

**llAP/UFO SIGHTING REPORT.**

**For .i\.ir Sec. 2a.**

6/2/2009: approx. 17.30.

Duration: approx. *5* nlins. 

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

Direction of first sighting approx. ENE of ,vitness, last sighting approx. 90 deg. **in**

\VNW direction relative to witness position; speed esti1nated at less than 15mph.

Distance to ob\_je<..1: approx. 1 tnilc at first sighting and approx. 15 deg. above horizon; object appeared to follow vertical contours of lat1d, i.e. gentle undulation; course appeared **to** he 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, 1netallic cylinder wilh rounded ends and, wht.'Il compared to sizes of trees in approx. vicinity of object, was rough}y

50 feet in 1ength. No distinguishing features other than a small area in the lower midsection that appeared slightly darker/matt relative to tl1e rest of the ho<ly and a small, solid protrusion on the upper 'rear' body (relative to direction offlighl) - stated as not looking like an aircraft tail (wrong shape and too small to be an aerodynamic control surface - witness use<l lo civilian and military aircraft types}: no markings of any kind and no lights. No sound from o ject, nor emissions seen (exhaust, etc.), though high flying aircraft could be faintly heard shortly after the sighting in the opposite prut of the sky to said sighting and at far greater distance than the object (the witness lives wider the main high altitude civilian north-south air route and the low altitude military corridor, sounds fro1n the latter can be heard for many miles, even in windy weather). At last sight it was seen almost from directly behind, re1naining shi11y/1netallic, clearly defined, having no protruherances (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 distortio11/turbulance noted: the rear

\1/as circular in shape (e.g. rear end of a wufor1n, closed cylinder).

Localion of sighting: first seen in the area bct\veen Mealrigg (postcode of which is

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Cumbria. Witness location was field to SE o

- intL-rvicwer taken to exact site and details pointed out.

(200 yards fro1n house)

Conclusion of witness (aged 25) and intcrvii.;wcr (father): solid craft under control bearing no sin1ilarity to any known te1,.estrial aircraft and exhibiting an ability to maintain a constant height above the ground at a speed which would not allow any nornlal propulsion system or aerodynatnic stnicture to maintain lift, other than such as VSTOL type aircraft ru1d balloons (both definitely ruled out). Definitely not astronomical or meteorological phe11on1e11011. fSketch of craft provided by witness -

Je Reference:defe/24/2460i1

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The National Archives' reference DEFE 24/2460/1

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side view: height/diameter appears fro1n sketch to be approx. 1/5 or 1/6 that of the length.l

Witness

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