

Gordon W. Cammel

May 1943

Royal Air Force

"UFO Sighting From an Aircraft"- Report Form

Case No.: \_\_\_\_\_

- (A) Primary witness: GORDON W. CAMMELL crew: P, CP, \_\_\_\_\_
- (B) Second witness: \_\_\_\_\_ crew: P, CB, \_\_\_\_\_
- (C) Third witness: \_\_\_\_\_ crew: all others onboard
- (D) Other witnesses & circumstances: Returning from raid in Germany

Date: 5 - -43  
 Time: \_\_\_\_\_  
 N = many observ.  
 Altitude (ft) 7-8 K  
 Weather: \_\_\_\_\_  
 IFR, VFR  
 Comm'l, Private, ~~Military~~  
 USA, ~~Foreign~~

Reference: www.skiesare.demon.co.uk/trafutoxp.htm

- Flight Details: (Spatial)** Lat. [ 0 ' 1 " N S ] Long. [ 0 ' 1 " E W ]
1. Location (flt. path): Origin: RAF East Wretham Dest: Suffolk, UK To/From
  - 1.1 Sighting (initial) location: ENGLISH CHANNEL nr. ENGLAND
  2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)
  - 2.1 Orig. bearing: \_\_\_\_\_ deg. Changed to: \_\_\_\_\_ deg. Chg to: \_\_\_\_\_ deg.
  3. Altitude at time of sighting: 7-8 K ft. (Type: Abs., Ind., Press. True)
  - 3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)
  - 3.2 A/C ascend, descend
  - 3.3 Rate of 3.2: \_\_\_\_\_ ft/sec accurate, approx.
  4. A/C Attitude: \_\_\_\_\_
  5. Other A/C involv. yes, no (details in 5.1)
  - 5.1 \_\_\_\_\_

- Flight Details: (Temporal)**
7. IAS: \_\_\_\_\_ mph, knots
  8. Accel: yes, no (if yes, cont. 8.1)
  - 8.1 accel: \_\_\_\_\_ ft/sec accurate, approx.
  9. TAS: \_\_\_\_\_ mph, kts.
  10. GMT: \_\_\_\_\_ hrs.
  11. Local Time: \_\_\_\_\_ (zone: \_\_\_\_\_)
  12. UFO Sighting duration: 10 (MIN)

- UFO Characteristics (Only (A))**
32. Mag. Bearing: \_\_\_\_\_ deg.
  33. Vel. 0 mph, kts
  - 33.1 vel. (how det.): \_\_\_\_\_
  - 33.2 accel: \_\_\_\_\_
  34. Ang. size: huge
  - 34.1 (34. how det) \_\_\_\_\_
  35. Luminosity: orange
  36. Shape: ball
  37. Structural Details: \_\_\_\_\_
  38. Sketch made? yes, no
  - 38.1 Photos ( ) obtained
  - 38.2 (38.1 details) \_\_\_\_\_
  39. No. UFOs: one
  40. Atmosph. traces: \_\_\_\_\_
  41. UFO: friendly, hostile, nor
  - 41.1 (41 details) \_\_\_\_\_
  42. UFO disappearance detail: \_\_\_\_\_
  43. Altitude: at/near SEA
  44. Misc. constant intensity

- Flight Details: (Aircraft)**
17. Jet, prop rocket
  18. Commercial: Airline: R.A.F.
  - 18.1 Flt. No.: \_\_\_\_\_
  - 18.2 A/C Model: LANCASTER BOMBER
  - 18.3 \_\_\_\_\_
  19. Window through which UFO first obs.: (A) \_\_\_\_\_
  - 19.1 Est. visibility of 19: \_\_\_\_\_
  - 19.2 Other windows used: ( ) \_\_\_\_\_
  - 19.3 cont. 19.2 ( ) \_\_\_\_\_
  20. Radar contact: yes, no (if yes, cont. 20.1)
  - 20.1 Details: \_\_\_\_\_

- Observer Details:**
24. Age: (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
  25. Flt. Hrs. (A): \* (B): \_\_\_\_\_ (C): \_\_\_\_\_
  26. Med. Certif. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
  27. Prev. UFO exper. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_
  28. Was formal rept. filed on sighting? yes no
  - 28.1 (If no, why not?): \_\_\_\_\_
  - 28.2 Rept. Submitted to Whom? Debriefing Officer
  - 28.3 Any known follow up: \_\_\_\_\_
  - \* Formerly with ROYAL NEW ZEALAND A.F.

19-2-75 rh

MAR 10 1977

Witness consent: "I hereby permit my name to be publically associated with the data I have given on this form:"

Date:

Signature

( ) see over for further in

## R.A.F. Officer's UFO Experiences

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My father-in-law, Gordon W. Cammell, was a bomber Captain in the Royal Air Force during WWII. He flew Lancasters, was shot down over Germany and spent 1 1/2 years in prison camp.

He remained an R.A.F. pilot for many years after the war, and he'd always told us stories about his UFO experiences while in the service. At my request, he wrote the following personal accounts. {Unlike U.S.A.F. personnel, Mr. Cammell is not subject to any repressive "national security" oaths}.

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### **Subject: A Report of UFO Sightings**

**By: Gordon W. Cammell Royal Air Force,  
retired**

On those occasions when the subject of UFO's has been discussed, I have recounted experiences, some personal, and some second hand, of which I have some knowledge. I have now been asked to record details of these incidents and although one of them occurred fifty years ago, they are still quite clear in my mind.

5-

I am a retired Royal Air Force officer and spent a combined total of more than twenty years as a pilot in the Royal New Zealand Air Force and R.A.F. In May, 1943 I was the captain of a Lancaster bomber aircraft, and as we crossed the English Channel upon returning from a bombing raid over Germany, I and all of my crew saw what appeared to be a huge orange ball on or near the sea, seven or eight thousand feet below us. It appeared to be stationary as we observed it for about ten minutes, and its light intensity was bright and constant. We decided that it was not an aircraft or ship on fire, since we could not see flames or changing reflections on the water. After landing back at our base at R.A.F. East Wretham, Suffolk, England, we reported our sighting to the debriefing officer who also had no idea of what we had seen.

Gordon N. Cockcroft

and Ray Smith

May 27, 1943

Royal Canadian Air

Force

"UFO Sighting From an Aircraft"- Report Form

Case No.: \_\_\_\_\_

Commission #

Date: 5-27-43

Time: 0115

N = 6 observ.

Altitude (ft) 18.7 K

Weather: \_\_\_\_\_

IFR, VFR

Comm'l, Private,

Military

USA, Foreign

(B) Primary witness: GORDON N. COCKROFT crew: CP, 169566

(A) Second witness: RAY SMITH crew: P, CP, Royal Canadian Air Force

(C) Third witness: ? crew: Bombardier

(D) Other witnesses & circumstances: ④ Alt. Eng. ⑤ Mid-top gunner ⑥ Radio Operator

(8-1-46 for similar UFO shape)

Reference: ① (BUFORA Rpt rec'd 9/20/78 from Tony Pale)

Date: \_\_\_\_\_

Flight Details: (Spatial) Lat. [51° 30' " N S] Long. [7° 00' " E W]

1. Location (flt. path): Origin: \_\_\_\_\_ Dest. \_\_\_\_\_

1.1 Sighting (initial) location: (Essen, West Germany)

2. Did A/C change flt. bearing due to sighting? yes, no (if yes, cont. 2.1)

2.1 Orig. bearing: \_\_\_\_\_ deg. Changed to: \_\_\_\_\_ deg. Chg to: \_\_\_\_\_ deg.

3. Altitude at time of sighting: 18.7 K ft. (Type: Abs., Ind., Press. True)

3.1 Alt. Chg. due to sighting? yes, no (if yes, cont. 3.2)

3.2 A/C ascend, descend

3.3 Rate of 3.2: \_\_\_\_\_ ft/sec accurate, approx.

Copy of full file sent to CUFOS on 9/29/81 to John Timmerman.

4. A/C Attitude: \_\_\_\_\_

5. Other A/C involv. yes, no (details in 5.1)

5.1 Unknown -

Signature

Flight Details: (Temporal)

7. IAS: \_\_\_\_\_ mph, knots

8. Accel: yes, no (if yes, cont. 8.1)

8.1 accel: \_\_\_\_\_ ft/sec accurate, approx.

9. TAS: \_\_\_\_\_ mph, kts.

10. GMT: \_\_\_\_\_ hrs.

11. Local Time: 0115 (zone: \_\_\_\_\_)

12. UFO Sighting duration: 30 (sec)

UFO Characteristics (Only (A))

32. Mag. Bearing: \_\_\_\_\_ deg.

33. Vel. > 1000 mph, kts

33.1 vel. (how det.): est

33.2 accel: \_\_\_\_\_

34. Ang. size: "very large"

34.1 (34. how det) Much larger than our own A/C

35. Luminosity: silvery gold

36. Shape cylindrical

37. Structural Details: sharply defined - a number of evenly spaced port holes

38. Sketch made? yes, no

38.1 Photos ( ) obtained?

38.2 (38.1 details) \_\_\_\_\_

39. No. UFOs: 1

40. Atmosph. traces: none seen

41. UFO: friendly, hostile none

41.1 (41 details) \_\_\_\_\_

42. UFO disappearance details: \_\_\_\_\_

43. Altitude: \_\_\_\_\_

44. Misc. "hanging at 45° & climbed out of sight after 20-30 sec."

Flight Details: (Aircraft)

17. Jet, prop, rocket

18. Commercial: Airline: N/A 4 engine Royal Air Force

18.1 Flt. No.: \_\_\_\_\_

18.2 A/C Model: Halifax 1a

18.3 \_\_\_\_\_

19. Window through which UFO first obs.: (A) \_\_\_\_\_

19.1 Est. visibility of 19: \_\_\_\_\_

19.2 Other windows used: ( ) \_\_\_\_\_

19.3 cont. 19.2 ( ) \_\_\_\_\_

20. Radar contact: yes, no (if yes, cont. 20.1)

20.1 Details: N/A

Observer Details:

24. Age: (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_

25. Flt. Hrs. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_

26. Med. Certif. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_

27. Prev. UFO exper. (A): \_\_\_\_\_ (B): \_\_\_\_\_ (C): \_\_\_\_\_

28. Was formal rept. filed on sighting? yes, no

28.1 (If no, why not?): \_\_\_\_\_

28.2 Rept. Submitted to Whom? \_\_\_\_\_

28.3 Any known follow up: \_\_\_\_\_

"I hereby permit my name to be publically associated with the data I have given on this form."

Witness consent:



9-20-78

5-27-43

18, Church Field Road,  
Occleshall,  
Stafford  
ST216AG.  
U.K.

Dear Richard,

13.9.78

Ken Phillips asked me to look out any cases on file concerned with reports by pilots. I have not yet checked the files thoroughly but was able to put my hand on the enclosed account from 1943! Although it is 35 years old and certain details will be naturally absent, I thought you might be interested. The account came to light at a lecture I gave last year - which often happens! I will try to locate other reports for you soon.

There have been some delays with tapes from the April conference but immediately I have the completed transcript I will send it off to you.

Regards,  
Tony Pace

## Transcript

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Regards,

Tony Pace

9-20-78

Tel: Bfd. 882936

Clayton,  
Bradford, W.Yorks.

11th March, 1977

Dear Mr. Pace,

Thank you for your letter dated 8.3.77 and your interest in the account of U.F.O. sighting which I gave during our recent visit to Grantley Hall.

I have filled in forms R2, Section A and B, to the best of my ability. As you will appreciate some of the questions are not applicable because of the rather unusual circumstances surrounding the sighting.

In your letter you ask that I give you as full as possible a background to the incident. In answer to your specific questions; at the time of the sighting I was a Sgt./Pilot, trained to instructor standard, day, night, and instrument on single and multi-engined aircraft. I also held a R.A.F. qualification in navigation which enabled me to instruct fully qualified navigators. My own Station was R.A.F. Little Rissington, which at that time operated as No.6 (P) A.F.U. (Pilots Advanced Flying Unit). From time to time permanent staff in Training Command were sent on operational attachment, particularly when any new operational procedures were to be tried out. During May, 1943 I was seconded to No.77 Squadron, 4 Group, Bomber Command, operating from Elvington, near York, (it may be of interest that this was the satellite and twin Squadron of the famous 102 "Cheshire V.C. Squadron" operating from Pocklington).

On the night of 26/27 May we were to carry out an attack on the Krupps Armament Works at Essen. As far as I recall between 500/400 aircraft were involved in the raid. The great difference between this and previous attacks was that \* Air Marking was to be used; details of this technique are now readily available in most technical books about the period. The Squadron's aircraft were Halifax 1a's which, as far as I remember, were equipped with the 4 Merlin 22 engines and normally carried a crew of seven, as this type was equipped with a mid-upper as well as a rear turret. Our briefing was to bomb from a height of 20,000 feet, which in the event proved impossible as the upper air temperature was higher than expected, thus reducing the engine's efficiency. General visibility over the target area was quite good.

I cannot remember the time of take-off nor landing, but the logged duration of the trip was 4 hours 40 minutes and it was still dark when we returned to base. I have, therefore, estimated the time over the target as approximately 0100 hours, which may be inaccurate.

We experienced the usual flak, ship and coastal battery flak, when crossing the Dutch coast, and were attacked by a German night fighter identified as a J.U.88

\* This was not the first air marking raid, but an early & big one.



by our Rear Gunner, but fortunately sustained no serious damage. The barrage flak in the Ruhr Valley was extremely heavy, particularly in the last few minutes on the approach to the target. The first wave had already bombed and the general target area was well alight.

It was in the 2/3 minutes before our final run-in when we were at approximately 18,700 feet when we saw in front, but slightly to port and about the same height, a long cylindrical object, silvery gold colour, very sharply defined, hanging in the sky at an angle of approximately 45°. There were, evenly spaced along the length of the object, a number of what appeared to be port holes. I am not quite certain after all this time whether or not there was a second row beneath them. (OR FILE)  
As previously stated, my function was to observe the Air Marking techniques and I was supernumerary air crew as Second Pilot. The first member of the crew to sight this object was the Captain, at that time Sgt./Pilot Ray Smith of the Royal Canadian Air Force (I know that Ray survived this tour as he later called to see me at Little Rissington and had been commissioned and awarded the D.F.C.) Besides Ray and myself other members of the crew to see the object, which was called to their attention by the Captain, were (1) the Bomb Aimer, (2) the Flight Engineer, (3) the Mid-Upper Gunner and (4) the Wireless Operator. The Navigator did not see the object, partly because of his position in the aircraft and particularly because he was extremely busy at this moment of the operation; neither did the Rear Gunner see it, for obvious reasons.

I think that the first reaction of most of us was amazement because, as mentioned in the R2 forms, this object had just no right to be there. After a very short space of time, 20/30 seconds, it suddenly began moving and, retaining it's attitude, climbed away accelerating extremely rapidly until it vanished from sight. The speed it attained seemed to us, in those days, completely incredible. It was certainly into the thousands of m.p.h. As it accelerated the outline became blurred and the shape foreshortened. The size is more difficult to judge, but it was very large, certainly very much bigger than our own aircraft, appearing at least as long as a king-sized cigarette or small cigar at arm's length. We then completed our bomb run and returned to base.

The Intelligence Officer de-briefing us was given a description of this object but we were unable to judge what importance was attached to it by the authorities and, quite frankly, it was just another unusual phenomenon which, since apparently harmless, was of far less importance to us than other wartime hazards.


Shortly afterwards I was myself commissioned and did further instructional/experimental work and finished the war as Flight Lieutenant. My official numbers were, as Airman No. 1230741, after commissioning No. 169566. The Officer commanding "C" Flight, 77 Squadron, at the time of the event was Squadron Leader Bainbridge D.F.C., whom I know later became Wing Commander and believe was awarded the D.S.O. Unfortunately, the names of the other members of the crew elude me, although I know that there was at least one and possibly two of them called Jones. The Navigator's name was Page.

I have never seen anything of this nature either before or since and have never seen any of the saucer shaped objects, but in retrospect I am quite convinced that this cigar shaped U.F.O. described above was of extra terrestrial origin. One further point which I omitted to mention was that when it started it's climb away there was no apparent motive power, i.e. no rocket flare, and since the bombing time was so close and the target already visible we were extremely busy and no instrument effect was noticed, even if any took place.

I hope that this account will be of use to you. Although it happened a long time ago the sighting was by a group of experts, none of whom could offer any rational explanation.

I have no objection whatever to your publishing this account in your magazine.

Yours sincerely,



G. N. COCKCROFT.

Anthony R. Pace, Esq., F.R.A.S.,  
Eccleshall,  
Stafford.

MS Sea Witch

January 18, 1943

**National UFO Reporting Center**

**Sighting Report**

Occurred : 1/18/1943 07:15 (Entered as : 01/18/1943 07:15)

Reported: 8/11/2004 11:57:20 AM 11:57

Posted: 8/11/2004

Location: Fiji Islands (S. Pacific Ocean).

Shape:

Duration:10 sec.

Crew contingents of 2 USN vessels see reconnaissance plane fly into something invisible to witnesses.

Telephoned Report: A gentleman who described himself as a former U. S. Army infantry officer during World War II, described an incident that he personally witnessed while aboard the USS "Sea Witch," which was anchored in the Fiji Islands at the time.

He described that the accompanying navy vessel, the heavy cruiser, "Chicago," was in the habit of launching a reconnaissance biplane most mornings, to perform surveillance of the surrounding area.

On the morning in question, the plane was lifted off the heavy cruiser, and was launched. As the plane was returning to land, the witness, together with approximately 25 other witnesses aboard his vessel, were stunned as the aircraft appeared to fly into an object, which was invisible to the witnesses, and crash in a ball of tangled metal. The pilot and observer were killed in the collision, and no recovery effort was mounted.

The witness reports that the aircraft, which had been at an altitude of approximately "200 yards," he recounted, simply stopped flying in an instant, and fell vertically into the ocean as a ball of wreckage.

((NUFORC Note: We have spoken via telephone with this witness on a number of occasions, and we consider him to be an exceptional witness, and highly reliable. We would welcome additional reports from anyone who also may have been witness to this incident. PD))

Roy R. Williams

October 14, 1943

384<sup>th</sup> Bomb Group

U.S. Army Air Force

RFP 4155 10/8/88

10-14-43

UM



R. R. WILLIAMS  
(U.S. 8TH A.F. RESEARCH)  
15 PERSHORE ROAD  
BLOXWICH  
WALSALL  
W. MIDLANDS WS3 2UE

Hi Andy,

I have eventually got to write you, regarding your request for information on "foo-fighters".

It may well be that what I have to relate to you, may be duplicated by other writers, but never-the-less, in that case, it will be confirmation that the strange event did occur.

My particular Group, the 384th. B.G. flew out of Grafton Underwood, in Northamptonshire, with the Mighty Eighth. On Mission 115 to the target of Schweinfurt, on the 14th October, 1943, as the 384th turned on to the bomb run after the Initial Point, the enemy a/c had left, the top turret gunner and pilots in many of the B17's reported clusters of discs in the flight path, and were closing. At de-briefing, the size was generally agreed on as being three to four inches in diameter, and were of a metallic appearance. (One pilot in B.17. 026 tried to take evasive action to avoid what was obviously going to be a coming together with these objects, and failed. The Starboard wing passed thru a whole lot of the discs, and the ship felt no effect of any sort from the encounter remaining on course, same height, same bearing.)

On return to base, aircraft were inspected after reports were filed, and no damage, other than that inflicted earlier, by enemy action, was found. Sadly, this day, the 384th lost nine of sixteen dispatched, and, as you probably know, is now called in the annals of the story of the Eighth, as Black Thursday.

As far as I see, the only thing that may deter you from including this occurrence into your records, is the size of the objects, but then that is in your hands now.

For reference purposes, this incident was referred to in a book by Martin Caidin, called Black Thursday, a Bantam War Book, published February, 81. I hope this has been of some interest to you, drop me a line with your comments when time allows.

Good luck with your work,

Yours in friendship,

*Roy Williams*  
Roy, R. Williams.