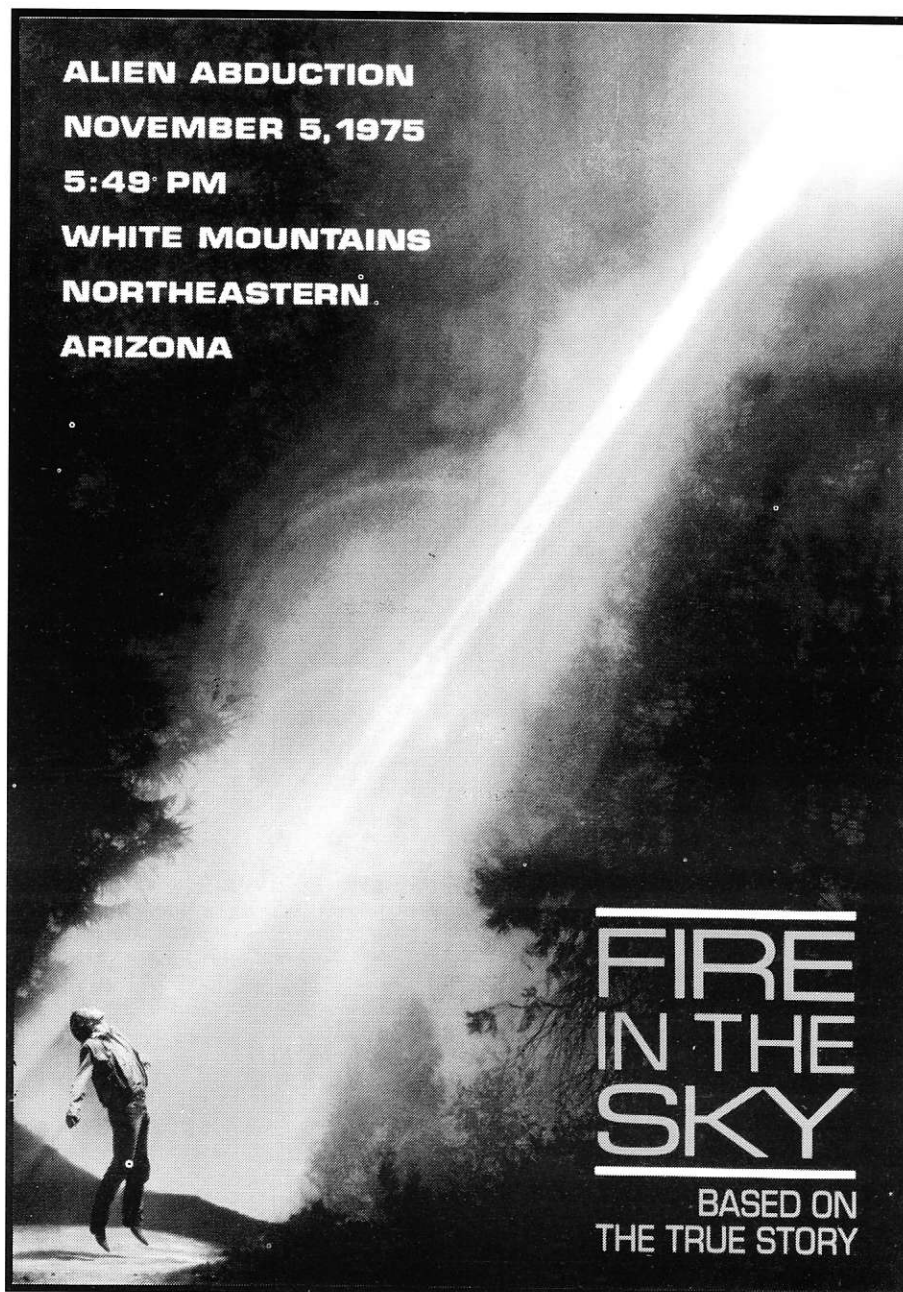

UFO TIMES

Number 24 July/August 1993

ISSN 0958-4846



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1. To encourage, promote and conduct unbiased scientific research of unidentified flying object (UFO) phenomena throughout the United Kingdom.
2. To collect and disseminate evidence and data relating to unidentified flying objects (UFOs).
3. To co-ordinate UFO research throughout the United Kingdom and to co-operate with others engaged in such research throughout the world.

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UFO TIMES

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UFO Times is produced and distributed on behalf of BUFORA by

Newton Mann Ltd, Stretton Road, Tansley, Matlock, Derbyshire DE4 5GE
Tel: 0629 583941 Fax: 0629 580479

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Gary Anthony is unwell, thus, there is no
Spaceneers for this issue. The Council of BUFORA
wish Gary a speedy recovery.

Front cover illustration reproduced with the kind permission of United International Pictures

UFO TIMES EDITORIAL

BACK ON SCHEDULE AT LAST!

This issue of UT24 should have dropped onto your doormats by early July '93, and from now on, into the foreseeable future, each successive issue should be on time (+/- a fortnight) and bi-monthly in frequency.

Thank you, dear members, for being so patient.

In this issue, Philip Mantle has written a preamble to the recently released film 'FIRE IN THE SKY' which is based on the Travis Walton Abduction Case.

From what Philip has written, the film comes highly commended, so it might be worth your taking out a mortgage on a cinema ticket to see this intriguing film.

Finally, due to space limitations, I've had to abandon featuring the 'Quantock Case'. However, I'll try to continue this case in future editions of *UFO Times*.

Ken.

FIRE IN THE SKY

A FILM BY PARAMOUNT PICTURES AND UNITED INTERNATIONAL PICTURES,
BASED ON THE TRUE STORY OF TRAVIS WALTON.

Certificate: 15, Running Time: 1 Hour 50 Minutes.

Previewed by Philip Mantle

It is the evening of November 5th 1975. A group of loggers are in a pickup truck on a mountain road in a northeastern Arizona forest when they observe a strange and unusually bright light in the sky. Despite warnings from his co-workers, but consumed by curiosity, Travis Walton leaves the safety of his truck to take a closer look. Suddenly, Walton is thrust to the ground by a mysterious force of energy. His companions flee in fear. Later, they describe the events surrounding the disappearance of Travis Walton. They report an occurrence they would have considered impossible if they hadn't experienced it themselves – an encounter with a UFO.

For five days the loggers are suspected of homicide until Walton reappears, disorientated and unable to account for his missing time. Walton's recollections of being aboard an alien craft bring international attention to their small town of Snowflake, Arizona. There are accusations of a hoax, but all must consider the possibility that the men are telling the truth. Is their account of what happened so incredible it can only be true?

'FIRE IN THE SKY' is a Joe Wizan/Todd Black Production based on the true story of Travis Walton, whose alleged abduction by a UFO is one of the most intriguing and controversial UFO cases.

Starring D.B. Sweeney (The Cutting Edge), Craig Sheffer (A River Runs Through It), Peter Berg (Late For Dinner) And Academy Award nominee, James Garner, the film was produced by Joe Wizan and Todd Black and directed by Robert Lieberman from the screenplay by Tracy Torme. The film's special effects were created by Industrial Light and Magic.

The biggest mysteries and greatest miracles in history have few witnesses and those compelled to relate unprecedented experiences have inevitably faced contempt and ridicule. In 1975, an Arizona woodsman came forward to tell about a startling sequence of

events. Seventeen years later, controversy still surrounds the incident. The subject of an autobiographical book, THE WALTON EXPERIENCE, and many other publications concerning UFOs, the event is one of the best-documented claims of an alien encounter on record, and is corroborated by a group of witnesses whose stories have not changed. Walton's ordeal called into question his beliefs about the nature of life as he and the other loggers simultaneously faced the challenges posed by those who couldn't accept their account.

"At first I was angry at people's disbelief, even outraged," remembers Walton. "Back then, a lot of that had to do with the fact that there were so many falsehoods being told. I've gotten more philosophical about the scepticism of people. It's not such an unnatural reaction. It's an incredible thing (that happened). What gets me upset is when people refuse to examine the facts or to even look at things."

"This is a story that speaks to human character and behaviour about our inclination to presume the worst in someone before considering ideas that challenge our own scepticism," comments producer Joe Wizan.

Director, Robert Lieberman, says, "Not only are we confronted with the enigma of truth or hoax, but the consequences faced by those who become ostracised from their community."

Screenwriter, Tracy Torme, identifies the film as a study of "how a single event can alter your life forever just by (your) being unlucky enough to be in the wrong place at the wrong time. 'FIRE IN THE SKY' is also about friendship and betrayal – and forgiveness." Torme first heard of the Walton case while listening to the radio in high school. A decade later, he travelled to Snowflake with co-producer, Robert Strauss, to investigate the story. "I spoke extensively with Travis Walton and the other men who were involved, including Mike Rogers," says Torme, a Peabody Award-winner and screenwriter of 'INTRUDERS', a mini-series

that also depicted UFO abduction cases. "Most of the guys had not seen each other in the past ten years. I questioned them individually and their answers always held up. Each man believed he was telling the truth. I think they all had been traumatised by whatever happened that evening. It was a nightmare for them."

Co-producer Robert Strauss adds, "Travis went ten years without a telephone to avoid answering questions about that night. He installed one only a few days before Tracy Torme called. He must have considered that an omen because he finally agreed to talk about everything. He was really intrigued by the idea of finally telling his story and trying to do it in some way that was more honest than the way some of the newspapers and the media portrayed it," adds Torme.

Comments executive producer, Wolfgang Glattles, "These men's story has never changed. As bizarre as their account is, it's equally difficult to believe it was a hoax."

'FIRE IN THE SKY' was released in the UK in June 1993. The above material was supplied by United International Pictures (UK) and edited by Philip Mantle.

COMPETITION

United International Pictures have kindly donated a number of promotional 'FIRE IN THE SKY' items. To win an original copy of the soundtrack from the film on audio cassette, simply answer the question below. All correct entries will be placed 'in a hat' and one winner will be drawn out. Ten runners-up will each receive a colour brochure detailing the movie. All entries should be sent to: Philip Mantle, 1, Woodhall Drive, Batley, W. Yorks. WF17-7SW. Closing date is August 31st 1993. The winner will be announced in a future issue of UFO TIMES.

The question is:-

In which town in Arizona did Travis Walton live at the time of his encounter in 1975?

British Unidentified Flying Object Research Association
CASE REPORT
AROUND THE WORLD IN EIGHTY DAYS
(or The Ballooning Alternative to Travel)
Part 1

Case No. PHILCASE.076

Standard UFO report form not issued due to witness names remaining confidential to the CAA.

Investigators: Diane Eakin & Ken Phillips

Date of incidents: JAS REPORT 75/91: 15-7-91 & REPORT 51/91: 1-6-91

Report class: FB2-304 [Vallée]

Sighting area: Sussex – N5042N E0044 [30 NM SE MAY] N5122 W0050 [12.5 NM WNW Ockham]

PREAMBLE

This report first became known to the investigator after watching a brief news report on the BBC 6 O'Clock News in May 1992. There were very few details given other than the fact that the incident had involved a large passenger airliner over the Sussex, England airspace.

After contacting BUFORA's Director of Investigations [DOI], the investigator was told by her that, according to the information she had received, there were two separate incidents involving two different aircraft on two different dates. The DOI further advised the investigator to contact another, local investigator living near Ashford, Kent – Diane Eakin – in order to prompt her to find out what she could from Gatwick Air Traffic Control [ATC]. In the meantime, the first investigator wrote a letter of inquiry to the CAA Headquarters in London in the hope their staff could shed some light on the

incident(s). Eventually, a reply came back from the Joint Airmiss Section [JAS], Uxbridge postulating a 'Solar Balloon' hypothesis.

Meanwhile, Diane Eakin had managed to obtain further, but limited, information from 'UK Airmisses Involving Commercial Air Transport', from its May-August 1991 edition, but this additional information imparted no really helpful data such as names of personnel and airlines involved; furthermore, the reports contained in this periodical were clouded by aeronautical 'jargon' which render the reports difficult for the layman to interpret.

Thus, in lieu of any further substantial data, the following report is based merely on a sequential account of a frustrating attempt to obtain supplementary data on the incidents in question.

CORRESPONDENCE

**LETTER FROM N. G. POPE, SECRETARIAT
(AIR STAFF), 2a, ROOM 8245,
Dated 5th May 1992**

Ministry of Defence,
Main Building,
Whitehall
London, SW1A-2HB.
Our ref: D/Sec(AS)12/3

Dear Mr. Phillips,

Thank you for your letter dated 29 April, in which you asked whether we had any information on a near, mid-air collision between an "Al Italia/Dan air" aircraft and a "UFO".

I assume that you are referring to the incident that occurred on 21 April last year, when the pilot of an Al-Italia MD80 reported sighting a "flying object". In fact, while the MOD was forwarded a copy of the pilot's report to the CAA, we received no other reports that tied in with this.

If you have not already done so, you may wish to contact the CAA, with a view to seeing if they have any other information that might be of use to you.

I hope this is helpful.

Yours sincerely,

N. Pope.

**LETTER OF REPLY FROM JOINT AIRMISS
SECTION IN RESPONSE TO AN EARLIER LETTER
OF ENQUIRY TO CAA HEADQUARTERS, LONDON**

Group Captain J.E. Maitland, RAF,
Joint Airmiss Section,
Hillingdon House,
Uxbridge,
Middx. UB10-0RU.
Tel: 0895-276120.

15-6-92.

Dear Mr. Phillips,

Your letter to the 'Director of General Safety Operations' was forwarded to me because this section deals with all airmisses, civil and military, reported in UK airspace.

Of the two incidents you mention, neither was reported as an airmiss. However, an airmiss report involving an unidentified object, [which was probably some sort of balloon] was published in April in the CAA's booklet, 'UK Airmisses Involving Commercial Air Transport, May – Aug 1991'; this drew a lot of media attention. The booklet can be obtained from: The CAA Printing & Publication Service at Grenville House, 37 Gratton Rd. Cheltenham, Glos. GL50-2BN; tel 0242-235151. I believe the publication, which comes out every 4 months, costs £5 per edition.

If you get the May – Aug 1991 edition, you will find that the incident which the press picked up is Airmiss 75/91 which took place on the 15th July. You will probably also notice that 51/91 referred to some other unidentified object, but almost certainly a part-deflated balloon of some kind; this happened on the 1st June.

The information in these reports is in the public domain but I cannot let you have copies of the original pilots' reports submitted to JAS in confidence for flight safety purposes only.

*Yours sincerely,
J. Maitland.*

PS: Airmiss 75/91 – this [a UFO SOLAR BALLOON*] might explain a black, lozenge-shaped object – note height possibility below...

* Solar energy airship exposed to the sun takes off gradually:-

Dimensions: length approx. 10', diameter approx. 2', thickness 10 microns – supplied with a 60' flying cableS

\$ Warning: do not use your airship in strong wind. Keep away from obstacles such as trees, buildings telegraph poles & electricity pylons, etc... Tie up your airship to flying cable, because, if released, **it could reach extraordinary altitudes (30,000')**

EXTRACT FROM UK AIRMISSES INVOLVING COMMERCIAL AIR TRANSPORT, MAY – AUGUST 1991

AIRMISS REPORT No75/91

Date/time: 151745 Jul

	Type	Operator	Alt/FL	Assessed Met. Conditions
Reporting Aircraft:	B737	CAT	FL 140	VMC 40 km
Reported Aircraft:	Black lozenge-shaped object			
Position:	N5042N E0044 [30 NM SE MAY]			
Airspace type:	CTA			

PART A: SUMMARY OF INFORMATION REPORTED TO JAS

THE B737 PILOT – reports that he was inbound to Gatwick and in communication with London Control on 128.4 while squawking with Mode C. He was heading 308° and descending through FL 140 at 355 kt with visibility in the region of 40 km. His FO saw a small, black lozenge-shaped object about 500 m ahead of the a/c and at the same level. Within the space of about 1.5 sec it passed very close, less than 100 yds away, down the portside of the a/c and, at the most, 30' above the level of the wing. He informed London Control, via the RT, **who reported seeing a small, primary radar contact astern of the a/c.** No impact or disturbance was felt on the a/c and no damage was observed during a post-flight inspection. He assessed the risk of collision as high.

ATC AT LATCC reports that during a moderate traffic loading on the BIG/EAS CCF sector the B737 pilot reported an object passing his a/c in the opposite direction at a high closing speed. The B737 was inbound to

Gatwick via the Eastwood Stack and passing the BEXIL way point. He was descending through 15,000' and thought the object may have been a balloon, or part of, describing it as black and about 18" wide. **The SC reports that a primary return was seen about 10 NM behind the B737 heading SE at about 100 kt.** A following a/c was given traffic information and avoiding turns to the left to avoid the primary return, **which had appeared to change heading towards it,** but its pilot reported seeing nothing. The DVR CSC was also advised of the facts in order that inbound traffic could be given vectors to avoid the area.

JAS Notes:-

1) A meteorological balloon was released from Crawley at 17.19 on this particular day, it was light-brown in colour and was trailing a silvery-mesh triangle. Twenty six minutes after release [17.45] it was at 27,000' bearing 085.76° and at a range of 30 km from Crawley. It ascended through 15,000' 13 minutes after release [17.32] when it was bearing 097.6° and at a range of 17 km. There was a sharp inversion between 4,000-5,000' where

the temperature rose from +8° to +12°. The top of convection was at 4,500', above this was a very dry area up to about 15,000'. Wind velocity at 14,000' – 305/25, 10,000' – 295/25.

2) AIS(Mil) undertook very thorough tracing action but could reach no positive conclusion. Their radar replay did show a primary return in the general area but it was seen to move about like a light a/c or helicopter at low level. No Met or other balloons could be traced which having been released could have reached this area/time nor which could have appeared black. The only possible exception to this was that some hot-air balloon pilots launch small balloons which can be followed with a device called a 'Wind Tracker'. One balloon pilot contacted had released balloons on the 6th/7th July but then not again until the 19th. On the 21st he tracked one of his black balloons to 7,200' before he lost sight of it and he assumed they could go much higher than this. The CAA SRG is well aware of this use of balloons; they and others of similar size [less than 2 m] are exempted from most restrictions of the ANO by article 109(a). The object seen by the B737 pilot must be considered as untraced.

PART B: SUMMARY OF THE WORKING GROUP'S DISCUSSIONS

The only information available to the Working Group was the report from the pilot of the B737, photographs from the radar recordings and reports from the appropriate ATC and operating authorities.

A member commented that the number of sightings of balloons and

other unidentified objects seem to have become more prevalent in the S and SE of the country. Members took note of the AIS(M) comment on the primary return seen in the general area of the airmiss as being more akin to the movement of a light a/c or helicopter at low level. **They were at a loss to identify the reported object since its shape and behaviour did not seem to fit any**

recognisable piece of aviation equipment, while the temperature inversion made it unlikely that something like a piece of black polythene could have been carried to that level. It was agreed that this airmiss was best described as a conflation between the B737 and the unidentified object. Whilst members were unsure what damage could have occurred had the

object struck the B737 the general opinion was that there had been a possible risk of collision.

PART C: ASSESSMENT OF RISK AND CAUSE

Degree of risk: B

Cause: conflation between the B737 and the unidentified object.

AIRMISS REPORT No. 51/91

Date/Time: 011438 Jun

	Type	Operator	Alt/FL	Assessed Met. Conditions
Reporting Aircraft:	B737	CAT	FL 80	VMC 50 Km
Reported Aircraft:	Untraced Balloon			
Position:	N5122 W0050 (12.5 NM WNW Ockham)			
Airspace type:	LTMA			

PART A: SUMMARY OF INFORMATION REPORTED TO JAS:-

The B737 PILOT reports that he was inbound to Heathrow from Dublin and receiving a radar control service from the former on 123.9 while squawking 1454 with Mode C. He was heading 110° at 250 kt, level at FL 80 with visibility of 50 km. The FO noticing the object first, quickly brought the conflation to his attention. He then saw the object initially through the windscreen and it then disappeared very rapidly down the port side. He estimated that the FO saw the object for a maximum of 2 sec while he himself saw it for less than 1 sec. The FO's assessment of the object was: colour yellow/orange, cylindrical in cross-section with a possible 'wrinkled appearance'. It was impossible to estimate its actual size because of the short period of time that it was in view and there being no perspective available. However, based on the B737's speed, assuming the object to be stationary and sighted at a minimum of 500', he would estimate its size at about 10'. He wondered whether, due to their proximity to Bracknell and a NNE 15 kt wind, it may have been a weather balloon. However, **the closure rate seemed very rapid for a stationary object.** He estimated the miss distance as 50-100' range at the same

level and assessed the risk of collision as 'A'. He comments that there was an opposite direction a/c below him at 5,000' at about the same time.

JAS Note: both military and civilian agencies have spent considerable time studying radar replays of the area in which the airmiss took place, however, no trace could be seen of the reported object.

Enquiries made with the Meteorological Office at Bracknell have confirmed that they did not release any balloons from Beaufort Park on the 1st June; they are 99.9% sure that met. balloons could be ruled out. The CAA have not received any reports of the accidental release of any tethered balloons. The Meteorological Office, at the request of the JAS, have studied the met. charts and such information as was available to ascertain the conditions pertaining to the 1st June. Their considered opinion was that the N-NE'ly airflow was very unstable in the lower layers up to about 4,500'. It was considered to have been quite feasible that a 'polybag', or similar, could have been conveyed up to about this altitude. However, there was also a very strong inversion above this level with a temperature difference in the region of 5-6°. **It was considered improbable that anything could have been lifted through this inversion layer. It is**

therefore regretted that the object must be considered as unidentified and untraced.

PART B: SUMMARY OF THE WORKING GROUP'S DISCUSSIONS

The only information available to the Working Group was the report from the pilot of the B737.

It seems unlikely, to the JAWG, that this was any type of meteorological balloon: they are manufactured to disintegrate at a set altitude and the radio sonde descends on a small parachute. However, the FO's description of "a wrinkled appearance" had all the hallmarks of a half-deflated balloon. One member thought it more possible that this was an advertising balloon that had broken away from its tether, even though none had been reported. One member wondered what would happen if an engine ingested such a balloon. No aircrew member of the Group had encountered this actual problem, but most thought it would seriously affect the performance of the engine just as does a polythene bag ingested on the ground. **Members agreed that this incident was best described as a conflation with an unidentified object.** Members considered that there had been a possible risk of collision with the object.

PART C: ASSESSMENT OF RISK AND CAUSE

Degree of risk: B

Cause: **Conflation with an unidentified object**

The conclusion of this report will be published in UFO Times 25.

CAPTAIN SCHAFER'S LAST FLIGHT

by Pat Otter

The following is an account of the 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?

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 20.17 on the night of September 8th, 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 630 mph, at 37,000' holding altitude and on a south-westerly heading. Then Saxa Vord noted the contact was turning through 30° to head due south. It increased speed to 900 mph (Mach 1.25) and climbed to 44,000'.

Following laid-down procedures, radar controllers at Saxa Vord flashed a scramble message to the Quick Reaction Alert Flight [QRAF] 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 an 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



Pat Otter

Badger, the long-range reconnaissance aircraft used to test the nerves of the RAF. 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° 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 [the contact] 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.

But when they, too, tried to get close enough to identify what was by now beginning to cause some alarm to NATO commanders, they found they were just as impotent as the Lightnings.

The alert had reached such a level that the contact was being monitored by the Ballistic Missile Early Warning System at Fylingdales Moor, near Whitby, along with a second BMEWS in Greenland.

The information they were collecting was relayed to the North American Air Defence Command at Cheyenne Mountain and the US Detection and Tracking Centre at Colorado Springs.

In the meantime, the cat-and-mouse game over the North Sea between the Lightnings and Phantoms on one hand and the mystery contact on the other, was still going on. Then, at 21.05, after the fighters had made yet another abortive attempt to get close, the contact vanished off the radar screens.

The Lightnings were ordered to return to Leuchars while the Phantoms were instructed to carry out a Combat Air Patrol to the east of Iceland.

Then, at 21.39, radar controllers picked up the contact again. This time its speed was decelerating to 1,300 mph – almost the limit of both the Lightnings and Phantoms – at a holding altitude of 18,000'. It was on a south-westerly heading coming from the direction of the Skagerrak, off the northern tip of Denmark.

Two more Lightnings were scrambled from Leuchars and were ordered to rendezvous with a Victor tanker and then maintain a CAP on a 50-mile, east-west front, 200 miles north-east of Aberdeen.



As a precaution, two further Lightnings were ordered into the air from Coltishall in Norfolk and, with another tanker, to form a CAP 170 miles east of Great Yarmouth. The contact was somewhere between these two lines of supersonic fighters.

While all this was going on, RAF staff at Fylingdales, which was in constant contact with NORAD at Cheyenne Mountain, heard, ominously, that the Strategic Air Command HQ at Omaha, Nebraska, was ordering two B52 bombers into the air. It was an order which could only have come from the highest level: what had started as a routine sighting of what was believed to be a Russian aircraft, had now reached the White House and, presumably, President Richard Nixon.

NORAD was told by officials at the Pentagon that a USAF pilot of great experience was presently on an exchange visit with the RAF and was stationed at Binbrook, the North Lincolnshire fighter base a few miles from Grimsby.

Rapid inquiries were made and it was discovered the pilot was on the station and was, by coincidence, 'flight available'. At around 21.45, a request was made from a very high level within

NORAD, through Strike Command's UK Headquarters at High Wycombe, for RAF Binbrook to send Capt. William Schafer "if at all possible" to join the QRAF Lightnings looking for the mystery contact.

By this time, four Lightnings, two Phantoms and three tankers were already airborne and they were joined by a Shackleton Mk3 from Kinloss, which was ordered to patrol on a north-south heading at 3,000', 10 miles out from the east coast.

Binbrook's QRAF Lightnings were being held in reserve, but it was decided to send out a single aircraft from the North Lincolnshire airfield – flown by Capt. Schafer. The Americans wanted one of their own at the sharp end when it came to cornering the mystery contact.

At precisely six minutes past 10 on the night of September 8th 1970, a single Lightning jet fighter took off from RAF Binbrook. Ground crew on the flight line were accustomed to Lightnings being scrambled in a hurry at any time of night or day. Binbrook, after all, was a front-line fighter station and its aircraft shared QRAF – Quick Reaction Alert – duty with other East Coast airfields to provide cover should

any unidentified aircraft appear on the radar screens; but there was something different about this scramble.

For a start, it was normal for QRAF aircraft to take off in pairs. Two aircraft were kept at a state of instant readiness at all times ready for just such an emergency. But on this occasion, only one aircraft took off. And it wasn't one of the QRAF aircraft. Then there was the manner of the take-off: the pilot had raced out from the 5 Squadron crew room, adjacent to the apron, and had climbed aboard while the Lightning was in the process of being refuelled. He angrily waved away ground staff who asked him to sign the appropriate form, required before all military aircraft leave the ground, and ordered the refuelling lines to be disengaged.

And this was no ordinary pilot strapped into the cockpit of the Mach 2 interceptor. This was Capt. William Schafer of the USAF, who was on his second tour as an exchange pilot with the RAF. Schafer was a vastly experienced jet fighter pilot with combat time behind him in Vietnam. He had been at Binbrook for some time and his wife was living on the base with him.

No pre-flight checks were made and, as bemused ground crew looked on, the Lightning taxied out to the end of the runway, turned and immediately took off, using re-heat to gain speed and height as quickly as possible.

The aircraft, XS894, a Lightning F6 of 5 Squadron, whose call-sign that night was Foxtrot 94, turned out over the North Sea – and disappeared into what is fast becoming one of the great aviation puzzles of recent times. Early the following morning, XS894 ditched in the sea off Flamborough Head. The ditching was witnessed by the crew of a Shackleton reconnaissance aircraft. Flares were spotted by the Grimsby trawler, Ross Kestrel, as reported in the Hull Daily Mail, but no trace of Capt. Schafer was ever found.

More than a month later, the wreckage of the aircraft was found on the seabed by Royal Navy divers. Despite earlier reports to the contrary, the cockpit was empty and the canopy closed. Capt. Schafer had vanished – completely and utterly.

Later the aircraft was recovered and taken, unusually, to RAF Binbrook. There it was kept under wraps in the corner of a hangar.

When a team from the MOD's Crash Investigation Branch arrived from

Farnborough, they were permitted to spend only a very brief time examining the wreckage of XS894. What they did discover disturbed them. And what happened later disturbed them even more.

I first came across the mystery story of XS894 six years ago. An outline of the story was related to me by Barry Halpenny, an aviation enthusiast and author who lived at the time in Market Rasen, and who was researching for a book on aviation mysteries at the time. He suggested I dig out the cuttings on the crash and look further into it. There was more to the story of XS894 than met the eye, he told me.

I anticipated difficulties in investigating a 16-year-old ditching incident in the North Sea, but not on the scale I was to encounter over the next few weeks. Normally helpful press contacts at the MOD responded initially by promising to help, but then became very reticent.

Similar enquiries to the US Embassy and to the USAF at Alconbury proved also to be dead-ends. Calls were not returned. Contacts were unavailable.

At this stage, I enlisted the aid of Bob Bryant, then Northcliffe Newspapers' aviation correspondent and a man with close links with both the RAF and

USAF. Bob was to spend weeks checking out a story he found more intriguing by the hour. He paid numerous visits to the MOD and spent hours on the telephone to contacts in the USA. But everywhere he heard the ominous sound of doors being slammed: he finally admitted defeat. But Bob was absolutely certain there was an official blanket of secrecy over the events surrounding the crash of that Lightning in the North Sea all those years ago.

Barry Halpenny finally published an abridged version of the story in a book which appeared in September 1988. Subsequently, we were contacted by two former airmen who had both been at Binbrook at the time and added further fuel to the mystery by recalling their own memories of that night.

It was a story which puzzled and intrigued readers but, perhaps most interestingly of all, it was a story which grabbed the attention of a man spending 10 days in a Cleethorpes guest house. Sixteen years earlier, he had been one of the crash investigators who went to Binbrook to examine the remains of XSW894 [sic]. He was so puzzled by both what he saw and to the treatment the investigation team received that he was determined to get

to the bottom of the mystery once and for all.

Now, four years on, he believes he has peeled back a little bit more of the mystery surrounding XS894 and the disappearance of Capt. Schafer. I now have a copy of his account of what he believes happened that night. Some has come from his dogged investigations, some from official documents he has obtained and some, most tellingly, from what he maintains is a transcript of the final conversations between Capt. Schafer, a radar controller at Staxton Wold, near Scarborough, and the crew of the Shackleton which witnessed the crash.

Our source has to remain anonymous and we cannot corroborate all the information in this report. What information we can is certainly in line with the results of my own inquiries four years ago.

All we ask you to do is to read our stories carefully – and make up your own mind

Ed's comment: I am grateful for Pat Otter's story which, of course, I cannot verify in any way, but, for the readers' benefit, I shall conclude his fascinating account in UT25 due out in Sept. '93.

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THE EUROPEAN DIMENSION

Extracts from Eurufon News
No3, April 1991

BELGIUM – STRANGE MANIFESTATIONS IN THE SKY

This case was communicated to us by Thierry Veyt of the Belgium group GEPSI. The witnesses are an officer, whose name we have concealed, and his wife: the following is the officer's account:-

This account is based on a series of observations made on 11th December 1989, approaching 18.45, when I was driving in the vicinity of Gembloux Station, coming from ERNAGE where I reside. My wife was accompanying me and was able to make the same observations as I. Night-time had already fallen, the sky starry and there was a full moon.

Coming at a height of a farm at SARTERNAGE, I saw in the sky to the right of some trees situated behind the farm, and at two-thirds of their height, a series of three or four panels of light which were arranged in a general north-south direction, coming from the MELLERY radar tower and above the villages of CORTIL or SAINT GERY and going towards CORROY.

The dimensions of these panels of light did not vary and remained absolutely steady. Under this series of panels, and almost at the centre, there was a gyrating red light which did not absolutely correspond with the flashing lights which are found on classical aircraft, and which scintillated like stars. The height of the series of panels was estimated to be from 200 to 300 metres.

The road that I was taking turns to the left in the direction of GEMBOUX on a level with the farm at SARTERNAGE and the lighted panels followed this general direction at a speed of 50 to 60 Km/h and remained to the rear of us.

In order to continue my observation I stopped at the point which culminated in a country road situated directly after the farm at SARTERNAGE. My wife opened the car window and the UFO, which had moved slowly past me to my right and continued on its way in the aforesaid direction; this part of the observation lasted about 2 to 4 minutes.

Next, the UFO suddenly directed itself in our direction with only one white headlight, enormous and bigger than a headlight of a large airliner, being visible; at this point a certain apprehension seized me. My wife became frightened and asked me to restart the car due to the new direction the object was now following and with the abnormally enormous, luminous mass looking just a little aggressive; a fear substantiated by the fact that we could not hear any engine noise; this machine was silent!

Therefore, with my car re-started, the large light source disappeared and three white headlights, less intense as the previous one, appeared. These three headlights formed a triangle which was more or less equilateral. At the centre of gravity, there was again a gyrating red light seen practically in the plane.

The object manifested in the first instance a turn of 180° to its left – the distance between the white-light sources was about 10 metres -which seemed paradoxical to me at the time, for in spite of the moonlight impinging directly on to the countryside, *it was not possible for us to distinguish any mass outside of the triangle formed by the luminous points.*

The manoeuvre made by the object was majestic and slow, and the turn it

made was tight. It was useless to speculate or concern oneself with looking at the object effecting its turn as one would do so when following the progress of a Boeing or similar aircraft, so short was the turn.

Next, the light sources disappeared leaving only the gyrating red light in plan view still visible. Very rapidly, this light was lost into the depths of the night in the SSW direction; the duration of the observation was estimated at 5 to 8 minutes.

Four characteristics have struck me: the slowness of the UFO's movements in relationship to the speed with which it displaced itself at the end of the observation: the outline of the mass, which presumably would have had to locate itself around about the lights, did not reflect any moonlight nor, indeed, was visible: the lack of any motor noise; it was too silent: finally, there was the silence and these enormous lights situated in front of the object which were coming towards us, causing us to feel fear and apprehension, especially by my wife.

BELGIUM – THE FLYING BALL OF QUEVAUCAMPS

Narration gathered by Patrick Vidal.

We remain in 1989: this observation is very interesting because it was made in May 1989, therefore, well before the wave of UFOs in Belgium that we spoke of; here is the witnesses statement:-

"This affair unfolded at QUEVAUCAMPS near BELOEIL during the night of Thursday 4th May (Ascension), Friday 5th May. My wife had got up to go to the toilet and, in returning to the bedroom which is oriented to the south, noticed a strange light moving about in the sky, and so she called to me immediately. I got up hastily and followed the progression of the object which was coming towards us emitting a yellowish light which was a little more pronounced than that of the moon when full, thus, with the sky clear the object gave us a yellowish-white appearance.

The light emitted by the object was not blinding and was not in the form of a beam as one would see in the lights of a car at night. Therefore, we could easily examine this machine, which was a circular shape with an apparent

diameter of 2.5 to 3 times that of the moon, and which moved in silence without leaving a trail behind it.

When the object went over our roof, we believed to have perceived a faint trembling like the leaves of the trees in an orchard, and that the poplars having been agitated by the surrounding air [when one looks at the moon with the naked eye, one notices a dark marbling-effect caused by the shading of mountain chains or large, deep craters]. As well as this, we could see across this light, at first, 3 large circles arranged in a equilateral triangle, two in front and the third at the rear of the object. These circles were located near the periphery, and the distance separating the circles

from each other would have allowed the placing of three smaller circles on each edge. Between the two circles in front there was a thin line which was cut up and bound together, and behind this line there was an indescribable marbling-effect which was reaching out from the centre towards the after circle. It was impossible to speak about the use of it because the object passed by very quickly.

When the object had passed over our roof, we rushed into a room at the back and saw the object disappear towards ELLIGNIES-St-ANNE and ATH, and without doubt further towards GAND and the Dutch Delta... One important thing which needs pointing out: we

saw, neither in the front nor at the rear, any flashing red-green lights which are obligatory on ordinary aircraft.

I cannot give an exact appreciation of the height of the flying machine, but its speed of movement was clearly inferior to that of military aircraft which fly over each day and at low altitude in the locality, causing a great uproar...

I think it was flying low enough in order to avoid being detected by the radar at Glons or Cambrai, and the machine exceeded the limit of efficacy of these radars. According to the flight path of the object, it had to come from the region of SOISSON LAON and directed itself towards Ath.

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ALIEN ENCOUNTERS

The Winged Serpent of Ashland

by Gordon Millington

One way to classify the various behaviours exhibited by UFO occupants is in terms of the ostensible aims to which they appear directed. In this taxonomy the Villas-Boas case could be described as GENETIC, since the activities of the ufonauts seemed concentrated around a sexual act. Certainly that occasion was the forerunner of a whole series of reports in which their prime preoccupation seemed to be a concern with human reproductive organs and processes, thus justifying the classification. We should never forget, however, that any taxonomy is ultimately an arbitrary interpretation, for the true aims of the ufonauts may in reality be quite other than we have supposed and their use of, for example, sexual themes be quite incidental to their main purpose. If ufonauts are totally alien we shall certainly fail to understand their motives, unless perhaps they are working under the control of human types which are often indistinguishable from ourselves.

The major case I now wish to examine would under this taxonomy be classified as APOCALYPTIC, for reasons which will soon become apparent. It may be of significance that in this case as in the previous one, each ufonaut wore a kind of uniform with a distinguishing badge, thus lending some plausibility to a suggestion that there may even exist a corps of ufonauts organised into specialist units denoted by such insignia. The Geneticist might appear as a crude, uncaring sort of fellow, ruthlessly manipulating his captive by brute force or superior technology, while the Apocalyp would be seen as more subtle though no less manipulative. An encounter such as occurred in 1967 between a Nebraska sergeant of police and the agents of the Winged Serpent is fairly typical of the latter approach.

Sergeant Herbert Schirmer was a man of strong character, a former member of the United States Marine Corps. As a police officer he was widely respected among the ranchers and well thought of by his superiors in the police, who described him as "dependable and truthful". Eventually he became the youngest ever chief of police in the cattle town of Ashland, and this was after his abduction report had become public knowledge.

On December 3rd 1967 the witness had been on duty since late afternoon and at 2.30 a.m. was still in his car, cruising the deserted suburbs in search of stray cattle. Approaching a cross-roads, he saw a number of red lights ahead, which he thought might indicate a broken down vehicle. As he came nearer, however, he saw the lights resolve themselves into a row of small

windows round the circumference of an oval object hovering above the road. His next conscious memory was of the craft glowing incandescently and rising into the air. There was a high-pitched sound as it swayed from side to side with a pendulum motion. Schirmer experienced a temporary paralysis but drove back to his office, though feeling weak and sickly. He arrived there at 3 a.m. and wrote in the precinct log book: "Saw a flying saucer at junction of highways 6 and 63. Believe it or not!" He then went home and only later did he realise that, although the journey to his office had taken only ten minutes, there was a time lapse of twenty further minutes for which he could not account.

In communication with Jacques Vallée (Vallée 1990) he afterwards revealed that at the time of the encounter he had felt a brief tingling sensation and a pain behind the base of the ear where later there developed a red welt with tiny holes as if needles had been inserted. For three weeks after the event he had suffered from severe headaches which disturbed his sleep with dreams of a landscape with three mountain ranges, strange domes and UFOs.

At the behest of the Condon Committee, which at the time was supposed to be conducting an impartial official enquiry into the UFO phenomenon, Schirmer voluntarily underwent a series of psychological tests, including a 'lie detector' session. None of these gave any cause to doubt his veracity. The Condon team then flew in Dr. Leo Sprinkle, a psychologist from the University of Wyoming, to attempt through hypnosis the recovery of the witness's

memories of the missing time. Under hypnosis Schirmer stated that, having stopped the engine and extinguished the lights of his car, the UFO then exerted some form of traction which towed the vehicle up the slope towards it. Two entities left the UFO and one of them projected from a device he was carrying a green glow, which apparently caused the policeman to enter a sort of trance in which he got out of his car and awaited the approach of his captors. They were described as being about five feet tall and wearing tight-fitting one piece suits with a head covering and boots.

Schirmer produced for Vallée a detailed pencil drawing of one of his abductors as remembered from the hypnosis. Though the forehead is wrinkled, the major facial features are normally humanoid, but the pupils of the eyes are enlarged, elongated and catlike, producing a penetrating and unnerving stare. There is a small round device over the left ear, with a short antenna less than two inches long, and over the right shoulder is a patch bearing insignia representing a winged serpent.

"Are you the watchman over this place?" asked one of the ufonauts, in slow and measured tones which seemed telepathically transmitted rather than actually spoken. Schirmer agreed that he was a 'watchman'. (Interestingly, the word is a genuine archaism for a policeman.) He was then led up into the UFO, where he was shown spinning drums in a machine which flashed with a variety of colours and was described to him as a power source producing 'reversible electrical magnetism'. Captors and captive then

floated together, apparently in free fall, up a gravity-reversing shaft to another level, where Schirmer was shown what may well have been a hologram of a sun with six planets, which was said to be the ufonauts' home system. As in the previous case, we find the deliberate suggestion of an extra-terrestrial origin.

"Watchman!" exclaimed his companion, "One day you, yourself, will see the universe as I have seen it." Vallée writes that "at the time of our meeting, many years after the event, his dialogue with the operator stood out as the most significant event in Schirmer's life", so impressive were the deep authoritative tones of his abductor and the shamanistic quality of the experience.

Timothy Good (1987) quotes a statement allegedly made to Sergeant Schirmer by his abductors to the effect that:

"... They have been observing us for a long period of time and they think that if they slowly put out reports and have their contacts state the truth it will help them... They have no pattern for contacting people. It is by pure chance so the government cannot determine any patterns about them. There will be a lot more contacts... to a certain extent they want to puzzle people. They know they are being seen too frequently and they are trying to confuse the public's mind."

Good's own position is perfectly clear and he expresses it unequivocally. "It is my conviction," he writes, "that we are being visited by several groups

of extra-terrestrials and that while some may not be well disposed towards us, the majority are essentially benevolent."

It is not only Erich von Däniken who suggests that in prehistoric times astronauts from ancient civilisations, who were seen as gods by the early men, came to this earth and inaugurated genetic and technical innovations. The Winged Serpent or Dragon, said to have been worn as insignia by Schirmer's abductors, is directly associated in myth and folklore with these ancient astronauts. As anthropologist John Michell (1967) put it:

"The discovery that flying saucers, the fiery discs in the sky, were reported in the past as dragons or winged serpents reveals the significance of a great deal of previously obscure mythology and folklore in which these creatures figure... and all those myths where the serpent is described as the airship of the gods, the vessel from which all human benefits derive, can be seen as symbolic accounts of the early dealings between the gods and men."

So were Schirmer's captors, by their use of the serpent symbol, claiming some link with these ancient astronauts? The idea that celestial beings oversaw the beginnings of human life on earth is an attractive one and especially so when allied to the belief that in their UFOs, as the Australian aborigines believe, they are still keeping a benevolent and protective watch over us. Based initially on accounts to be found in the Sumerian and Akkadian

religious writings, it is also adduced to explain the existence of many ancient artefacts which seem to imply the existence of a technology far in advance of what had been thought to be possible at that time. Biblical references in support of the hypothesis are made to Elijah, Enoch, Ezekiel and Jacob amongst others, and mention is usually made of the destruction of Sodom and Gomorrah. Archaeological anomalies include the Pyramids, the Peruvian Nazca lines, the Easter Island megaliths, Stonehenge and Avebury, together with the Ziggurats and stone platforms at Baalbec in the Lebanon. There are genuine problems of interpretation relating to all of the above to which some form of the Ancient Astronaut hypothesis may indeed be relevant, but the question is too large for consideration here and will be reviewed in a later chapter. The use of the Winged Serpent symbol by the ufonauts at Ashland suggests either that (a) they are the Ancient Astronauts or perhaps their descendants or (b) that they would like us to think they are. There is, of course, the further possibility that the symbol has no such connection and just happened to be one they used to denote something to us unknown. Whoever they may have been, they were certainly communicative to the point of didacticism. They told Schirmer that one of their purposes in landing had been to obtain electricity from a nearby source, and indeed UFOs have frequently been observed following power lines and hovering near generating plant from which they may have been able to

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extract energy. The phrase "reversible electric magnetism", allegedly the product of the machine he was shown, meant nothing to him and, as it stands, means little to anyone else. But consider the word "reversible" as applied to the force of gravity in the elevator which, Schirmer said, had carried him upwards inside the UFO.

James McCampbell (1987) remarked that UFOs appear to defy gravity. "Not only," he writes, "do UFOs appear to be anti-gravitational, they behave as though they had no inertia." He uses the Principle of Equivalence, as postulated in Einstein's General Theory of Relativity, to show that the observed manoeuvres of UFOs, their instant stops and high speed right-angle turns, can be accounted for on the assumption that they have in fact achieved the control of gravitational forces described by Sergeant Schirmer. Dr. Leo Sprinkle was so impressed by the police officer's account, his first experience of hypnotic recall in an abduction scenario, that he devoted much of his subsequent professional career to following up future cases. Like Villas-Boas, Schirmer had an excellent eye and a retentive memory for details, some of which featured in later cases and therefore merit further consideration.

The traction beam said to have moved Schirmer's car is paralleled by the total disappearance of a car and passengers enveloped in a 'white cloud' on a road to Tokyo on 19 November 1963 (Bowen, ed. 1977) and the teleportation of a car in Natal, South Africa (Ibid.) on 30 May 1974. A truck and its driver were both temporarily abducted from Fredricksburg, Virginia (Rimmer 1984) and the phenomenon of mental control by ufonauts is a feature of virtually every abduction reported. The vision of an alien solar system, very like a modern hologram, could scarcely have originated in the witness's own mind at a time when laser technology was scarcely known and it may well be that his subsequent dreams of an extra-terrestrial landscape relate in some way to this 'vision'. The Aveley abductees, taken up from Essex, England, on 27 October 1974, also claimed to have been shown holographic videos of an alien world (UFOIN 1990), and of course Villas-Boas described a holographic sign on an internal UFO door. The device with the short antenna located over the ufonaut's left ear seems to have been

unique, though it reminds one of a more intimate version of the modern policeman's personal radio. It should be noted that the injuries to the base of Schirmer's own ear may have been in preparation for the insertion of some similar device at a later time, for accounts of implants allegedly received by subsequent abductees tend to support such an idea. Of course all information received through hypnosis is to some extent suspect and always in need of maximum confirmation.

Villas-Boas, of course, had undergone his experience without any interruption of normal consciousness and is not alone in this. A woman in Quilmes, Argentina, did so on 3 July 1968 (Bowen ed. 1977) and at Venado Tuerto in the same country a twelve year old boy also reported a conscious experience on 6 September 1978 (Valleé 1990). In Aldershot, England, on 12 August 1983 a seventy-seven year old pensioner out fishing by a canal told how he had accepted an invitation to step aboard a landed UFO that night and had done so in the hope of an adventurous trip, only to be summarily rejected. "You may go," said a voice. "You are too old and infirm for our purposes." (Good 1987)

Despite a number of broad but quite possibly misleading hints, these purposes of the Phenomenon remain as mysterious as the origins of its agents, though the latter do seem excessively anxious to assure us they are not of this planet. The UFO which landed at Socorro, New Mexico on 24 April 1964 (Sachs ed. 1981) bore on its fuselage the Arabic symbol for the planet Venus, while on the very same day two English-speaking humanoids from a landed UFO in Tioja City, New York (Valleé 1988) assured a farmer there that they came from Mars. Maybe, as Schirmer was said to have been told, they are indeed just trying to confuse the public mind. Perhaps the nearest to a straight answer to the origin question was given at Houston, Texas in April 1897 by the pilot of an 'airship' UFO who observed that he and his crew were "from anywhere, but we will be in Greece day after to-morrow."

The Schirmer case raises many interesting questions to which, inevitably, we still have no firm answers. This was doubtless why the Condon Report, long since exposed as of spurious objectivity, gave it just two pages as Case 42, expressed doubt that the reported experience was physically real and therefore listed it as "unexplained". Since then,

however, ufologists are beginning to consider less restrictive paradigms of what is physical and what is real. Taken together, the cases of Herbert Schirmer and Antonio Villas-Boas can lead us, if not to answers, at least to some stimulating enquiries.

We might begin by asking why such different techniques of abduction were employed in the two cases. The constraints imposed on Villas-Boas were completely physical, while the control exercised over Schirmer seems to have been mainly of a psychological or even psychic nature, for it is not necessarily the case that the green ray exerted a physical influence on the victim's brain – it would need only the successful implantation of the suggestion that the ray was disabling for it in fact to be so. Villas-Boas was not selected at random – the UFO had made two reconnaissance visits before the actual abduction and his brother was present as an alternative choice on each occasion. Presumably the purpose of these visits was to ensure that the potential victim met whatever criteria the ufonauts considered desirable and perhaps they had some means of assessing these, otherwise there would have been no purpose in actions which would merely alarm or forewarn the one chosen.

The Ceres incident in 1954 seems likely to have involved either the same UFO which abducted Villas-Boas or another very similar, and its occupants seem to have established a telepathic contact with one of the Ceres witnesses, of the kind which I suggest they were unable to establish with Villas-Boas, though they may have made an unsuccessful attempt on their reconnaissance visits to establish the kind of mental ascendancy which is probably pre-requisite for such communication. Villas-Boas was not afraid of the UFO occupants, nor did he believe they were any kind of superior beings. He had a robust self-concept and made a vigorous resistance to aggression, so that his own powerful but unimaginative personality may have precluded any but purely physical approaches to overcome him, and also ensured that the encounter was one in which he retained his normal consciousness throughout. In these circumstances they might have thought him an unsuitable choice, but perhaps other considerations prevailed. He was young, strong, doubtless physically attractive, and the female ufonaut's wishes may have had to be considered. Certainly Antonio thought she was one

of the snatch party and indeed the first to lay a hand on him, thereby feeling the weight of his fist. Throughout the whole episode there was never any attempt at communication other than by signs and gestures from his captors, so it can reasonably be conjectured that in this case it was the personality of the abductee which primarily dictated the nature of the encounter. Though it may well have been the case that other and more technical means of compulsion than mere physical force were available to the ufonauts, it was perhaps felt that the use of any such might impair the victim's ability to carry out the required copulation.

No such sexual demands were to be made on Sergeant Schirmer, so that technical constraints could be used on him. Villas-Boas was largely protected from psychic pressures by his own ignorance; his conviction that the events in which he was participating were taking place in the framework of his normal reality was perhaps responsible for also keeping it there, while anger at the aggression to which he was being subjected filled his mind and probably strengthened his mental resistance. His case suggests that abductees who fight back mentally can retain at least a partial autonomy in their situation. Herbert Schirmer, however, was tired, more sophisticated and therefore more vulnerable. He had heard of UFOs and could never have supposed that what was happening to him was a part of everyday normality, so that the UFO was able to impose on him its own order of reality. He heard no growling from his abductors – instead he found them speaking inside his mind, and the whole quality of his experience was therefore of a different order to that of the Brazilian. It suggests that UFOs and their occupants are not confined in their operations to one single level of reality and that exposure to an alien way of being produces both physical and mental effects on an abductee. In the case of Villas-Boas the after-effects, though unpleasant, were wholly physical and there was no apocalypse. As later incidents have abundantly shown, the types of GENETIC and APOCALYPTIC motivation I have postulated are not mutually exclusive and indeed have been so frequently complementary that only these two cases made it possible to establish the distinction clearly. Both are examples of what Max Weber called the pure or ideal type, so valuable as a taxonomic tool. Villas-Boas' case contains no revelatory

element and Schirmer's is devoid of sexual implications.

The third type of motivated ufonaut behaviour I call PROSPECTING, namely behaviour calculated to produce the impression that some kind of quasi-scientific survey of our planet is being conducted. In the Masse abduction case at Valensole, to which reference has already been made, the ufonauts were apparently absorbed in the study of the witness's lavender plants when he came across them. Coral and Jim Lorenzen (1967) give examples of the collection of vegetable and water samples, specimens of grass, tomato plants and even the soil itself. An inhabitant of New Jersey claimed in 1957 to have been confronted by a three feet tall being with frog-like eyes who said: "We are peaceful people – we only want your dog." There are even stranger stories, well supported by the evidence of animal carcasses from which organs have been removed in a skilful surgical fashion, as though for laboratory study.

Though we can only conjecture the motivation underlying such behaviour, we can still examine its social consequences for us. Humanity recognises this "scientific survey" as typical of the

kind of behaviour men would themselves exhibit if they landed on a strange new planet and the inference is therefore made that the ufonauts are in fact visiting a strange new planet, namely our own. If this is so, then of course they must have come from another world to be so unfamiliar with ours. The ufonauts seem to be trying continually to convince us of the validity of the extra-terrestrial hypothesis. They have tried for so long to propagate the ETH that it is hardly surprising we are becoming increasingly suspicious of it. Where is this place of origin they seem so anxious to conceal from us? We can scarcely expect a simple, uncomplicated and universally applicable answer to this apparently ingenuous question.

** This account by Gordon Millington of Sitchin's work is from 5 titled books [paperbacks] which are available from:-*

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REVIEWS...

ROUND IN CIRCLES

by Jim Schnabel

294pp hardback, 18 plates, Hamish
Hamilton £16.99. ISBN
0-241-13414-5.

Over the many years I have watched from the auditorium, the unfolding of an epic performance. Many no-names leapt onto the stage, passed the audition and become stars overnight. This real life soap opera was to last for more than a decade with a following larger than Brookside.

I am of course referring to the late, lamented crop circles saga with an appeal and visual majesty that could not be denied, but origins that could be hotly debated to the point of issuing lawsuits and pistols at dawn. The subject was weighed down heavily with strutting prima donna's all wanting a large slice of the pie. Andrews, Delgado, Wingfield and last but definitely not least Green, revelled in the media attention and loving the adoration of 'their' public.

With the deflation of crop circle popularity, the publication of a new book on the subject would seem a preposterous suggestion – a book destined for the remainder graveyard. All those tedious measurements, endless scientific (or pseudo-scientific) narratives with the Hopi Indians popping up for a pow-wow to add effect and more to the ratings.

However, Round in Circles by Jim Schnabel is a book that should be read by everyone who was interested in the subject as it pulls the rug sharply from under the feet of all the self appointed gurus of the crop circle myth. This book is not about the circles themselves but the people who researched and promoted them. The laughs, the cries, the tantrums and the gullibility of those who loved to bathe in the limelight but disappeared into obscurity after the Doug and Dave revelations burst the bubble.

Schnabel has cleverly pieced together the circumstances behind the Andrews and Delgado marriage, their separations and final divorce. Explains when Meaden appears on the scene and his tortuous relationship and clashes with 'Fandango and Condrews'. And

details the emergence of the CCCS and its New Age leader Michael Green, who is described in the book as '... tall and dignified, with vaguely exotic features – broad face, blonde curly hair – that recalled both Peter Ustinov and, perhaps a little incongruously, Harpo Marks.'

My favourite passage refers to the opening of the CCCS at a house in Ely, Cambridgeshire. 'It was a regular country house weekend, with drinks and laughs and food everywhere ... Busty Taylor loved it. He had neither seen nor heard anything like it in his life: all these good looking old school tie people with their high-toned accents. And he was right in among them, as an honoured guest. Except he couldn't help noticing ... that when someone was needed to help in the kitchen, or to carry trays of food, or to do some spare-hand job, they would never ask John Haddington, or George Winfield, or ever Richard Andrews. They would ask ... him.'

In his final chapters, Schnabel lifts the lid on the secret underground circle hoaxing craze that gave birth to an obsession for the credulous and an opportunity for the entrepreneur. But finally killed the subject off with its own popularity.

The hilarity, the horrors and the hysteria of the crop circles fraternity are all in this well written and extremely entertaining book. A must buy – you will not be disappointed.

Mike Wootten.

"FAREWELL GOOD BROTHERS"

Sat. 10th April 1993: TV-Channel 4:

Having watched RAIDERS OF THE LOST ARK ('A radio set for talking to God'), I would have missed this remarkable documentary had not Edgar Hatvany, a former editor of SPACELINK, called me up.

It [the programme] featured American Contactees from the 50s using old archive film mixed with recent interviews. The remarkable thing was that never once did you hear the prattle of an interviewer. Contactees, George Adamski, George King and George Van Tassel were included. King seemed to have been inspired by Adamski.

George King founded the Aetherius Society in the UK in 1955, but "was commanded to come to America", where he lectured and established the Society in Hollywood. We were treated to members of the Society, smartly dressed in red or green robes, melodically chanting OM MANI PADMA HUM in the direction of King's crystal-filled, prayer-power battery. George King (not given any titles by the film-maker), COULD have passed as an amiable old buffer running a steam railway. While lacking modesty, he did admit to ridicule and hard times in the early days, and of having had his life threatened. But what can you say about a man who has had himself crowned as a count, a prince and an arch-bishop AND proclaimed himself the Voice of Interplanetary Parliament!?

Openers and stars of the show were Howard and Connie Menger – a truly handsome 50s couple – of FROM OUTER SPACE TO YOU. "As now" interviews compared with the 1950s made riveting viewing. Howard Menger, now 71, with hair dyed black, and blonde Connie, looked in remarkably good shape, and as devoted as newly-weds! They still have a mission "to get the story out", and this includes building a 40é "electro-dynamically" powered saucer. But could they manage it on their Social Security?

On the other hand, Daniel Fry of the WHITE SANDS INCIDENT and founder of UNDERSTANDING, appeared to have passed his sell-by date.

Researcher, William Hamilton, said there was a theological content in the messages. Evangelist, Frank Stranges (he of STRANGERS AT THE PENTAGON), and friend of "Valiant Thor", said that abducting aliens came from the inner Earth. Both King and Stranges thought there was a government conspiracy of silence.

Contactee Minister of The Blue Rose Ministry, Robert Short, was given some unmemorable mileage. Black and white footage from the 50s featured several well-known contactees – Orfeo Angeluca, Truman Bethurum and Dana Howard, etc., at George Van Tassel's Giant Rock Spacecraft Conventions. We saw 90s footage of Van Tassel's INTEGRITON, which looks like an observatory and was built "to slow the aging process".

According to the credits, Robert Stone produced, directed and edited the film. Surely a lesson to other aspiring filmmakers!

Lionel Beer, April '93.

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Controversy of the Circles*	Last few copies by P Fuller & J Randles	£4.50	\$9.00
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* very few left - first come first served

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UFO Times	Commenced 1989	£2.50	\$5.00

Prices quoted are for single copies. Please state year preferred or send for list. Unbound photocopies will be supplied for out of print issues.

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WANTED . . .

Names and addresses of active UFO groups and/or UFO publications

I am in the process of trying to compile a comprehensive directory of all UFO groups from around the world. No group is too small or too large. I would also like to include UFO publications, from news-stand magazines to the more simpler form of newsletters. If you are involved in any such activities please send us as much detail as you can to:-

Philip Mantle, 1, Woodhall Drive, Batley, W. Yorks. WF17-7SW.

Readers

Write

Express your views by sending your
correspondence to:

**The editor, UFO Times,
Suite 1, The Leys,
2c Leyton Road,
Harpenden, Herts,
AL5 2TL**

Dear Ken,

Here is something that you may like
to put in UFO TIMES.

After reading Jenny Randles' book
'Life Beyond Planet Earth', 1991,
researcher Anne Silk, being a cross-
word buff, realised that the calls Arthur
Shuttlewood used to get, purportedly
from outer space, had hidden mean-
ings. His ETs called from a phone-box
in Warminster Town in 1960, and gave
their names as: CAELLSAN
SELORIK TRAELLISON KARNE
and were from the planet AENSTRIA.

Anne reports, "These, if considered
as anagrams, re-assemble as: A.S. IT IS

ALL ONLY A TRICK, A LARK,
R.E.S.S., R.N. ALONE. E.N.E."

One does not need to have a Masters
Degree in code-breaking to realise
that:-

A.S. = Arthur Shuttlewood.

R.E.S.S. = Royal Engineers School of
Signals.

R.N. = Royal Navy.

E.N.E. = East north east – the compass
bearing of the R.E.S.S.

Credit must be given to Anne for
this, she comments, "There is no 'y' for
ONLY, but all the others fit."

Another ET message bites the dust,

and there is no Y about it! It was just a
lark...

Regards,

Albert Budden.

Ed's comment:-

*Oh dear, here we go again playing with
anagrams.*

*As it happens, 'her indoors', who is
also a bit of a buff with crosswords, etc.
[and not just a little 'flash' with it!]
came up with another message
entirely: ALL KEN [small 'k'], ISRAEL
NASCENT, LOOK, IRAN ARISES,
ALERT.*

*I am sure other readers could just as
well come up with a score or more
alternatives. The point is that ana-
grams in UFO 'messages' prove
nothing and one could waste much time
debating the issue and get nowhere.
The real issue is: what do we really
know about Arthur Shuttlewood? Pre-
cious little I should imagine; quite
frankly I do not believe we shall ever
find out anything about the man.*

*My advice to Anne Silk and Albert is:
forget space 'messages' and anagrams;
they are a complete waste of time.*

BUFORA (IRELAND)

INVESTIGATING OFFICERS:

Pat Delaney & Anne Griffin

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As announced in the October BUFORA NEWS, a video called 'UFO Review – The Researchers' has been produced by D.M.P. of High Wycombe in association with BUFORA. This one-hour VHS tape includes interviews with some of the world's leading UFO researchers, including Walt Andrus, Cynthia Hind, Odd-Gunnar Roed and John Spencer. No video collection is complete without it. [Note: this is only suitable for PAL video systems compatible with the UK's]

Copies of the tape are available at meetings or by post from: BUFORA, Suite 1, The Leys, 2c Leyton Rd, Harpenden, Hertfordshire, AL5 2TL. Price is £12-50; if ordering by post, please include £1-50 extra for P & P.

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DIARY

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Sat. 4th Sept. '93

14.00 WITNESS SUPPORT GROUP MEETING
18.30 London lecture

Sat. 2nd Oct. '93

14.00 WITNESS SUPPORT GROUP MEETING
18.30 London Lecture

NEWSFLASH! London Business School venue cancelled.

*BUFORA London lectures are held every first Saturday of the month. Lectures start at 6.30pm. Entrance £1.50 members, £3.00 non-members. The new theatre has wheelchair access and facilities for the disabled. **All are welcome.** Full lecture programmes are available from BUFORA (LP), Suite 1, The Leys, 2c Leyton Road, Harpenden, Hertfordshire, AL5 2TL.*

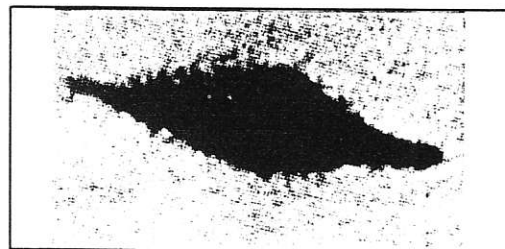
*If you have an event that you wish to publicise on this page **free of charge** then write to the editorial address (page 2) with your request, three months in advance.*

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