	RADIO/TELEPHONE/TELEPRINTER*AT ARO/AFIS/TWR/APP/ACC/FIC*
DETAILS OF ATS ACTION: Clearance, incident observed on		
radar, worning given, result of local enquiry, etc.		
* Delete as appropriate		R. C.

ICAO - PANS RAC (DOC 4444 - RAC/501/10

			
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LOOSE MINUTE

D/Sec(AS)12/2

9 May 1991

GE3(RAF) Sec(AS)1a

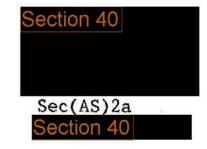
Copy to:

DI55 DDPR(RAF)

CAA REPORT OF AIR INCIDENT NEAR LYDD ON 21 APRIL 1991

References: A) Letter from Section 40 dated 6 May 1991

- B) Article from 'The Independent' newspaper dated 6 May 1991
- C) CAA Incident Report dated 25 April 1991
- 1. Please find attached a copy of the CAA report of an air incident reported by an AlItalia MD80 aircraft on 21 April near Lydd in Kent (Reference C). I also attach copies of References A and B.
- 2. Given the MoD spokesman's published denial of any UK military involvement, I believe that the radar evidence attached to the report which shows an object in the vicinity of the AlItalia aircraft should be examined (in the first instance) in the context of an air defence/air safety matter rather than as a UFO report.
- 3. I would be appreciative if GE3(RAF) (consulting with DI55 as appropriate) could provide the CAA with the assistance they have requested in their covering note to the report. I also believe that it would be more appropriate, in this case, for Sec(AS)1a to undertake to answer Section 40 letter as the questions he has posed are not strictly UFO-related.
- 4. I would be grateful for sight of any conclusions which GE3(RAF) may draw from his enquiries, as if no firm conclusions can be drawn, it will be necessary to reappraise our approach to this sighting.



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91-05-07 10:21

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440654/DS1/91 SUBJECT AIR INCIDENTE REPORT CONCERNING FLIGHT Section 4D
ON DATE 21 APRIL 1991 DEAR SIRS YOU ARE KINDLY REQUESTED TO SEND US
LOOPY OF THE RESULTS OF YOUR INVESTIGATION ON THE ABOVE MENTIONED
IL CAPO SERVIZIO Section 40

NNNN*

RECEIVED FROM Section 40

\$\$.

05.07.1991 11:33

MEMOF YDUM

To \$53 (RAF)
Sec (AS) 1a

PTSS (RAF)
Date 13 Nay 191

Your ref.

MOD Form 4A

From Sec (AS) 2a

Rocm Section 40

MCUN BULLOW

Tel. NB Section 40

Our ref. D Sec (AS) 12/2

Subject CAA REPORT OF ATRINCTDENT NEAR LYDD
Reference: D/Sec(08)12/2 dated 9 May 1991

1. Further to my loose minute at Reference
in which I asked GE3(RAF) to examine
the CAA report on the Air Incident reported by
the Altalian MD80 air-craft, I attach for
your information a copy of the pilots report
of the incident.

Realt/ Appointment

Eo

Name in Section 40
Block Letters

Signature

Section 40
Section 40

Section 40

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and we enclose all the known
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info reported by Southon T

Section 40

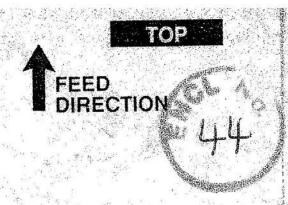
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Section 40

SAFETY REGULATION GROUP
Civil Aviation Authority

Aviation House, South Area, Gatwick Airport, Gatwick, West Sussex RH6 OYR Telephone Section 40

[Cle: 12/2



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14 MAY 1991

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FOR CXJ

ROUTINE 1417002 MAY 91

FROM SOC SOUTH MEATISHEAD

TO MODUK AIR

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SUBJ: ALITALIA/BROWN MISSILE INCIDENT 21 APR 91. REGERT UNABLE TO SUBJ: ALITALIA/BROWN MISSILE INCIDENT. VINTON RADAR RECORDING CAMERA PROVIDE ASSISTANCE IN SUBJECT INCIDENT. SQN LDR OPS SENDS EXT Section 40 WAS UMBERVICEABLE ON DATE OF INCIDENT. SQN LDR OPS SENDS EXT Section 40

BT

DISTRIBUTION KAL

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CXJ 1 AFTO CAM 1 F6(AIR)

CBD 4 I OF FS(RAF)

MINISTRY
OF DEFENCE
15 MAY 1991
DIRECTURATE OF AIR DEFENCE (RAF)

LOOSE MINUTE

D/Sec(AS)8/1

21 May 1991

GS Sec 1d Sec(NS)b Company Secretary DRA

Copy to: Sec(AS)2a





CAA REPORT OF AIR INCIDENT NEAR LYDD ON 21 APRIL 1991

- Please find attached a letter we have received from a member of the public about the above incident. I would be grateful for your advice on questions 2, 3 and 4.
- Could GS Sec 1d and Sec(NS)b comment on question 2, assuming that the question actually relates to surface-to-air missiles.
- Could GS Sec 1d and Company Secretary DRA comment on question 3. I understand that the main area for the launching of Rapier missiles is actually the RA Range Hebrides, although the Aberporth range is also used.
- Could GS Sec 1d comment on question 4, and give a bit of background information on what activity takes place at Lydd.
- Whilst the Air Force department is already looking into this incident, any information or suggestions that addresses are able to provide would be most-welcome!
- I would be grateful for responses by cop Wednesday 12 6. June.





6 May 1991.

Dear Sir/Madam,

I am writing to you with the hope that you may be able to help me. I have seen various press reports (Daily Telegraph, Guardian, Daily Star) which refer to the sighting of an object described as being 3 metres in length and cylindrical. This object was apparently observed at approximately 22000 feet on April 21 around 9pm by Captain Section 40 who was flying en route from Milan to Heathrow. The sighting apparently occurred over Kent. My reason for writing is to enquire if you can help on several points.

- 1. Has there been an official MOD investigation of this case, or has the MCD assisted in an official Civilian Aviation Authority invest--igation?
- 2. Can you confirm that the MOD does not have an air-to-surface missile which could go to 22000 feet?
- 3. Is the Rapier missile only launched from Aberporth, Wales and Tain in Scotland, and is its limit around 10000 feet?
- 4. Could the sighting be connected with the firing range at Lydd ?
- 5. Is it possible to obtain copies of any records relating to this case which may have been forwarded to the MOD? As I understand it a tracking was made at west Drayton. Is it possible to obtain copies of any final reports pertaining to this case?

Should you be able to help in any way it would be very much appreciated as this is just for my own interest. Thankyou for taking the time to read my letter. I have enclosed a SAE.

Yours Faithfully,



Fule: 12/2

HEADQUARTERS MILITARY AIR TRAFFIC OPERATIONS



Hillingdon House Uxbridge Middlesex UB10 0RZ

DDI: GPTN:



Section 40



Please reply to The Air Officer Commanding

Your Reference

Our Reference

MATO/13/4/8/RS3A

See Distribution

Date

May 91

ATC OCCURRENCE REPORT - MISSILE? - 21 APR 91

Executive responsibility for the military investigation into the title Occurrence Report has recently been transferred to this Headquarters by the Civil Aviation Authority Safety Data Analysis Unit (SDAU). Copies of both the Alitalia MD 80 captain's report and the LATCC controllers' reports on the incident, which occurred at approximately 2000 hrs on Sunday 21 Apr 91, are enclosed.

2. We understand that you have already undertaken detailed inquiries on behalf of the Ministry of Defence and we would be grateful if, in due course, you could forward your findings to this Headquarters so that we can respond to the SDAU.

> Sqn Ldr for AOC

Enclosures:

Copy of the MD 80 Captain's Report.

Copy of the LATCC Superviser and Controller's Reports.

Distribution:

External:

Section 40

MOD Sec (AS) 2A, Room Main Building

Information: (Less Enclosures)

MOD DDAT/AAR, Room Main Building

SDAU

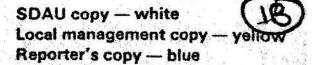
Section 40

-Civil Aviation Authority

ATC OCCURRENCE REPORT

See Instructions and Explanatory Notes on reverse

When completed, please send white copy only to:



1. 11.

CAA Occurrence Number

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Civil Aviation Authority ATE OCCURRENCE REPORT M40/91

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See Instructions and Explanatory Notes on reverse.

(ii) When completed, please send white copy only to: Safety Data Analysis Unit

Safety Data Analysis Unit 2W, Aviation House, Gatwick Airport, South Area, Gatwick, West Sussex RH6 OYR. SDAU copy — white

Local management copy — yellow

Reporter's copy — blue

91/01151 E

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OPERATOR	c		ALITALIA	
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DATE AND TIME OF INCIDENT	M REPOR	TED BY RADIO TO LON	127. LAFIS TWR APP (ACC) FIC *	AT 04/21/91 ~ 200
	2 - 17 Ju	SECTION 2 - DETAILED	INFORMATION	
Type, high low wing, N. of engines Radio call sign, registration Markings, colour, lighting Other available details	N	UN H IGHT BROWN	SSILE - WITHOUT EXH CNOWN - SIMILAR DESER LENGTH - ROUND	ET COLOUR
DESCRIPTION OF INCIDENT: If desired add comment or suggestion, including your opinion on the probable cause of the incident. (In case of near-collision give information an respective flight paths, estimated vertical and horizontal sighting and miss distances between aircraft and avoiding action taken by either a c)	Au Bo Si Rā W	RING DESCEN UT 3-4 SECT NICAR TO A I	T, AT FL 222 9: DNAS A FLYING O MISSILE, LIGHT B TRACK OPPOSITE 200- IT WAS H	SAW FOR A-BJECT, VERY ROWN COLOU THEN MINE
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OF COMPLETION OF FORM	No. 3	REPORT_	REPORT	
		SECTION 3 - SUPPLEMENT by ATS unit concerned ()		
HOW REPORT RECEIVED	P RADIO		*AT ARO: AFIS/TWR/APP/ACC/FIC*	
DETAILS OF ATS ACTION: Clearance, incident observed on	, KADIO/	TELEFHONE/ TELEFKINTER	TALARO, AFTO, THR/AFF/ACC/PICT	

ICAO -PANS RAC (DOC 4444-RAC/ 501 '10

12/2

LOOSE MINUTE

D/Sec(NS)513/2/105

23 May 1991

Sec(AS)1a

Copy to:
GS Sec 1d
Company Secretary DRA
Sec(AS)2a



CAA REPORT OF AIR INCIDENT NEAR LYDD ON 21 APRIL 1991

Reference: D/Sec(AS)8/1 dated 21 May 1991

- 1. The Reference sought advice on a letter from a Section 40 Section 40 about a UFO sighting over Kent on 21 April.
- 2. The only RN surface to air missile capable of reaching 22000ft is the Sea Dart. However, as there were no test firings on the day concerned, I can confirm that one of these could not have been the cause of this incident.

