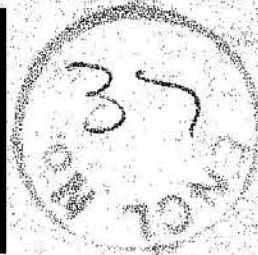


Section 40



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 investigation?
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,

Section 40



|   |  |                                    |  |  |  |
|---|--|------------------------------------|--|--|--|
| CAA   |  | NEW OPEN OCCURRENCE REPORT         |  | OCCURRENCE NUMBER<br>91/01151E                           |  |
|   |  |                                    |  | AIRCRAFT TYPE<br>MISSILE / MD80                          |  |
| BRIEF TITLE :<br>ATC OCC - PILOT REPORTED BEING<br>MISSILE TYPE OBJECT PASSING OPPOSITE DIRECTION |  | OPERATOR<br>UNKNOWN / ITALIA       |  | SDAU COORDINATOR<br>OFS3 EXT [REDACTED] Section 40       |  |
| SDAU COMMENTS<br><br>Sheets 1A & B attached.  |  | EXECUTOR<br>OFS3                   |  | LOCN - AVIATION HOUSE                                    |  |
| ATTN: [REDACTED] Section 40   |  | INFORMEE                           |  | LOCATION   |  |
|   |  | AAIB - FARNBOROUGH                 |  |  |  |
|   |  | ATCI AVIATION HOUSE                |  |  |  |
|   |  | RS3 MATO HILLINGTON HOUSE          |  |  |  |
|   |  | CAP6 (DC/AP) CAA HOUSE             |  |  |  |
|   |  | [REDACTED] Section 40 MSU          |  |  |  |
|   |  | CAA LAB                            |  |  |  |
|   |  | CAP 4 B CAA HSE                    |  |  |  |
|   |  | ATF 2 MOD MAN BUD                  |  |  |  |
| SIGNATURE<br>[REDACTED] Section 40  |  | NAME<br>P.P. [REDACTED] Section 40 |  | DEPT/SECTION<br>Safety Data & Analysis Unit              |  |
|   |  |                                    |  | DATE<br>25th April, 1991                                 |  |
| GTS25N<br>040489  |  |                                    |  | DATE OF ADMIN<br>ACTION<br>29/4/91 [REDACTED] Section 40 |  |



**Civil Aviation Authority****ATC OCCURRENCE REPORT**

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

Local management copy — yellow

Reporter's copy — blue

CAA Occurrence Number

9101151 E

|  |  |   |                             |   |                                     |  |                |                                    |                             |                  |  |
|--|--|---|-----------------------------|---|-------------------------------------|--|----------------|------------------------------------|-----------------------------|------------------|--|
| 1 ACCIDENT   |  | AIRMISS   |                             | APHAZ   |                                     | <u>INCIDENT</u>                          |                | ABANL                              |                             | INFRINGEMENT     |  |
| Circle or fill in boxes 1-51 as required. Please use black ball-point pen.   |  |   |                             |   |                                     |  |                |                                    |                             |                  |  |
| 2 Occurrence Position<br>UA20 - BETWEEN<br>CLIFF AND LYD VOR.  |  |   | 3 FL/Alt/Ht<br>APPROX FL220 |   | 4 Date<br>21 <sup>st</sup> APRIL 91 |  | 5 Time<br>1958 |                                    | 6 Day/Night<br><u>Night</u> |                  |  |
| OPERATOR   |  | CALLSIGN/REGN   |                             | TYPE  |                                     | FROM                                     |                | TO                                 |                             | SSR CODE         |  |
| 7 ALITALIA.  |  | 8 <u>Section 40</u>                                     |                             | 9 MD80  |                                     | 10 LIMZ                                  |                | 11 EGLL                            |                             | 12 5724          |  |
|  |  |   |                             |   |                                     |  |                |                                    |                             | 13 <u>YES/NO</u> |  |
| 15   |  | 16  |                             | 17  |                                     | 18                                       |                | 19                                 |                             | 20               |  |
|  |  |   |                             |   |                                     |  |                |                                    |                             | 21 YES/NO        |  |
| 23   |  | 24  |                             | 25  |                                     | 26                                       |                | 27                                 |                             | 28               |  |
|  |  |   |                             |   |                                     |  |                |                                    |                             | 29 YES/NO        |  |
| 31 RTF Frequencies<br>128.4  |  |   | 32 Radar Equipment<br>PCASE |   |                                     | 33 Equipment Unserviceabilities<br>NONE. |                |                                    | 34 Runway in use            |                  |  |
| 35 TYPE OF AIRSPACE<br><u>RULE 21/CTR/TMA/</u><br>AWY/UAR/ADR/SRA/SRZ/<br>ATZ/UIR/FIR/PURPLE/OTHER   |  |   |                             | 36 TYPE OF ATC SERVICE<br>CONTROL/ADVISORY — PROCEDURAL/RADAR<br>ADC/GMC/APPROACH/AREA<br>RAS/RIS/FIS/ALR |                                     |  |                | 37 SID/STAR/ROUTE                  |                             |                  |  |
| 38 WAS PRESCRIBED<br>SEPARATION LOST<br><u>NO</u>  |  | 39 TRAFFIC INFO GIVEN<br>BY ATC<br><u>YES</u> <u>NO</u> |                             | 40 AVOIDING ACTION<br>GIVEN BY ATC<br><u>YES</u> <u>NO</u>  |                                     | 41 MIN SEPN<br>HORIZ/VERT<br>NOT KNOWN.  |                |                                    |                             |                  |  |
| 42 NARRATIVE — use a diagram if necessary (Aerodromes submit weather report)   |  |   |                             |   |                                     |  |                |                                    |                             |                  |  |
| <u>Section 40</u> REPORTED SEEING A MISSILE CROSS<br>ABOVE THEIR POSITION WHILE DESCENDING<br>THROUGH FL220. PRIMARY TARGET OBSERVED<br>IN REPORTED POSITION. SUPERVISOR ADVISED<br>IN ORDER TO INITIATE INVESTIGATIVE ACTION. |  |   |                             |   |                                     |  |                |                                    |                             |                  |  |
| continue on a separate sheet if necessary  |  |   |                             |   |                                     |  |                |                                    |                             |                  |  |
| 43 Name<br><u>Section 40</u>   |  | 44 On duty as<br>CCF S.E.<br>RADAR controller           |                             | 45 Location<br>C.C.F.   |                                     | 46 Time since last<br>Break<br>30 MIN    |                | 47 Start time of<br>Shift<br>1330. |                             |                  |  |
| 48 CA 939 ACTION<br><u>YES</u> <u>NO</u>   |  | 49 Other Agencies Advised                               |                             | 50 <u>Section 40</u><br>21/4/1991   |                                     | 51 Address/Telephone                     |                |                                    |                             |                  |  |



**Civil Aviation Authority**ATC OCCURRENCE REPORT **M40/91**SDAU copy — white  
Local management copy — yellow  
Reporter's copy — blue **(1A)**

- 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.

CAA Occurrence Number

**91/01151 E**

|   |          |         |       |                 |       |              |
|---|----------|---------|-------|-----------------|-------|--------------|
| 1 | ACCIDENT | AIRMISS | APHAZ | <b>INCIDENT</b> | ABANL | INFRINGEMENT |
|---|----------|---------|-------|-----------------|-------|--------------|

Circle or fill in boxes 1-51 as required. Please use black ball-point pen.

|   |  |   |  |                                       |                         |                                     |                            |
|---|--|---|--|---------------------------------------|-------------------------|-------------------------------------|----------------------------|
| 2 Occurrence Position<br><b>ABM CLIFF</b>   | 3 FL/Alt/Ht<br><b>FL 230/220</b>   | 4 Date<br><b>21-4-91</b>                            | 5 Time<br><b>2000</b>                                    | 6 Day/Night<br><b>(Night)</b>         |                         |                                     |                            |
| OPERATOR<br><b>ANTALIA</b>  | CALLSIGN/REGN<br><b>Section 40</b>   | TYPE<br><b>M080</b>                                 | FROM<br><b>LML</b>                                       | TO<br><b>ECLE</b>                     | SSR CODE<br><b>5724</b> | MODE C DISPLAYED<br><b>(YES/NO)</b> | IFR/VFR SVFR<br><b>IFR</b> |
| 15  | 16   | 17  | 18   | 19                                    | 20                      | 21 YES/NO                           | 22                         |
| 23  | 24   | 25  | 26   | 27                                    | 28                      | 29 YES/NO                           | 30                         |
| 31 RTF Frequencies<br><b>128.4</b>  | 32 Radar Equipment<br><b>PEASE</b>   | 33 Equipment Unserviceabilities<br><b>None</b>      | 34 Runway in use   |                                       |                         |                                     |                            |
| 35 TYPE OF AIRSPACE<br><b>RULE 21/CTR/TMA/<br/>AWY/UAR/ADR/SRA/SRZ/<br/>ATZ/UIR/FIR/PURPLE/OTHER</b>  | 36 TYPE OF ATC SERVICE<br><b>CONTROL/ADVISORY — PROCEDURAL/RADAR<br/>ADC/GMC/APPROACH/AREA<br/>RAS/RIS/FIS/ALR</b> | 37 SID/STAR/ROUTE                                   |  |                                       |                         |                                     |                            |
| 38 WAS PRESCRIBED SEPARATION LOST<br><b>YES/NO</b>  | 39 TRAFFIC INFO GIVEN BY ATC<br><b>YES/NO</b>  | 40 AVOIDING ACTION GIVEN BY ATC<br><b>YES/NO</b>    | 41 MIN SEPN HORIZ/VERT<br><b>NOT KNOWN</b>               |                                       |                         |                                     |                            |
| 42 <b>NARRATIVE</b> — use a diagram if necessary (Aerodromes submit weather report)   |  |   |  |                                       |                         |                                     |                            |
| <p>At approx 2000 the Big controller advised that <b>Section 40</b> reported sighting a missile at FL <del>230</del> 220 about 6 miles west of L/D. In conjunction with Elok the following people were contacted to see if anyone had any information: — DOD, MAS, Elok Dover Coast guards, Police, and via DOD the Army helicopters which were operating between L/D &amp; DVR. At the time of the incident a primary response was observed behind the <b>Section 40</b> tracking NE but no positive information was available from any source. I spoke to the crew via ATC ops and captain <b>Section 40</b> said the missile which was about 5 metres long and brown in colour was at FL 230 and passed him in an opposite direction and he had visual contact for about 5 seconds. A replay of the radar was enlarged thru DOD at 2130 Z.</p> <p style="text-align: right;">continue on a separate sheet if necessary</p> |  |   |  |                                       |                         |                                     |                            |
| 43 Name<br><b>Section 40</b>  | 44 On duty as<br><b>Glav. Sub.</b>   | 45 Location<br><b>C.C.F</b>                         | 46 Time since last Break                                 | 47 Start time of Shift<br><b>1330</b> |                         |                                     |                            |
| 48 CA 939 ACTION<br><b>YES/NO</b>   | 49 Other Agencies Advised<br><b>SEE ABOVE</b>  | 50 Sign/Date<br><b>Section 40</b><br><b>22.4.91</b> | 51 Address/Telephone<br><b>Section 40</b><br><b>25/4</b> |                                       |                         |                                     |                            |



| SAFETY DATA & ANALYSIS UNIT |   | OCCURRENCE NUMBER |
|-----------------------------|---|-------------------|
|                             |   | 91/01151 E        |
| DATE                        | OCCURRENCE REPORT MINUTE SHEET  |                   |
| 30/4/91                     | Spoke to LATCC JAT who will send photos of this incident.   |                   |
| 1/5/91                      | No/A Spoke SL <span style="background-color: black; color: orange;">Section 40</span> (ATF 2 root) <span style="background-color: black; color: orange;">Section 40</span><br>re. incident and faxed details to L. <span style="background-color: black; color: orange;">Section 40</span>  |                   |
| 1/5/91                      | Phone call from LATCC Information & Investigation section who info'd us that an ATCO had noted that Southern TV had run a short news article about a <sup>14yr old</sup> boy who had witnessed seeing a missile on the same evening (26 Apr) flying at low level before climbing up through cloud and disappearing out of sight. Radar Photos of the incident reported by Alitalia due to arrive today. <span style="background-color: black; color: orange;">Section 40</span> |                   |



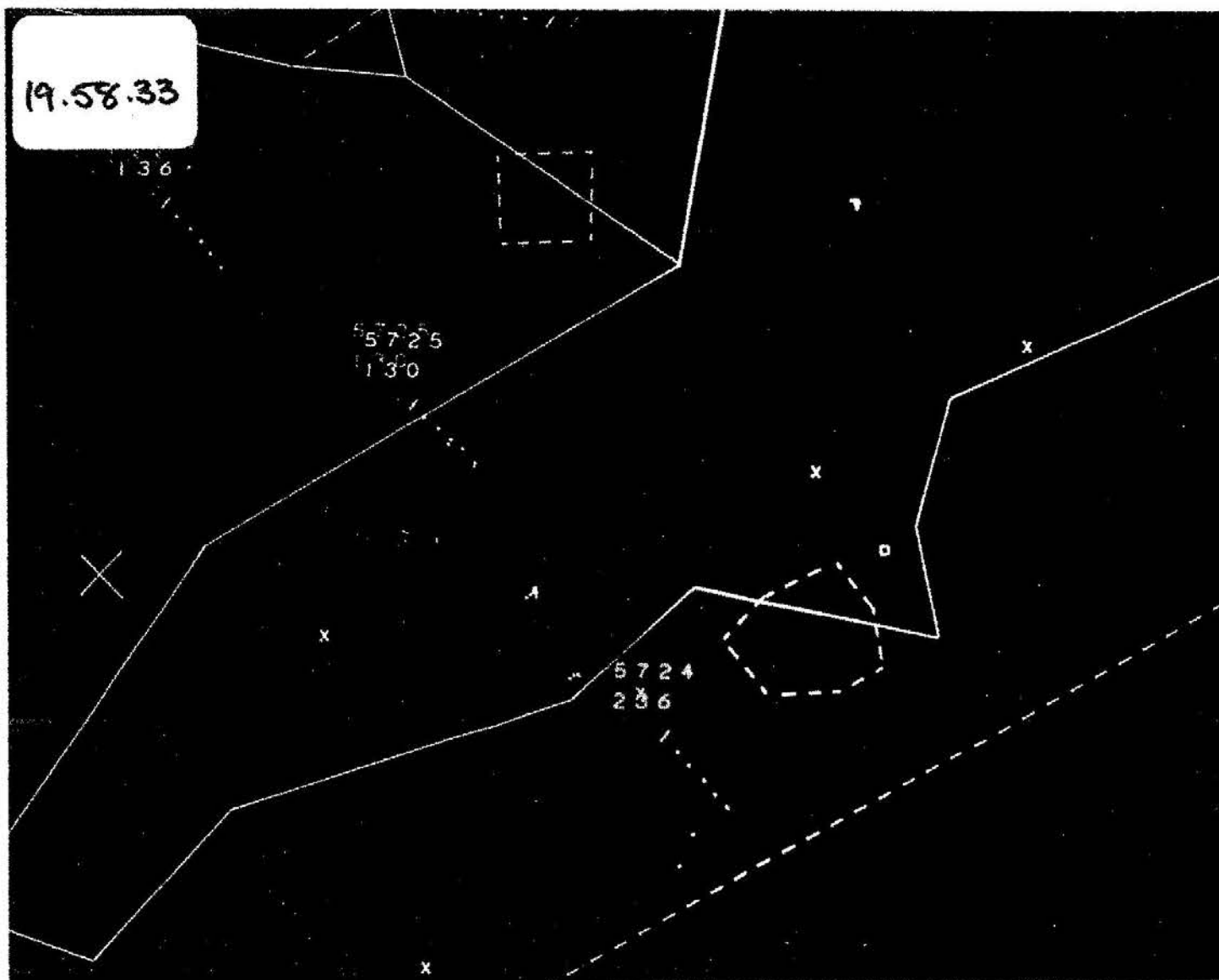
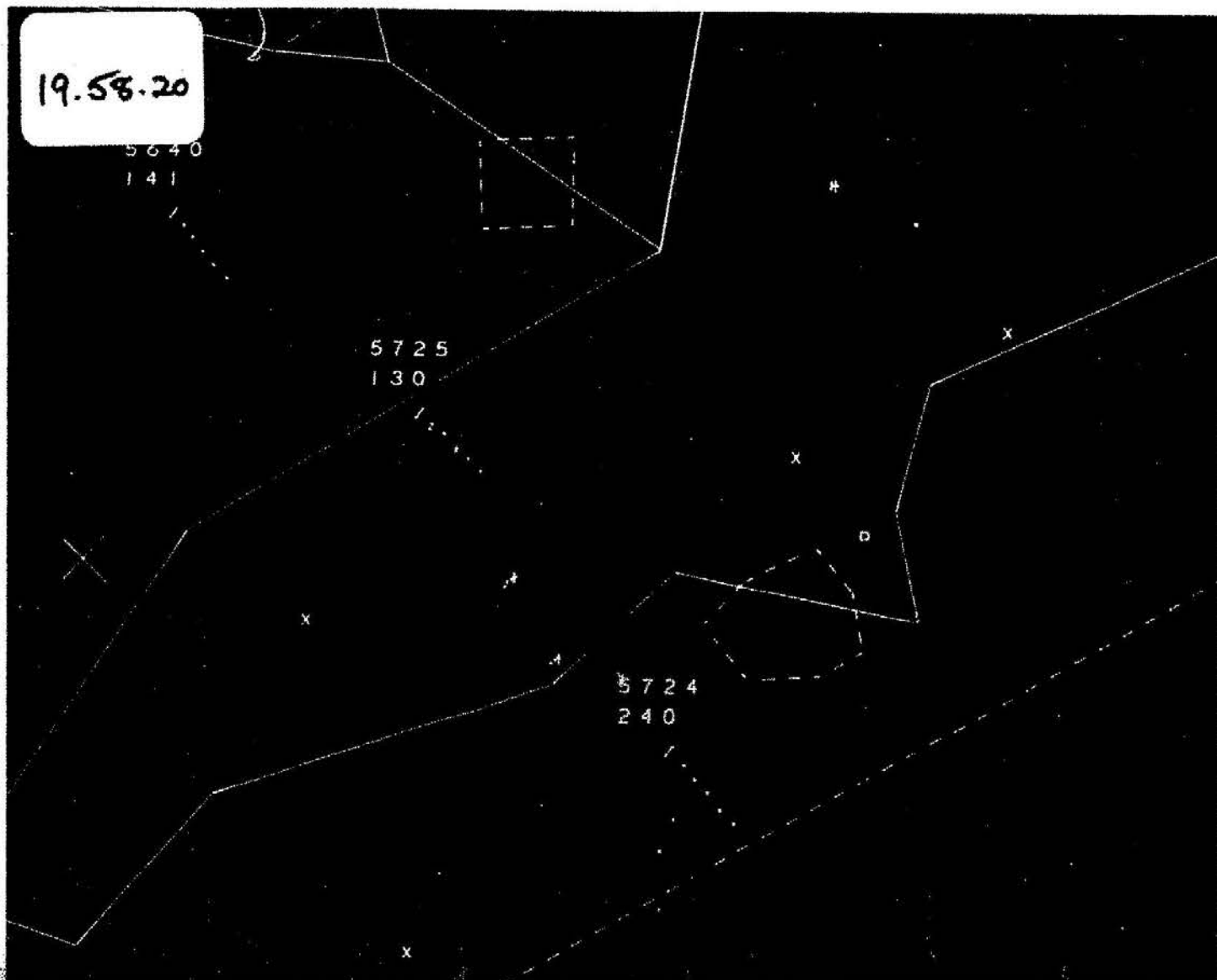
MOR

Section 40

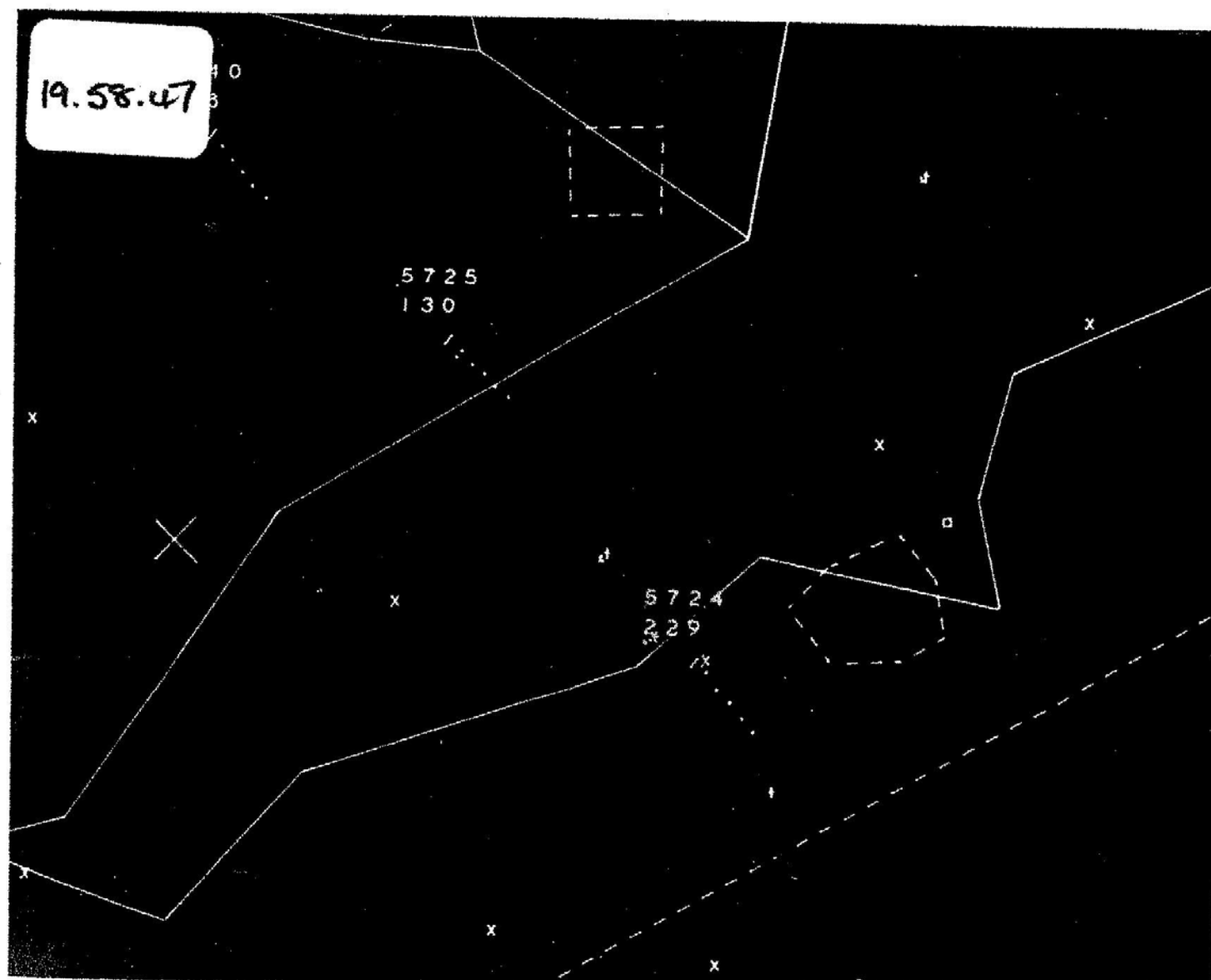
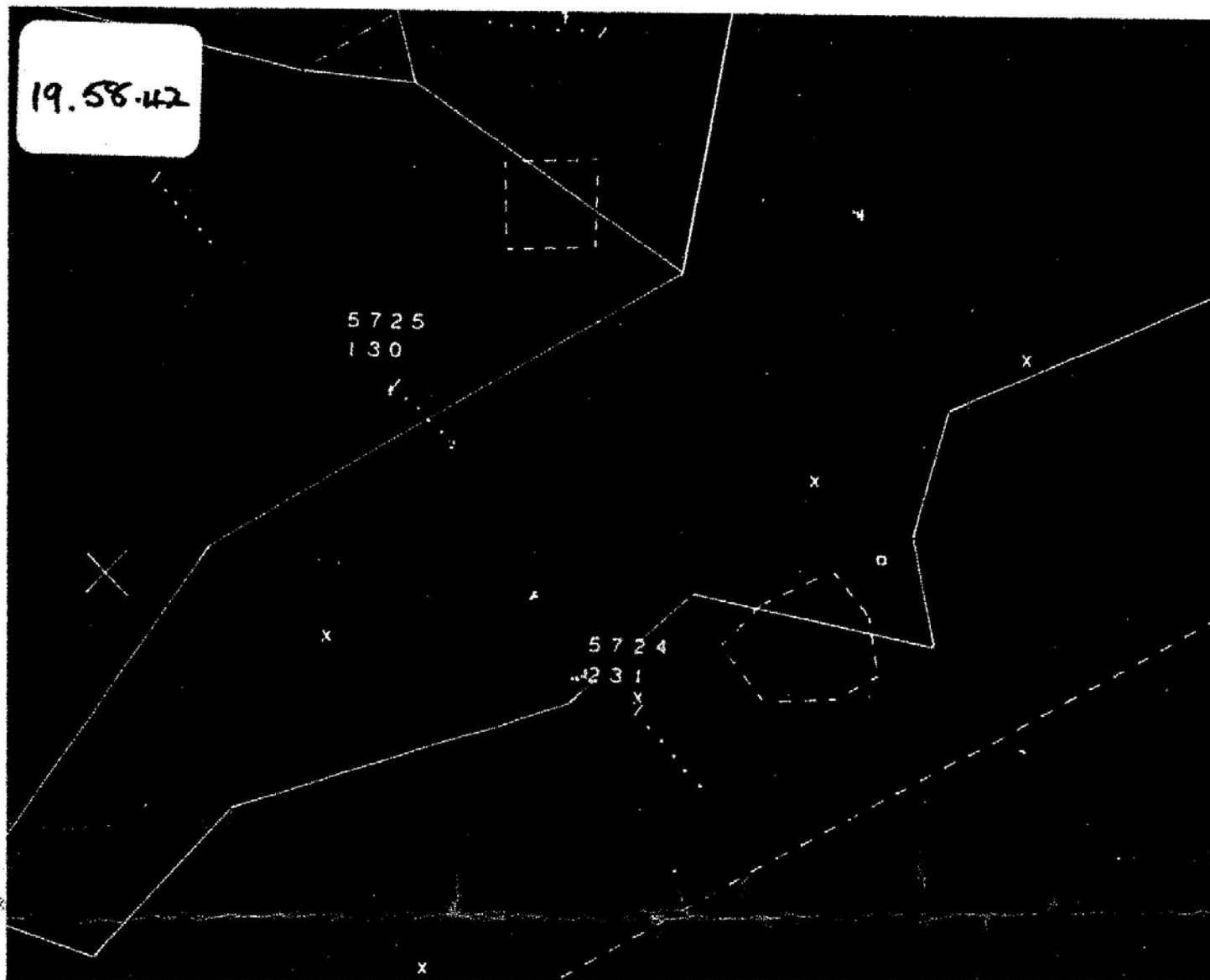
MISSILE

21 APRIL 1991

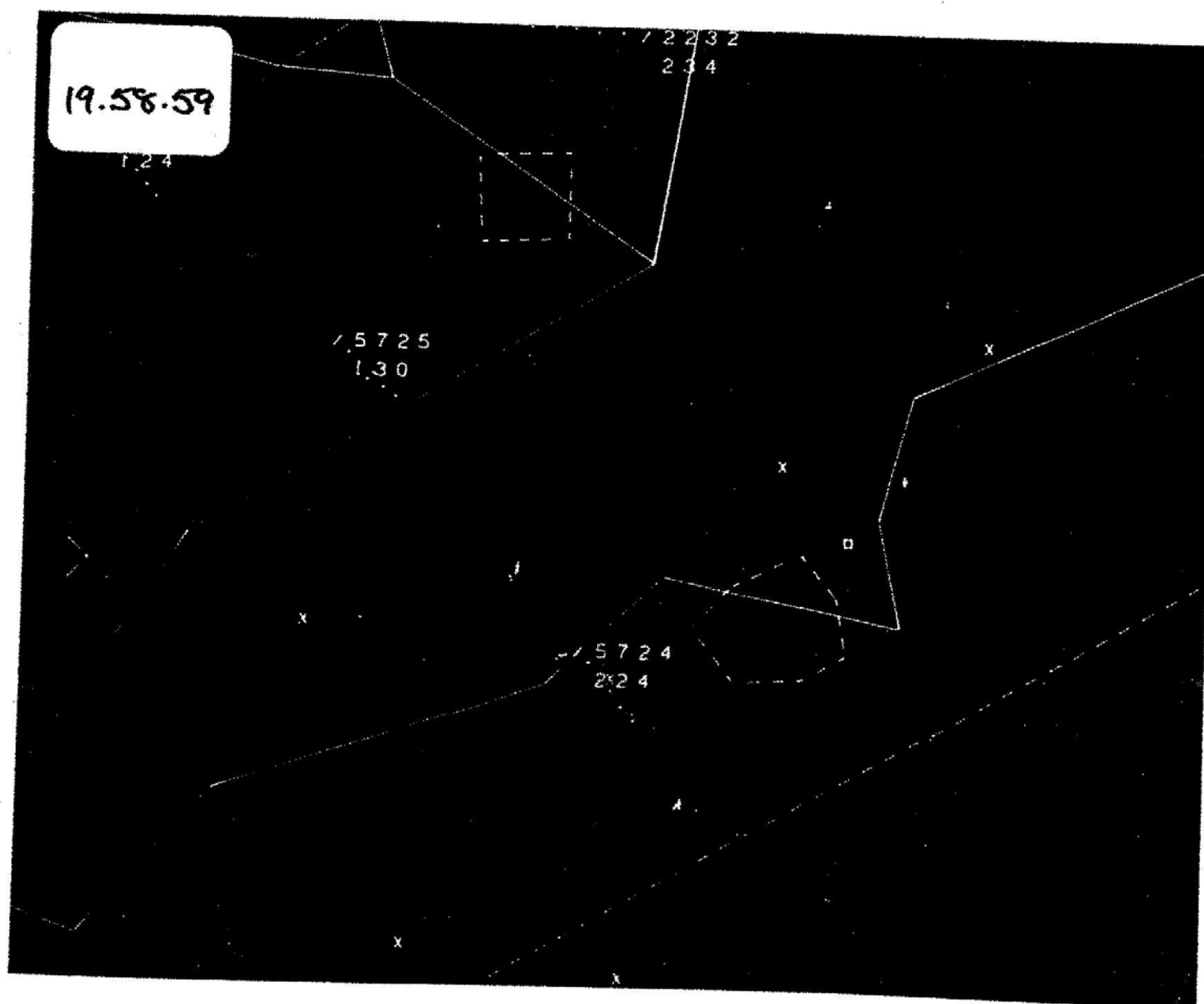
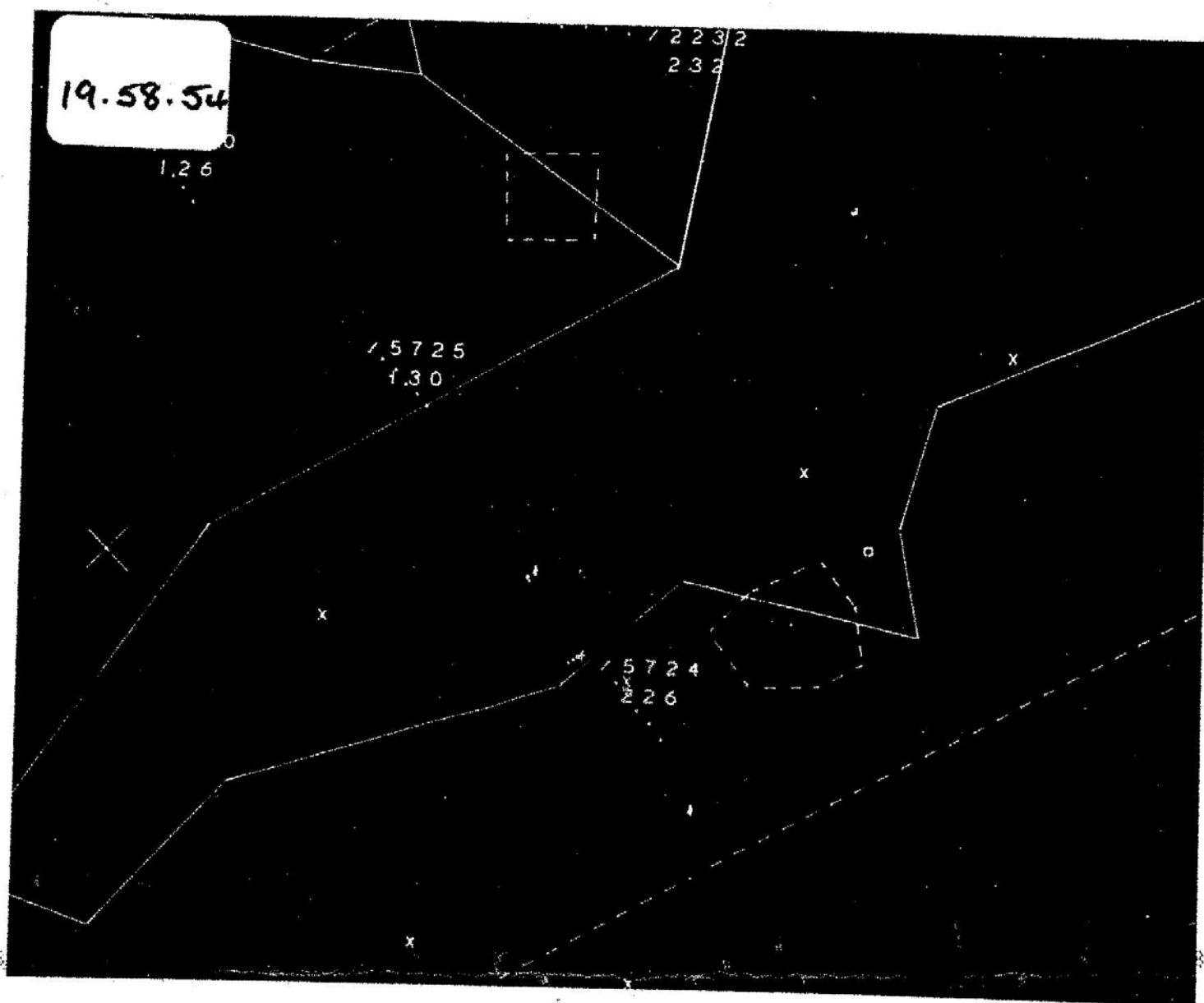
(5724)



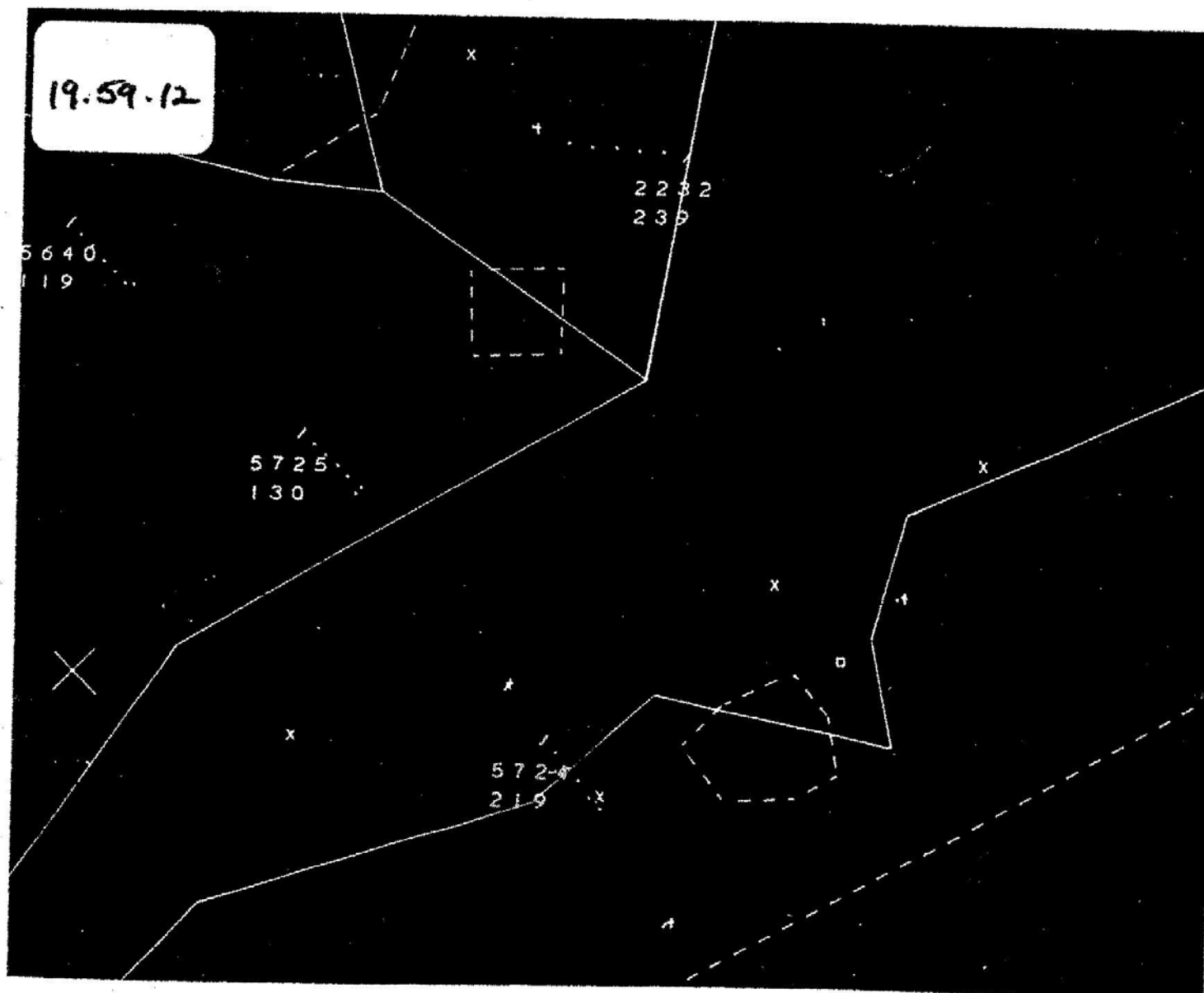
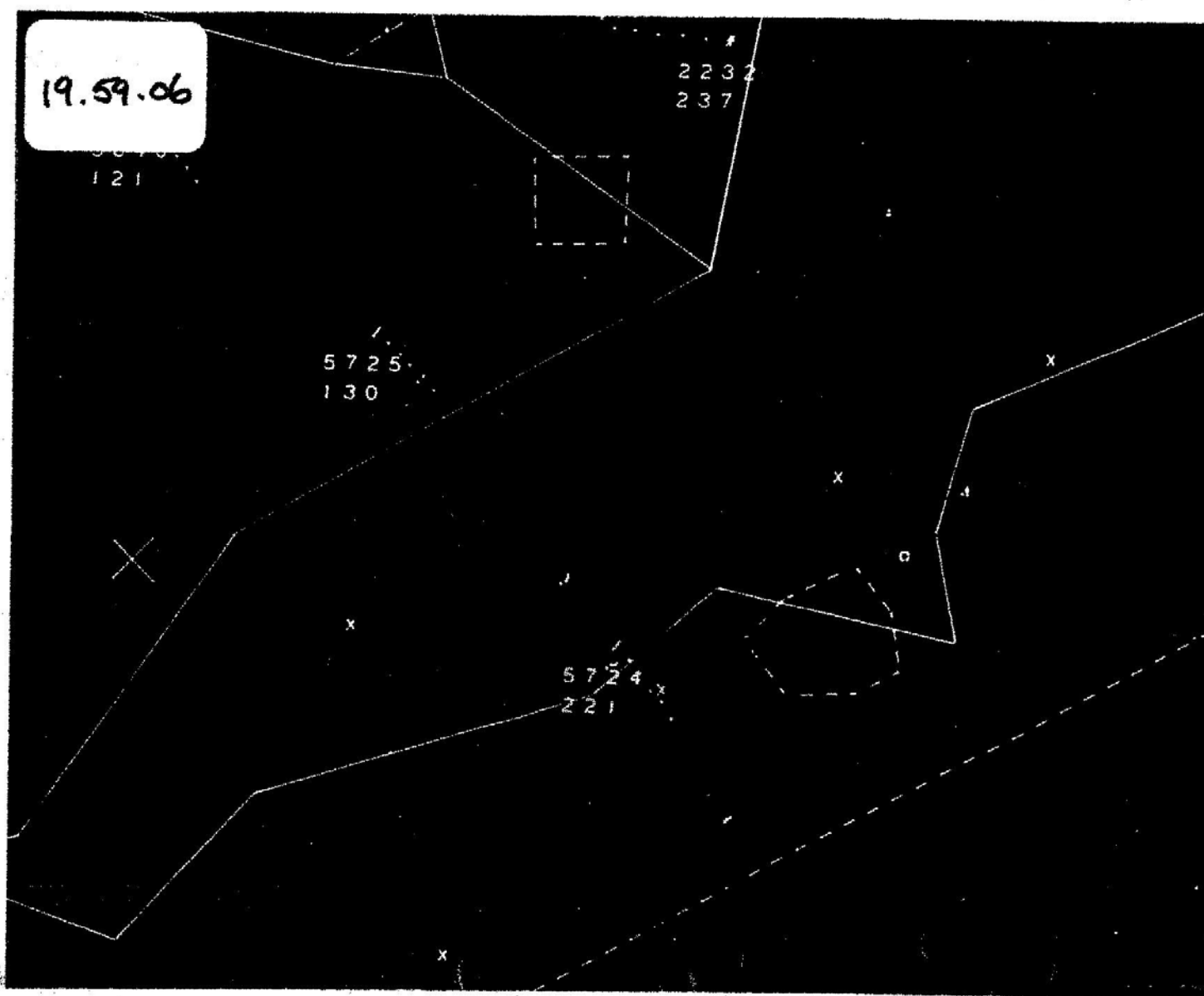




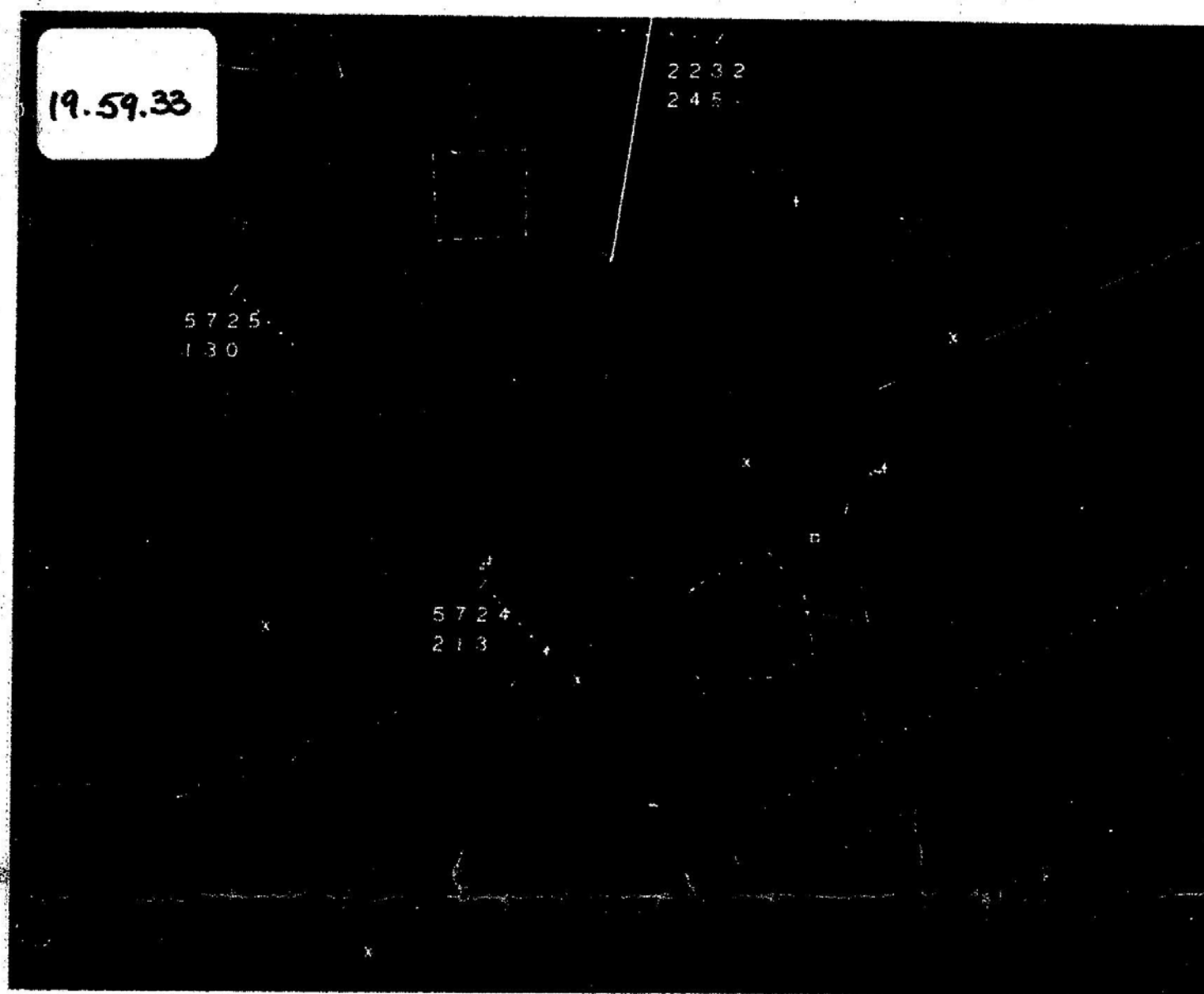














39  
81

## 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 Zaghetto, 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 Zaghetto 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.

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."

'The Independent'

6 May 1991



# NEAR COLLISION - AIR TRAFFIC INCIDENT REPORT FORM

NOTE: 1°) To be filled in printed characters and in English language.  
2°) Shaded boxes contain items to be included in an initial report by radio.  
3°) Items marked this \* must be deleted as appropriate.

## SECTION 1 - GENERAL INFORMATION

|   |   |   |
|---|---|---|
| TYPE OF INCIDENT  | A | INCIDENT (NEAR COLLISION) PROCEDURAL/FACILITY*  |
| NAME OF PILOT-IN-COMMAND  | B | Section 40  |
| OPERATOR  | C | ALITALIA  |
| IDENTIFICATION MARKINGS OF AIRCRAFT                                     | D | 1-BAWC  |
| AIRCRAFT TYPE   | E | MD 80   |
| RADIO CALL SIGN - IN COMMUNICATION WITH - FREQUENCY AT TIME OF INCIDENT | F | Section 40 - LON 127.1 - AT ~ 2000/2  |
| AERODROME OF DEPARTURE  | G | MILAN - LINATE  |
| AERODROME OF FIRST INTENDED LANDING AND DESTINATION, IF DIFFERENT       | H | LONDON - HEATHROW   |
| TYPE OF FLIGHT PLAN   | I | IFR   |
| POSITION AT TIME OF INCIDENT - HEADING OR ROUTE - TRUE AIRSPEED         | J | ~ 30NM SOUTH BIGGIN VOR - HEADING 320° - TAS 380  |
| FL, ALTITUDE OR HEIGHT - ALTITUDE SETTING - ATTITUDE                    | K | LEVEL FLIGHT / CLIMBING / DESCENDING / TURNING* FL 222 - ALT 1013 - RATE 2000/2   |
| FLIGHT WEATHER CONDITIONS AT TIME OF INCIDENT                           | L | IMC/VMC<br>Distance above/below cloud/fog/haze<br>Distance horizontally from cloud<br>Between cloud layers<br>In cloud/rain/snow/sleet/fog/haze<br>Flying into/out of sun<br>Reported/estimated flight visibility<br>VMC 30 Km/NM*<br>30 Km/NM* |
| DATE AND TIME OF INCIDENT IN GMT  | M | REPORTED BY RADIO TO LON 127.1 AFIS/TWR/APP (ACC) FIC* AT 04/21/91 ~ 2000/2   |

## SECTION 2 - DETAILED INFORMATION

|  |   |   |
|--|---|---|
| DESCRIPTION OF OTHER AIRCRAFT, IF RELEVANT:<br>Type, high/low wing, N. of engines<br>Radio call sign, registration<br>Markings, colour, lighting<br>Other available details  | N | OBJECT SIMILAR MISSILE - WITHOUT EXHAUST FLAME - UNKNOWN<br>LIGHT BROWN - SIMILAR DESERT COLOUR<br>ABOUT 3 METERS LENGTH - ROUND SHAPE -  |
| DESCRIPTION OF INCIDENT:<br>If desired add comment or suggestion, including your opinion on the probable cause of the incident.<br>(In case of near-collision give information on respective flight paths, estimated vertical and horizontal sighting and miss distances between aircraft and avoiding action taken by either a/c) | O | DURING DESCENT, AT FL 222 I SAW FOR ABOUT 3-4 SECONDS A FLYING OBJECT, VERY SIMILAR TO A MISSILE, LIGHT BROWN COLOUR - RED, WITH A TRACK OPPOSITE THEN MINE WHICH WAS 320° - IT WAS HIGHER THAN US ABOUT 1000 ft. |

AT ONCE I SAID "LOOK OUT - LOOK OUT" TO MY COPILOT WHO LOOKED OUT AND SAW WHAT I HAD SEEN - AS SOON AS THE OBJECT CROSSED US I ASKED TO THE ACC/OPERATOR IF HE SAW SOMETHING ON HIS SCREEN AND HE ANSWERED "I SEE AN UNKNOWN TARGET 10 N.M. BEHIND YOU -"

|                           |  |   |
|---------------------------|--|---|
| DATE 04/22/91 TIME 8 P.M. | FUNCTION AND SIGNATURE OF PERSON REPORTING CPT | FUNCTION AND SIGNATURE OF PERSON RECEIVING REPORT |
| PLACE LONDON              | Section 40                                     |   |
| OF COMPLETION OF FORM     |  |   |

## SECTION 3 - SUPPLEMENTARY INFORMATION

by ATS unit concerned (not for pilot's use)

|   |   |   |
|---|---|---|
| HOW REPORT RECEIVED   | P | RADIO/TELEPHONE/TELEPRINTER* AT ARO/AFIS/TWR/APP/ACC/FIC* |
| DETAILS OF ATS ACTION:<br>Clearance, incident observed on radar, warning given, result of local enquiry, etc. | Q |   |

\* Delete as appropriate

SIGNATURE OF ATS OFFICER \_\_\_\_\_ DATE/TIME GMT \_\_\_\_\_



|  |                      |   |                         |
|--|----------------------|---|-------------------------|
| CA*<br>OPEN / CLOSED OCCURRENCE<br>SUPPLEMENTARY REPORT  |                      | OCCURRENCE NUMBER<br>91/011513911         |                         |
| BRIEF TITLE : Airc OCC - PILOT REPORTED SEEING<br>A MISSILE TYPE OBJECT PASSING OPPOSITE DIRECTION   |                      | AIRCRAFT TYPE<br>MISSILE? / MD80          |                         |
| COMMENTS<br><p>Please find attached the Alitalia<br/>         Pilot's original report (3A) which was sent<br/>         to LATCC. Note that although near-<br/>         collision was ringed (ie Airmiss) the<br/>         airline agreed it was not strictly speaking<br/>         an Airmiss but also it was more than<br/>         just a routine incident. (3B) is a request<br/>         from CAA Rome to be kept informed<br/>         on the results of any investigation.</p> |                      | OPERATOR<br>UNKNOWN / ALITALIA            |                         |
|  |                      | SDAU COORDINATOR<br>OFS 3 EX [Section 40] |                         |
|  |                      | EXECUTOR<br>OFS 3                         |                         |
|  |                      | LOCN- ANN HOUSE                           |                         |
|  |                      | INFORMEE LOCATION                         |                         |
|  |                      | AAB - FARNBORO [Section 40]               |                         |
|  |                      | ATCLT ANN HSE                             |                         |
|  |                      | RS3 MATO HILL HSE                         |                         |
|  |                      | CAP16 [XAD] CAA HSE                       |                         |
|  |                      | [Section 40] MSU CAA HSE                  |                         |
|  |                      | CAP46 - CAA HSE                           |                         |
|  |                      | MOD RAF (ATF2)                            |                         |
| * delete as appropriate  |                      |   |                         |
| SIGNATURE<br>[Section 40]  | NAME<br>[Section 40] | DEPT/SECTION<br>OFS 3                     | DATE<br>7/5/91          |
| FOR SDAU USE ONLY - DATABASE UPDATED   |                      | YES<br>NO                                 | DATE OF ADMIN<br>ACTION |
| 61521N<br>040489   |                      |   |                         |





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.

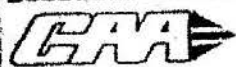
4. I would be grateful for sight of any conclusions which GE3(RAF) may draw from his enquiries, as if no firm conclusions can be drawn, it will be necessary to reappraise our approach to this sighting.

**Section 40**

Sec(AS)2a

**Section 40**





EXECUTOR TRANSFER ON AN  
OPEN OCCURRENCE REPORT

OLD

EXECUTOR

OPB3

LOCN- SDAU

NEW

OCCURRENCE NUMBER

91/01151

AIRCRAFT TYPE

MISSILE?

MD80

SDAU COORDINATOR

OPB3

EXT

Section 40

EXECUTOR

RS3 MATO

LOCN-

HILLINGDON

INFORMEE

LOCATION

AAIB AIRPORT/VEA

ATTN

Section 40

ATC I AM HOUSE

C/AP/6 (DC/AP) CAP

Section 40

MS.U

CAA HOUSE

CAP4B CAA HOUSE

MOD BAF (ATF2)

SL

Section 40

BRIEF TITLE :

ATC OCC - PILOT REPORTED A  
MISSILE TYPE OBJECT PASSING  
OPPOSITE DIRECTION

Executor responsibilities for this occurrence have been  
transferred as indicated above.

Section 40

PLEASE AMEND YOUR RECORDS.

SDAU COMMENTS

OCCURRENCE TRANSFERRED WEE 10/5/91

SIGNATURE

Section 40

NAME

Section 40

DEPT/SECTION

S.D.A.U.

DATE

10/5/91

DATE OF ADMIN  
ACTION

GTS36  
021040



(36)

91-05-07 10:21

\*

883003 EGGA A 6

EGGG G HEATHROWZCZC XTG187 070921

DD EGGAYAYX

070900 LIJJYAYX — CAA Roma

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

NNNN\*

883003 EGGA A 600

RECEIVED FROM **Section 40**

05.07.1991 11:33

P. 2



MEMORANDUM

MOD Form 4A

To GE3(RAF)  
 Sec(AS)1a  
 DISS  
 DDP(RAF)  
 Date 13 May 1991  
 Your ref.

From Sec(AS)2a  
 Room Section 40 43  
 Main Building  
 Tel. MB Section 40  
 Our ref. D/Sec(AS)12/2

Subject CAA REPORT OF AIR INCIDENT NEAR LYDD

Reference: D/Sec(AS)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 Alitalia MD80 aircraft, I attach for your information a copy of the pilots report of the incident.

Rank/ Appointment E0

Name in Block Letters Section 40

Signature Section 40



Sent via [Section 40] RAB  
 MP2 Mod.

[Section 40]

[Section 40] + I spoke re this one  
 and we enclose all the known  
 info on it to date. So far the  
 Alitalia report has remained in house  
 & we've not attempted to corroborate  
 or link this with the 2nd hand  
 info reported by Southern TV.

**GAA**

[Section 40]

We'd appreciate any  
 future info you obtain  
 & hopefully one day  
 be able to close the  
 file?

With Compliments

Yours Sincerely

[Section 40]

SAFETY REGULATION GROUP  
 Civil Aviation Authority

Aviation House, South Area, Gatwick Airport, Gatwick, West Sussex RH6 0YR  
 Telephone [Section 40]



File: 12/2

TOP

↑  
FEED  
DIRECTION

44

U N C L A S S I F I E D

CXJ224 14/1717 134C3593

FDR CXJ

ROUTINE 141700Z MAY 91

FROM SOC SOUTH NEATISHEAD  
TO MODUK AIR

MINISTRY OF DEFENCE

14 MAY 1991

AIR FORCE OPERATIONS

A copy to GE 3

U N C L A S S I F I E D  
SIC KAL

MODUK AIR FOR GE3.

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

DISTRIBUTION KAL

F

|     |   |                  |   |       |
|-----|---|------------------|---|-------|
| CAB | 1 | ACAS ACTION (CXJ | 1 | AFDO) |
| CXJ | 1 | AFDO             |   |       |
| CAM | 1 | F6(AIR)          |   |       |
| CBD | 4 | I OF FS(RAF)     |   |       |

GE3

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



INCL 40  
4541

LOOSE MINUTE

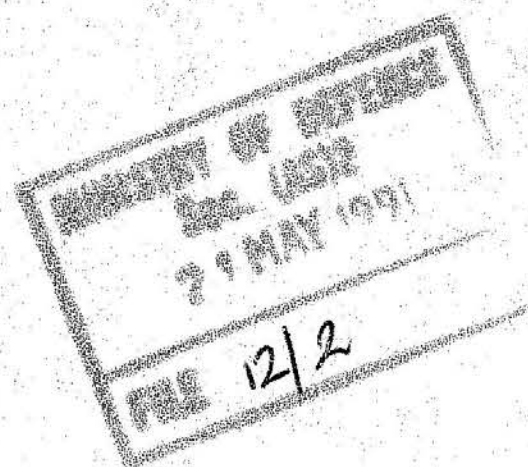
D/Sec(AS)8/1

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

1. 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.
2. Could GS Sec 1d and Sec(NS)b comment on question 2, assuming that the question actually relates to surface-to-air missiles.
3. 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.
4. Could GS Sec 1d comment on question 4, and give a bit of background information on what activity takes place at Lydd.
5. 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!
6. I would be grateful for responses by cop Wednesday 12 June.

Section 40

Sec(AS)1a

Section 40



Section 40  


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 investigation?
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,

Section 40  




File: 12/2

**HEADQUARTERS MILITARY AIR TRAFFIC OPERATIONS**

Hillingdon House Uxbridge Middlesex UB10 0RZ

DDI:  
GPTN:  
FAX:  
FAX GPTN:

Section 40



Please reply to The Air Officer Commanding

Your Reference

Our Reference

MATO/13/4/8/RS3A

See Distribution

Date

21

May 91

ATC OCCURRENCE REPORT - MISSILE? - 21 APR 91

1. 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.

Section 40

Sqn Ldr  
for AOC

**Enclosures:**

1. Copy of the MD 80 Captain's Report.
2. Copy of the LATCC Supervisor and Controller's Reports.

**Distribution:****External:****Action:**

Section 40

MOD Sec (AS) 2A, Room [REDACTED] Main Building

Information: (Less Enclosures)

MOD DDAT/AAR, Room [REDACTED] Main Building  
SDAU

Section 40



**Civil Aviation Authority****ATC OCCURRENCE REPORT**

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

18

(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.

CAA Occurrence Number

9101151 E

|   |  |                     |  |   |                                     |   |                |                   |                                      |              |                                 |  |
|---|--|---------------------|--|---|-------------------------------------|---|----------------|-------------------|--------------------------------------|--------------|---------------------------------|--|
| 1 ACCIDENT  |  | AIRMISS             |  | APHAZ   |                                     | <u>INCIDENT</u>   |                | ABANL             |                                      | INFRINGEMENT |                                 |  |
| Circle or fill in boxes 1-51 as required. Please use black ball-point pen.  |  |                     |  |   |                                     |   |                |                   |                                      |              |                                 |  |
| 2 Occurrence Position<br>UA20 - BETWEEN<br>CLIFF AND LYD VOR.   |  |                     | 3 FL/Alt/Ht<br>APPROX FL220                          |   | 4 Date<br>21 <sup>st</sup> APRIL 91 |   | 5 Time<br>1958 |                   | 6 Day/Night                          |              |                                 |  |
| OPERATOR  |  | CALLSIGN/REGN       |  | TYPE  |                                     | FROM  |                | TO                |                                      | SSR CODE     |                                 |  |
| 7 ALITALIA.   |  | 8 <u>Section 40</u> |  | 9 MD80  |                                     | 10 LHMZ   |                | 11 EGLL           |                                      | 12 S724      |                                 |  |
| 13 YES/NO   |  | 14 IFR              |  | 15  |                                     | 16  |                | 17                |                                      | 18           |                                 |  |
| 19  |  | 20                  |  | 21 YES/NO   |                                     | 22  |                | 23                |                                      | 24           |                                 |  |
| 25  |  | 26                  |  | 27  |                                     | 28  |                | 29 YES/NO         |                                      | 30           |                                 |  |
| 31 RTF Frequencies<br>128.4   |  |                     | 32 Radar Equipment<br>PCASE                          |   |                                     | 33 Equipment Unserviceabilities<br>NONE                 |                |                   | 34 Runway in use                     |              |                                 |  |
| 35 TYPE OF AIRSPACE<br>RULE 21/CTR/TMA/<br>AWY/UAR/ADR/SRA/SRZ/<br>ATZ/UIR/FIR/PURPLE/OTHER   |  |                     |  | 36 TYPE OF ATC SERVICE<br>CONTROL/ADVISORY — PROCEDURAL/RADAR<br>ADC/GMC/APPROACH/AREA<br>RAS/RIS/FIS/ALR |                                     |   |                | 37 SID/STAR/ROUTE |                                      |              |                                 |  |
| 38 WAS PRESCRIBED SEPARATION LOST<br><u>NO</u>  |  |                     | 39 TRAFFIC INFO GIVEN BY ATC<br><u>YES</u> <u>NO</u> |   |                                     | 40 AVOIDING ACTION GIVEN BY ATC<br><u>YES</u> <u>NO</u> |                |                   | 41 MIN SEPN HORIZ/VERT<br>NOT KNOWN. |              |                                 |  |
| 42 NARRATIVE — use a diagram if necessary (Aerodromes submit weather report)  |  |                     |  |   |                                     |   |                |                   |                                      |              |                                 |  |
| <p><u>Section 40</u> REPORTED SEEING A MISSILE CROSS ABOVE THEIR POSITION WHILE DESCENDING THROUGH FL220. PRIMARY TARGET OBSERVED IN REPORTED POSITION. SUPERVISOR ADVISED IN ORDER TO INITIATE INVESTIGATIVE ACTION.</p> |  |                     |  |   |                                     |   |                |                   |                                      |              |                                 |  |
| continue on a separate sheet if necessary   |  |                     |  |   |                                     |   |                |                   |                                      |              |                                 |  |
| 43 Name<br><u>Section 40</u>  |  |                     | 44 On duty as<br>CCF S.E.<br>RADAR CONTROLLER        |   |                                     | 45 Location<br>C.C.F.                                   |                |                   | 46 Time since last Break<br>30 MIN   |              | 47 Start time of Shift<br>1330. |  |
| 48 CA 939 ACTION<br><u>YES</u> <u>NO</u>  |  |                     | 49 Other Agencies Advised                            |   |                                     | 50 <u>Section 40</u><br>21/4/1991                       |                |                   | 51 Address/Telephone                 |              |                                 |  |



**Civil Aviation Authority****ATC OCCURRENCE REPORT** M40/91SDAU copy — white  
Local management copy — yellow  
Reporter's copy — blue

(1A)

- NOT 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.

CAA Occurrence Number

91/01151 E

|   |          |         |       |                 |       |              |
|---|----------|---------|-------|-----------------|-------|--------------|
| 1 | ACCIDENT | AIRMISS | APHAZ | <b>INCIDENT</b> | ABANL | INFRINGEMENT |
|---|----------|---------|-------|-----------------|-------|--------------|

Circle or fill in boxes 1-51 as required. Please use black ball-point pen.

|   |   |  |   |                                |                     |                                      |                        |
|---|---|--|---|--------------------------------|---------------------|--------------------------------------|------------------------|
| 2 Occurrence Position<br>ABM CLIFF  | 3 FL/Alt/Ht<br>FL 230/220   | 4 Date<br>21-4-91                                | 5 Time<br>2000                                    | 6 Day/Night<br><b>Night</b>    |                     |                                      |                        |
| OPERATOR<br>ITALIA  | CALLSIGN/REGN<br>8 <b>Section 40</b>  | TYPE<br>9 MD80                                   | FROM<br>10 LML                                    | TO<br>11 EGLL                  | SSR CODE<br>12 5724 | MODE C DISPLAYED<br>13 <b>YES/NO</b> | IFR/VFR SVFR<br>14 IFR |
| 15  | 16  | 17   | 18  | 19                             | 20                  | 21 YES/NO                            | 22                     |
| 23  | 24  | 25   | 26  | 27                             | 28                  | 29 YES/NO                            | 30                     |
| 31 RTF Frequencies<br>128.4   | 32 Radar Equipment<br>PEASE   | 33 Equipment Unserviceabilities<br>nbn           | 34 Runway in use                                  |                                |                     |                                      |                        |
| 35 TYPE OF AIRSPACE<br><b>RULE 21</b> CTR/TMA/<br>AWY/UAR/ADR/SRA/SRZ/<br>ATZ/UIR/FIR/PURPLE/OTHER  | 36 TYPE OF ATC SERVICE<br>CONTROL/ADVISORY — PROCEDURAL/RADAR<br>ADC/GMC/APPROACH/AREA<br>RAS/RIS/FIS/ALR | 37 SID/STAR/ROUTE                                |   |                                |                     |                                      |                        |
| 38 WAS PRESCRIBED SEPARATION LOST<br>YES <b>NO</b>  | 39 TRAFFIC INFO GIVEN BY ATC<br>YES <b>NO</b>   | 40 AVOIDING ACTION GIVEN BY ATC<br>YES <b>NO</b> | 41 MIN SEPN HORIZ/VERT<br>NOT KNOWN               |                                |                     |                                      |                        |
| 42 <b>NARRATIVE</b> — use a diagram if necessary (Aerodromes submit weather report)   |   |  |   |                                |                     |                                      |                        |
| <p>At approx 2000 the Big controller advised that <b>Section 40</b> reported sighting a missile at FL <del>230</del> 220 about 6 miles west of LYO. In conjunction with Elok the following people were contacted to see if anyone had any information: — DSD, MAS, Elok Dover Coast guards, Police, and via DSD the Army helicopters which were operating between LYO &amp; DVR. At the time of the incident a primary response was observed behind the <b>Section 40</b> tracking NE but no positive information was available from any source. I spoke to the crew via ATC OPS and captain <b>Section 40</b> said the missile which was about 5 metres long and brown in colour was at FL 230 and passed him in an opposite direction and he had visual contact for about 5 seconds. A replay of the radar was arranged thru DSD at 2130 Z.</p> <p style="text-align: right;">continue on a separate sheet if necessary</p> |   |  |   |                                |                     |                                      |                        |
| 43 Name<br><b>Section 40</b>  | 44 On duty as<br>Glew Spt.  | 45 Location<br>C.C.F                             | 46 Time since last Break                          | 47 Start time of Shift<br>1330 |                     |                                      |                        |
| 48 CA 939 ACTION<br>YES <b>NO</b>   | 49 Other Agencies Advised<br>SEE ABOVE  | 50 Sign/Date<br><b>Section 40</b><br>22.4.91     | 51 Address/Telephone<br><b>Section 40</b><br>22/4 |                                |                     |                                      |                        |



# NEAR COLLISION - AIR TRAFFIC INCIDENT REPORT FORM

NOTE: 1) To be filled in printed characters and in English language.  
2) Shaded boxes contain items to be included in an initial report by radio.  
3) Items marked this\* must be deleted as appropriate.

## SECTION 1 - GENERAL INFORMATION

|   |   |  |
|---|---|--|
| TYPE OF INCIDENT  | A | INCIDENT (NEAR COLLISION) PROCEDURAL/FACILITY*   |
| NAME OF PILOT-IN-COMMAND  | B | Section 40   |
| OPERATOR  | C | ALITALIA   |
| IDENTIFICATION MARKINGS OF AIRCRAFT                                     | D | 1-DAWC   |
| AIRCRAFT TYPE   | E | MD 80  |
| RADIO CALL SIGN - IN COMMUNICATION WITH - FREQUENCY AT TIME OF INCIDENT | F | Section 40 - LON 124.1 - AT ~ 2000/2   |
| AERODROME OF DEPARTURE  | G | MILAN - LINATE   |
| AERODROME OF FIRST INTENDED LANDING AND DESTINATION, IF DIFFERENT       | H | LONDON - HEATHROW  |
| TYPE OF FLIGHT PLAN   | I | IFR  |
| POSITION AT TIME OF INCIDENT - HEADING OR ROUTE - TRUE AIRSPEED         | J | ~ 30NM SOUTH BIGGIN VOR - HEADING 320° - TAS 380   |
| FL, ALTITUDE OR HEIGHT - ALTITUDE SETTING - ATTITUDE                    | K | LEVEL FLIGHT * CLIMBING * DESCENDING * TURNING* FL 222 - ALT 103 - RATE 2000 ft/min  |
| FLIGHT WEATHER CONDITIONS AT TIME OF INCIDENT                           | L | IMC, VMC<br>Distance above/below cloud/fog/haze VMC 30 Km, NM*<br>Distance horizontally from cloud<br>Between cloud layers<br>In cloud/rain/snow/sleet/fog/haze<br>Flying into/out of sun<br>Reported/estimated flight visibility 30 Km, NM* |
| DATE AND TIME OF INCIDENT IN GMT  | M | REPORTED BY RADIO TO LON 124.1 AFIS TWR APP ACC FIC* AT 04/21/91 ~ 2000/2  |

## SECTION 2 - DETAILED INFORMATION

|  |   |   |
|--|---|---|
| DESCRIPTION OF OTHER AIRCRAFT, IF RELEVANT:<br>Type, high/low wing, N. of engines<br>Radio call sign, registration<br>Markings, colour, lighting<br>Other available details  | N | OBJECT SIMILAR MISSILE - WITHOUT EXHAUST FLAME - UNKNOWN<br>LIGHT BROWN - SIMILAR DESERT COLOUR<br>ABOUT 3 METERS LENGTH - ROUND SHAPE -  |
| DESCRIPTION OF INCIDENT:<br>If desired add comment or suggestion, including your opinion on the probable cause of the incident.<br>(In case of near-collision give information on respective flight paths, estimated vertical and horizontal sighting and miss distances between aircraft and avoiding action taken by either a/c) | O | DURING DESCENT, AT FL 222 I SAW FOR ABOUT 3-4 SECONDS A FLYING OBJECT, VERY SIMILAR TO A MISSILE, LIGHT BROWN COLOURED, WITH A TRACK OPPOSITE THEN MINE WHICH WAS 320° - IT WAS HIGHER THAN US ABOUT 1000 ft.<br><br>AT ONCE I SAID "LOOK OUT - LOOK OUT" TO MY COPILOT WHO LOOKED OUT AND SAW WHAT I HAD SEEN - AS SOON AS THE OBJECT CROSSED US I ASKED TO THE ACC/OPERATOR IF HE SAW SOMETHING ON HIS SCREEN AND HE ANSWERED "I SEE AN UNKNOWN TARGET 10 N.M. BEHIND YOU." |

|                           |                            |                        |
|---------------------------|----------------------------|------------------------|
| DATE 04/22/91 TIME 8 P.M. | FUNCTION AND SIGNATURE CPT | FUNCTION AND SIGNATURE |
| PLACE LONDON              | OF PERSON Section 40       | OF PERSON RECEIVING    |
| OF COMPLETION OF FORM     | REPORT                     | REPORT                 |

## SECTION 3 - SUPPLEMENTARY INFORMATION

by ATS unit concerned (not for pilot's use)

|   |   |   |
|---|---|---|
| HOW REPORT RECEIVED   | P | RADIO/TELEPHONE/TELEPRINTER* AT ARO/AFIS/TWR/APP/ACC/FIC* |
| DETAILS OF ATS ACTION:<br>Clearance, incident observed on radar, warning given, result of local enquiry, etc. | Q |   |
| * Delete as appropriate   |   |   |
| SIGNATURE OF ATS OFFICER  |   | DATE/TIME GMT   |



12/2

LOOSE MINUTE

D/Sec(NS)513/2/105

23 May 1991

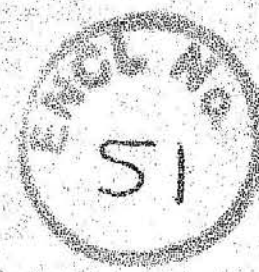
Sec(AS)1a

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.

**Section 40**

Sec(NS)b

**Section 40**