

UAP/UFO SIGHTING REPORT.

For Air Sec. 2a.

6/2/2009 : approx. 17.30.

Duration: approx. 5 mins.

Weather: fine; > 15 miles visibility; wind speed < 1 knot; cloudless to horizon; temp. approx. freezing; moon and Jupiter (latter 180 deg. from object) clear/no distortion.

Direction of first sighting approx. ENE of witness, last sighting approx. 90 deg. in WNW direction relative to witness position; speed estimated at less than 15mph.

Distance to object approx. 1 mile at first sighting and approx. 15 deg. above horizon; object appeared to follow vertical contours of land, i.e. gentle undulation; course appeared to be a straight line, i.e. no horizontal deviation apparent.

Object was a clearly defined (no diffuse edges), shiny (reflected light only, no evidence of light emission from the object), silvery, metallic cylinder with rounded ends and, when compared to sizes of trees in approx. vicinity of object, was roughly 50 feet in length. No distinguishing features other than a small area in the lower midsection that appeared slightly darker/matt relative to the rest of the body and a small, solid protrusion on the upper 'rear' body (relative to direction of flight) – stated as not looking like an aircraft tail (wrong shape and too small to be an aerodynamic control surface - witness used to civilian and military aircraft types): no markings of any kind and no lights. No sound from object, nor emissions seen (exhaust, etc.), though high flying aircraft could be faintly heard shortly after the sighting in the opposite part of the sky to said sighting and at far greater distance than the object (the witness lives under the main high altitude civilian north-south air route and the low altitude military corridor, sounds from the latter can be heard for many miles, even in windy weather). At last sight it was seen almost from directly behind, remaining shiny/metallic, clearly defined, having no protruberances (no sign of horizontal tail or wing structures – the 'rear' structure seen from the side was sufficiently small/blunt that it barely appeared above the rim of the body), no rear apertures (exhaust nozzles) and again no signs of exhaust, or atmospheric distortion/turbulence noted: the rear was circular in shape (e.g. rear end of a uniform, closed cylinder).

Location of sighting: first seen in the area between Mealrigg (postcode of which is **Section 40**) and Langrigg and finished by heading in rough direction of Silloth, **Section 40**

Cumbria. Witness location was field to SE of **Section 40** (200 yards from house)
– interviewer taken to exact site and details pointed out.

Conclusion of witness (aged 25) and interviewer (father): solid craft under control bearing no similarity to any known terrestrial aircraft and exhibiting an ability to maintain a constant height above the ground at a speed which would not allow any normal propulsion system or aerodynamic structure to maintain lift, other than such as VSTOL type aircraft and balloons (both definitely ruled out). Definitely not astronomical or meteorological phenomenon. [Sketch of craft provided by witness –

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The National Archives' reference DEFE 24/2460/1

side view: height/diameter appears from sketch to be approx. 1/5 or 1/6 that of the length.]

Witness **Section 40**.

Interviewer **Section 40**

Section 40 Aspatria, Wigton, Cumbria CA7 3LE.