

SECRET DETECTION OF AN IMMENSE UFO OVER BRITAIN (1949)

By a former member of the Royal Air Force

(name and address on file with Flying Saucer Review)

The event which I report below occurred over 40 years ago. The so-called “thirty-year time-limit” for secret matters elapsed long ago. The time has come for the facts to be known.

Any of those other many witnesses to this incident who are still alive will recall it when they read what I have to say.

My account is as accurate as I can make it.

Radar

By 1949 the radar used by the Royal Air Force was admittedly nowhere near to being so highly developed and sophisticated as it is now. Nevertheless, it was good enough to have played a very significant role in our winning of World War II. Many a “downed” British airman floating in his rubber dinghy on the sea owed his life to being spotted by our shore-based radar, which had no difficulty in “seeing” a craft, be it a cruiser, a destroyer, a small “E-boat”, or anything else, and any skilled radar operator was thoroughly capable of estimating the relative sizes of these “targets”.

The “Incident”

In August 1949, in order to test the up-dated defences of Britain, our authorities launched “Operation Bulldog”.

The features of this exercise were that aircraft from the Benelux countries, supported by U.S. Air Force squadrons based in Europe, were to simulate an attack on Britain. Flying in from various airfields in Holland, France, Belgium, and Germany, they were to “attack” London and other targets in Southern England and the Midlands, while the defenders of Britain were to be R.A.F.

Fighter Command.

Britain’s radar defence chain ran from Land’s End in the far south-west, along the South Coast and then up the East Coast to as far as the north of Scotland, and the “sky-area” covered throughout this region extended from sea-level right up to about 100,000 ft.

Even so long ago as those days, it was wellnigh impossible for even a glider, for example, to get across the English Channel without being instantly spotted and plotted.

“Operation Bulldog” lasted for 15 days, and was structured in such a way that the personnel and technical resources of our defensive screen were tested and stretched to the limit.

At the time, I was serving as a Radar Operator AC1, stationed at RAF Sandwich, in Kent. This was a Ground Control Interception Station used for verbally directing fighter aircraft on to target aircraft by means of both radar guidance and radio transmission. Collaborating with other neighbouring radar stations, we were constantly busy. And never more so than during “Operation Bulldog”.

As can be appreciated, the air and sea traffic in the vicinity of the English Channel tended to be always heavier than elsewhere around the British coasts, and this was reflected in the general high activity of the radar stations along the South Coast. And at our particular station, RAF Sandwich, the crew were fully skilled, and “right on top with their job” as the saying goes.

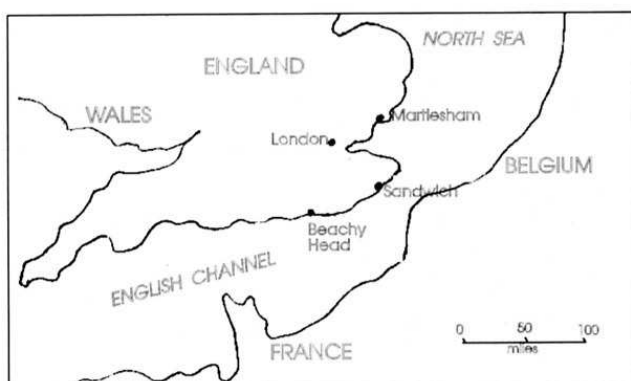
We kept two watches—*A. Watch* and *B. Watch*—on alternate twelve-hour shifts, throughout the fifteen days of the Operation Bulldog Exercise.

Eyewitnesses

Our Commanding Officer was a Squadron-Leader Mundy.

Flight-Lieut. Frazer-Harris was our Adjutant. Flight-Lieut. Greenaway was the Senior Controller. Flying-Officer Oliver was one of the Controllers. Sergeant Belcher was one of the N.C.O.s in Radar Operations.

Sergeant Smith was possibly also one of the Radar Operations N.C.O.s, though at this distance in time my memory may be at fault, and it is possible that he was no longer on station for Operation Bulldog.



Sergeant Hatter was the M.P. (Military Police) Sergeant.

Sergeant Platt (the spelling may possibly not be quite right) was Discip. Sergeant.

Among the crew were the following:

A/CI McDonald; A/CI Ruttiya (a member of the "Plymouth Brethren"); A/CI Rummery; A/CI Radcliffe (the "clown" of the Section); A/CI Phipps; A/CI Callahan; A/CI Salt (W/T Ops.), and many more whose faces I still can recall but whose names I cannot.

One night — around midnight — half-way through the two-week period of the Exercise, we had just "stood down", after a few very busy hours. Things had now gone "slack", and we had been told that we could "take a break".

Appearance of the "Thing"

This was all in the normal run of things during the Exercise. And so, except for one Radar Op. who was left to keep general watch, and one other man, the PBX, the rest of us moved off to our small canteen across the corridor.

But within about fifteen minutes or so, the PBX Operator came in, went up to the Duty Controller, and reported that the Beachy Head Radar Station was passing on to us a plot on a large flying object and asking us to track it.

I was the Controller's "dog" at the time, working on the same screen as he, and directly with him.

And we two were the first to see the "contact", and my plot was the first to go onto the plot-board.

As other Operators took up their positions, more and more plots were being called out concerning the position of the object and its altitude.

Our post, RAF Sandwich, was using two main radars, a *Type 14* and a *Type 7*, each revolving at four sweeps per minute and "out of synch" with each other. By this means, it was theoretically possible to secure eight plots per minute on a flying target.

The object that we were now studying was travelling roughly parallel to the South Coast of England, and from West to East.

When it arrived at a position out over the English Channel and off the "heel" of Kent, it abruptly turned northwards, and as it approached the estuary of the River Thames we "passed it on" to Martlesham Radar Station, (near Ipswich, in Suffolk), with whom we were already in contact via the PBX link, and whose radar area impinged on our own.

Shortly after this, due to the limit of our own radar range, we lost contact with the object.

The Speed and Size of the Object

Meanwhile, it had been a simple job for us to

assess the speed of the object from the times and distances between plots, while its speed was directly read from our *Type 14* Radar, designed specifically to read the altitude of any aircraft within its range.

Flying at a height of close to 50,000 feet, the air-speed of the object observed and plotted by us in accordance with standard RAF procedure was assessed at very nearly 3,000 miles per hour.

And as for the size of the object, among the very experienced radar personnel engaged in the operations of Exercise Bulldog the general consensus of opinion was that it offered an echo similar to the echo from a large passenger or freighter ship — something in the region of 15,000 or 20,000 tons.

Departure of the Object

Word filtered down to us via the PBX link that, on approaching the vicinity of Bampton Radar Station in Yorkshire, the object had suddenly increased speed and, heading straight upwards, had vanished off screen at about 100,000 ft.

Naturally there was quite a bit of "buzz" about this affair — especially because — at that time — any speeds in excess of the speed of sound were just "not on"!

Neither were aircraft the size of 20,000 ton liners! The air-speed record at that date stood at 606.36 m.p.h., and the largest aircraft in general use anywhere on this planet was probably the U.S. Air Force's Boeing Superfortress, which lumbered along at about 360 m.p.h.

At our usual relief-time, "B Watch" stood down, and went to breakfast and bed, at the domestic site, Stonar House.

The "Pep Talk"

In due course Sgt. Platt awakened us from our slumbers, and we assembled in front of Stonar House, with Sergeants Belcher and Hatter and various minor N.C.O.s in attendance, to hear an address by our Commanding Officer, Squadron-Leader Mundy.

He reminded us of our duties as serving members of the Royal Air Force, and of the requirements of the Official Secrets Acts.... *and, especially, of the need to forget all about the odd occurrences of the past night, and not to mention same to anyone not connected with the R.A.F.*

The Duty Watch Book Vanishes

On that following evening, on going to our scheduled Watch, we found that the Duty Watch Book which — as any official watch book is required to do — contained the record of every air engagement, every PBX message, every official order issued by the watch-keeping Office throughout the whole of the previous watches since the start of Exercise Bulldog — including of course the events of the previous night — *had now gone.*

Normally, this Duty Watch Book would only

have been replaced when it was completely full.

In its place there now lay a shining brand-new Duty Watch Book.

I wonder why?

The removal of a half-empty Watch Book was unheard of — especially during an Exercise such as Bulldog!

The rest of Operation Bulldog ran its natural course. And about a month later my service with the Royal Air Force ended.

Whether there were any further developments regarding this incident, I naturally do not know. But it seems likely that evidence of its occurrence *must be on file somewhere!*

The incident had been observed by such a large and highly trained audience, its progress so well documented and meticulously recorded, and, no doubt, the technical aspects of it so well scruti-

nized by top-ranking experts, that the official documentation of the incident *would settle the entire UFO controversy permanently.*

All aspects of Operation Bulldog were due to be analyzed in great depth, in order to bring Britain's defences against possible nuclear attack to the highest level of efficiency.

There can be no doubt whatsoever that this incident which I have described — something totally beyond the expectations of the organizing authorities as it must have been — would receive the closest scrutiny, and that many views and opinions about it must have been placed on record.

In addition to the personnel directly involved in the tracking of the object, it is highly likely that a good many other people must also have gained knowledge of the incident, *and that proof of its occurrence ought therefore not to be too hard to find.*

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THE GIGANTIC “CON”

SETI (“The Search For Extraterrestrial Intelligence”)

By Gordon Creighton

On October 15, 1992, with the appropriate fanfare and plenty of TV and radio announcements and articles throughout the media of the planet, NASA proclaimed that they were renewing, with much more advanced and powerful equipment, the SETI programme which they had already launched, on a lesser scale, as early as 1960.

Dr. Pierre Guérin, Maître de Recherche Honoraire in the CNRS (French National Council For Scientific Research) and one of France's most distinguished professional astronomers, *who knows full well that alien intelligences are already here in great strength and has not feared to proclaim it (he was sending articles about UFOs to FSR more than twenty years ago)*, has now given me an extremely interesting article setting forth his own views about SETI.

I shall have to translate the article, and I shall publish it in FSR as soon as possible.

At this juncture therefore I will merely mention that Dr. Guérin sees the entire SETI business as one gigantic confidence trick.

This indicates that in fact he fully shares the view which I have held for years past and which I have voiced on a number of occasions.

Like myself, Dr. Guérin considers that the

NASA authorities not only know — indeed they know only too well, because our entire Establishment is *terrified* — that the UFOs are real and that the Aliens are here in strength, but, as he suggests, in all probability they already also know that the Aliens operating here *do not employ the electromagnetic waves, radio or other, used by us.* The manipulators of the SETI Programme feel pretty confident therefore that *no replies will be forthcoming to the messages that they send out via these electromagnetic waves. Which fact will provide NASA and their Masters, the Governments of the world (who are themselves already subjugated by the Aliens) with yet another opportunity to produce a resounding and final pronouncement that the Aliens and their UFOs do not exist! For if there is one thing that terrifies our Governments it is the nightmare prospect that our populations might learn the truth about their own appalling situation and predicament.*

Another thumping success over SETI will therefore be highly welcome to the Governments. (We have just seen recently how all the crop circle formations throughout the entire world have been “proved” to be the work of Doug ‘n Dave and Associates.) ■

(For more on this subject see Page 14.)