

CLASSIFICATION: "SECRET". FROM THE K.G.B. ARCHIVES

In 1992 several high-ranking Army chiefs, who refused to be named, informed the general public through independent ufological periodicals that information of paranormal phenomena and UFO sightings in the USSR had been secretly collected. Later the information was verified.

Recently our Editorial Board received a thick envelope of materials on UFO sightings over the territory of the USSR. They used to be "Secret", now they are not. The envelope contains the reports of rank-and-file personnel, reports of civil pilots and flight control personnel, transcripts of recorded radio exchange between plane crews and the stories of those who saw UFOs while on or off duty. As a rule, these were the people whose professional duty it was to watch the sky and record everything that was going on there. The documents we are citing are extremely trustworthy because the characteristics and performances of the flying objects reported by different people are more or less the same. As a rule, all the reports are certified by higher officers.

The sightings contained in the envelope occurred all over our immense country: from Kursk City in the European part to Kamchatka in the East and from the Tiksi Peninsula in the North to the resort town of Sochi on the Black Sea coast. They took place over a period of 9 years from 1982 through 1990. We used originals of all documents, though some of them have been abridged.

CASE NO. 1 — SOCHI AIRPORT

The first document is the transcript of a radio exchange between air-traffic controller R. Stepanian and the crews of three flights which were in the airport zone at the time. They were scheduled Flights Nos. 138, 397 and 500. The Controller's words are marked "TWR" (for TOWER) and the Flights — "F-1", "F-2" and "F-3" correspondingly. The Exchange started at 11 hrs 31 min.

July 26, 1989, Sochi Aeroport Zone

TWR: Flight 138, go ahead.

F1: Do you observe two objects hanging at our left?

TWR: To the left? What altitude?

F1: Our altitude, right, about 50 or 60 kilometres ahead of us.

TWR: Flight 138, you are clear of traffic now. Do you observe anything on your left?

F1: There was one object, then another one appeared nearby. They are flying away from us. The distance is already about 80 kilometres.

TWR: What is their shape like?

F1: One is oblong, like a dirigible, the other's kind of spherical.

TWR: Are they abeam?

F1: Yes, right ahead but they are moving away quickly, the distance is 80-90 kilometres.

TWR: Flight 397, do you observe anything abeam, 30-40 kilometres to the left of you?

F2: 30 kilometres abeam?

TWR: About 40 kilometres from the left to the right.

F1: Flight 397, they must be moving from the left to the right.

F2: No, we do not observe them, I'll look at the radar display.

F1: Flight 397, they are 25 kilometres to the right and behind you.

F2: We do not see them. There are clouds.

F1: Look above the clouds. They are sort of zigzagging.

F2: Flight 397, I've sighted two spots against the clouds.

TWR: Which zone?

F2: About 45 km from Sochi, 30 degrees behind me.

F1: This is Flight 138. One is nearly square, the other is diamond-shaped. They are flying apart now.

TWR: Flight 138, keep us advised on these objects.

F1: They are hanging close together over there. They are probably about 8 km ahead of us already.

TWR: Are they moving?

F1: Yes, they were 40 km away, now they are about 100 km away, moving from left to right. Request clearance to climb to 11,100m.

TWR: Flight 138, climb to level 11,100m and keep us advised on these objects.

F1: Flight 138, roger, climbing to 11,100m. Control Tower, do you see them on the radar display?

TWR: Negative.

F1: Right. Now they've made a turn and are moving aside.

TWR: Flight 138, do you still see them?

F1: They are behind us and to the left. The distance between us is increasing. They have moved away too quickly. One moment they were close to us and the other they were already far behind.

TWR: Flight 138, advise which way they are moving.

F1: Now they are behind me and to the left.

TWR: Flight 138, is everything all right with you?

F1: Affirmative, everything is all right.

TWR: Roger. Flight 500, do you see anything.

F3: Flight 500. Nothing in sight — either on the right or on the left.

TWR: Roger.



A UFO as it was seen by Ensign V. Voloshin over Kapustin Yar on July 28, 1989 (Case No.5)

CASE NO. 2 May 23, 1985 Khabarovsk Region

A bomber regiment was carrying out scheduled flights when a UFO was sighted from the Control Tower at 22 hrs 35 min. It was elliptical and of a pale orange colour. The object moved noiselessly at a height of 2-3 thousand metres and a speed of about 600 km/h from West to East. The ellipsis was surrounded with a light halo. Radar displays did not show any signs of the object. No influence on material or personnel was registered. The sighting lasted 13 minutes. Its flight was interrupted with descents and periodical motionlessness.

Two hours later a similar object was sighted for 10 minutes. Long-range aircraft passed below it at the height of 800-1200 metres. The UFO emitted beams of light up and down. The downward beams were brighter.
Colonel V. Alifanov Flight Commander

CASE NO. 3 November 3, 1985 Vladivostok City vicinities

At 20 hrs 30 min I stopped hunting in the estuary of the river Razdolnaya, jumped into my motorboat "Dnepr" and started the engine "Vikhr". The engine worked smoothly, trouble-free. At that moment I noted a UFO moving at a great speed from North to South at an altitude much higher than that used by planes. It looked somewhat larger than a star and sent a beam of light to the earth at an acute angle. The beam was rather long, yet it did not reach the ground and died away in the air.

When the UFO flew up closer, the boat's engine suddenly stopped. I pumped in some petrol, increased the injection and pulled at the starting cord. The engine started. While it was running I noticed some lumines-

cence coming from the basis of the high-voltage coils where they were tapped to the spark plugs of the upper and lower cylinders. The upper plug shone brighter. Five or seven seconds later the engine died abruptly without dropping speed. At that moment the UFO was right over my boat.

After the UFO had moved a little farther to the South in the direction of Vladivostok, my companion A. Khripunov and I noticed a satellite over it. Both the UFO and the satellite were moving at about the same speed and in the same direction. When the UFO approached Vladivostok its beam disappeared, and the object itself was no longer seen. The satellite moved on, it was clearly seen against the sky although it was much smaller than the UFO. (Note by Editor, FSR. Presumably the "satellite" mentioned is of terrestrial origin.)

We got into the boat and pushed it away from the bank. Try as I might the engine would not start. The wind and the stream carried the boat to the opposite bank. I stepped out of the boat onto a shallow place and made another attempt to start the engine, changed the plugs but petrol splashed on the first and on the second sets. Changing the second set of plugs I noticed that they did not give off a spark. We used oars to row to the estuary and chose a place for rest.

I gave the engine a close scrutiny. I cleaned the contacts of all circuits, changed part of the circuit and the high-voltage wires. A weak spark appeared in the lower cylinder, it showed up periodically at each turn of the flywheel: once, after several unsuccessful attempts. There was still no spark in the upper cylinder. We decided to row, hoping to meet someone. We met some fishermen at 9 a.m. who lent us an old coil. I checked all the contacts once again:

nothing had changed in the lower cylinder; the spark was weak but regular. When I changed the coils there was no spark in the upper cylinder at all, yet I felt the spark with my hand when the plug was out.

Then I took a spare booster which I had already tried at night, put it into a pot, covered it with a lid and heated it for half an hour on a primus-stove. Then I put the booster in position. After the first turn of the flywheel I felt a strong electric discharge in my hand. I adjusted the gaps, connected the plugs, earthed them and saw good sparks on the plugs. I screwed in the plugs, splashed a little clean petrol into both cylinders for an easier start and started the engine at the first attempt. It was 3 p.m.; 45 minutes later I was in Vladivostok. **V. Alexandrov, Captain 3rd Rank**

CASE NO. 4 December, 1987 — September, 1988.
Vicinity of the Shiveluch Volcano, Kamchatka

The personnel at conjugated observation posts had been systematically sighting ball-shaped UFO flights. In particular, they looked like small slowly-rising fires changing their colour from red to white. The sightings lasted from 30 seconds to 7 minutes. One officer suggested their appearance correlated with the scheduled launching of combat vehicles. He noticed that UFOs did not appear when the launching time was altered.

However, balls the size of a football were sighted without any relation to launching, e.g. on December 16, 1987, an hour after a warhead had fallen to the ground. An orange ball was moving slowly and noiselessly from North to South. It was freezing and there was no wind. On December 21, 1987 the ball appeared at 19 hrs while the launching took place at 22 hrs. The next day there was no launching at all. However, the ball appeared at 18 hrs 35 min. It pulsed, changing its colour from red to blue to white.

On July 26, 1988 a ball with a blurred outline was sighted immediately before launching. The situation was repeated at night, on September 9-10, 1988. This time the UFO appeared 5 minutes before launching. It was a silver ball with a visible dimension larger than that of the Moon. The object disappeared right after the combat vehicle's flight. The radio operator noticed a worsening in the transmission of ultra-short waves.

Anti-aircraft facilities and radio instruments of the control complex did not register any unidentified flying objects. Specialists suggested several hypotheses to explain the phenomena observed. They might be: (a) ball-shaped concentrations of electric charges in the atmosphere;

- (b) balloons lit by the rays of the setting sun;
- (c) holograms at the crossing of laser beams.

These suggestions are purely theoretical. There are no facts to prove them. **Signed: Unit Commander.**

Servicemen from two army units sighted a UFO for two hours from different distances at about mid-night. Those who were closest to it had a chance to make drawings. We publish extracts from eye-witnesses' reports.

"I climbed the aerial support and observed the object from a height of 6 metres above the ground. One could clearly see a powerful blinking signal which resembled a camera flash in the night sky. The object flew over the unit's logistics yard and moved in the direction of the rocket weapons depot, 300 metres away. It hovered over the depot at a height of 20 metres. The UFO's hull shone with a dim green light which looked like phosphorus. It was a disc, 4 to 5 metres in diameter, with a semispherical top.

"While the object was hovering over the depot, a bright beam appeared from the bottom of the disc, where the flash had been before, and made two or three circles. Then the object, still flashing, moved in the direction of the railway station still flashing. But soon it returned to the rocket weapons depot and hovered over it at a height of 60 to 70 metres. Two hours after the first sighting the object flew in the direction of the town of Akhtubinsk and disappeared from sight.

"The light at the bottom of the disc did not flash regularly; it was as if photographs were being taken. Nor did the object move evenly. Sometimes it rushed sideways or upwards and sometimes it moved smoothly and hovered here and there. I attach a drawing of the UFO's outline and the beam." **Ensign V. Voloshin Communications Officer-on-Duty**

"For two hours Ensign V. Voloshin and I had been observing the object together as it moved and hovered. I confirm everything he reported. **Private D. Tishchayev**

"Besides the object in the sky I sighted a ball of fire rising towards it from the ground. When the UFO rushed in my direction I physically sensed its approach. The object pulled up suddenly. I saw that a plane attempted to approach the object but the latter gained speed quickly and left the plane behind." **Private G. Kulik**

"I sighted the blinking UFO from a distance of 3 km. Bright light flashed from the ground over the place where it was hovering. The light moved to the left and right. Another object rose from there. The higher it rose, the dimmer the light grew. At the end of the second hour of observation I noticed a third object at a height of 300-400 metres. It gave flashes of red light at constant intervals. Then coloured lights ran over it like on a Christmas-tree and I could make out that it was cigar-shaped. The "cigar" flew to the first UFO, and together they disappeared beyond the horizon."

Ensign A. Levin

The materials were selected by Vladimir Zamoroka, Ph.D., Science Editor of the magazine "Aviatsionnye i Raketnye Dvigateli" (Aircraft Engines and Rocket Propulsion) ■

CAPTAIN SCHAFER'S LAST FLIGHT

THE TANTALIZING STORY BEHIND THE "DITCHING" OF *LIGHTNING* FOXTROT 94 IN SEPTEMBER 1970.

© By Pat Otter, Assistant Editor of the Grimsby Evening Telegraph.

We are indebted to two FSR readers in Hull, Geoff Barker and Steve Bray, both of whom sent us the full text of this two-page reportage which had appeared in two sister newspapers, the Grimsby Evening Telegraph and the Hull Daily Mail (October 22 and 23, 1992), and which relates the exciting story, never published before, of how a veteran American fighter pilot was sent up from a British airfield on the night of September 8, 1970, to investigate an unidentified object over the North Sea and how, although his wrecked aircraft was later recovered from the bed of the sea, the pilot's body had mysteriously disappeared from the machine, while his ejector seat was still intact and in place.

We were so interested by the story (which put us in mind of the mysterious disappearance of the Australian pilot Frederick Valentich over Bass Strait in October 1978) that we wrote to Assistant Editor Pat Otter and secured his consent to our re-publishing it for our readers, for which we tender our thanks.

Over to Australia, for their comments. EDITOR.

PART 1 — HULL DAILY MAIL, THURSDAY, OCTOBER 22, 1992.

Tonight we start our two-part detailed look at events leading up to the ditching in the North Sea of *Lightning Foxtrot 94*, a single-seat fighter from 5 Squadron at Binbrook whose final flight is at the centre of one of the most puzzling aviation stories since the war. Just what was it that its pilot, American, William Schafer, was sent to intercept out over the North Sea 22 years ago and why was he eventually ordered to ditch his aircraft off Flamborough Head rather than return to North Lincolnshire? Now new information has come to light. Pat Otter, assistant editor of the Mail's sister paper, The Grimsby Evening Telegraph, reports. At last, the sensational true story behind the ditching of *Lightning Foxtrot 94* in September, 1970.

CAPT. SCHAFER'S LAST FLIGHT

The chain of events which led to the crash of *Lightning XS894* from 5 Squadron at RAF Binbrook and the disappearance of its pilot began at 8.17 p.m. on the night of September 8, 1970, in an isolated building on the Shetland Islands.

Saxa Vord was one of the chain of radar stations whose task it was to spot unidentified aircraft approaching the North Sea or the sensitive 'Iceland Gap'. Remember, this was 1970 when the Cold War was at its height and Russian long-range aircraft made regular sorties into the North Atlantic and along the British

coast to test the reaction of NATO fighters. On this particular night, a radar operator at Saxa Vord picked up the blip of an unidentified aircraft over the North Sea halfway between the Shetlands and Alesund in Norway.

The contact was monitored for several minutes at a steady speed of 630mph, at 37,000ft holding altitude and on a south-westerly heading. Then Saxa Vord noted the contact turning through 30 degrees to head due south. It increased speed to 900mph (Mach 1.25) and climbed to 44,000ft.

Following laid-down procedures, radar controllers at Saxa Vord flashed a scramble message to the Quick Reaction Alert Flight at the nearest NATO airfield, RAF Leuchars on the east coast of Scotland not far from Dundee. There two *Lightning* interceptors, which had been ready on the flight line for just such a alert, were scrambled and within minutes were airborne and heading out over the North Sea.

After checking the position of their tanker, a *Victor K1A*, the two fighters were guided north by Saxa Vord. So far, it was a routine scramble for what was then assumed to be a Russian *Bear or Badger*, the long-range reconnaissance aircraft used to test the nerves of the Royal Air Force.

But it was then that the radar plotters on the Shetland Islands saw something on their screens which they found impossible to believe.

The contact they had been tracking at speeds and altitudes consistent with modern Russian warplanes, turned through 180 degrees on a due north heading and within seconds disappeared off their screens. Later they calculated that to do this its speed must have been in the region of 17,400 mph.

With the contact now gone, the *Lightnings* were vectored south to rendezvous with the tanker and remained airborne on Combat air patrol.

During the next hour, the mystery contact reappeared several times, approaching from the north. Each time the *Lightnings* were sent north to intercept, it turned and disappeared again.

By now two *F4 Phantoms* of the US Air Force had been scrambled from the American base at Keflavik in Iceland. They had much more sophisticated radar than the British *Lightnings* and were able to pick up the mystery contact themselves.