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# UFO TIMES

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## UFO TIMES

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## Front cover illustration:

A disorientated Travis Walton (D.B. Sweeney) is comforted by his girlfriend, Katie (Kathleen Wilhoite) and Doctor Cayle (Julia Ariola) in a scene from *Fire in the Sky*

*Reproduced with the kind permission of United International Pictures*

# UFO TIMES EDITORIAL

## **BUFORA: A Ufological version of the 'Samaritans' or a society devoted to the study of physical UFOs?**

This dilemma is going to take on more prominence as BUFORA's continuing policy of providing a Witness Support Group becomes more widely known. Of course, witness study has no benchmarks by which one can measure such factors as: performance, relevance, achievement and prediction vis-a-vis the aims and objectives of the association. Already the witnesses themselves have directed BUFORA along certain paths which some researchers regard with some degree of apprehension. For example, Mary Seal has covered an amazing amount of ground with respect to UFOs and the 'Secret World Order'. Then, of course, there is the witness magazine, UFOR, which is the brainchild of another WSG member, Janice Georgiou, and which tolerates no scepticism.

Seasoned UFO researcher, Hilary Evans, has taken a dim view over what he sees as a role which

BUFORA should not undertake as a matter of policy and the reader is referred to in his letter in 'Readers Write' at the back of this issue. Personally, I do not agree with him since I believe that the UFO situation, despite its very real aspect, spans its sphere of influence into the psychic domain and, thus, concerns itself very much with people, many of whom have been badly traumatised by their experiences. However, I feel sure that many readers would declare that BUFORA should not be in the business of counselling, if only for the sole reason that we in the association are, by and large, simply not trained to help witnesses to come to terms with their experiences.

What do you say?

*Ken.*

# CAPTAIN SCHAFER'S LAST FLIGHT

## PART 2

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?

*Continued from UT25...*

**"Hell, that's bright, very bright."**

Capt. William Schafer was sitting in the crew room of 5 Squadron when the call came from High Wycombe.

The room overlooked the apron where the line of silver-finish Lightnings stood illuminated by high-intensity sodium lighting. The crew room itself was sparsely furnished, with ageing chairs which had seen better days, a bar which dispensed nothing stronger than black Nescafe, and walls adorned with plaques and photographs donated by visiting RAF and overseas airforce units. Schafer was still in his flying suit after returning earlier that evening from a training sortie in one of the squadron's aircraft. He is remembered by those at Binbrook as a small, powerfully-built man who loved to fly the single-seat Lightnings, so different from the new generation of sophisticated aircraft then starting to come into service in the USAF.

When the call came, Schafer was helped into the remainder of his flying gear by other 5 Squadron aircrew, went out through the door, turned right and raced across the apron.

Two Lightnings in the line-up were virtually ready for flight. One, XS894, was in the process of having its fuel tanks topped up and was already connected to a power starter.

Schafer climbed the steep ladder, hauled himself into the cockpit, strapped in and started the engines. He waved aside the ground crew, who were expected to help carry out the standard pre-flight checks, ordered the refuelling to stop and failed to sign the regulation form signifying he was happy with the aircraft.

It was armed with two Red Top air-to-air missiles, one of which was live and the other a dummy, and enough 30mm cannon shells for a six-second burst.

One of the men in the ground crew at the time was Brian Mann of Grimsby, who was driving one of the fuel bowzers. He remembers XS894 being refuelled at a rate of 150 gallons a minute when suddenly the engines started. "The windows on the tanker almost went in. I panicked, took the hoses off and got out of the way," he was to say later. Mr. Mann remembered Schafer disregarding the ground marshal, who was the eyes and ears of the pilot on the ground, as he swung the Lightning round. "His actions were unorthodox to say the least," he said.

At 22.06, XS894 blasted off from Binbrook's main runway into the night sky. Those on the ground saw it disappear with a sheet of flame from its twin tail pipes as Schafer used re-heat. It turned over the Wolds and the last they saw was its navigation lights heading out towards the North Sea.

By now, the mystery contact, which had led to five Lightnings, two Phantoms, three tankers and a Shackleton being scrambled over the North Sea, was being tracked by radar controllers at Staxton Wold, which stands on high ground overlooking Scarborough.

The contact was flying parallel to the east coast 90 miles east of Whitby at 530mph at 6,100ft – an ideal course for an interception by a Binbrook Lightning.

What follows next is drawn from what we have been told is the official transcript of the conversation which

took place between Schafer and the radar station at Staxton Wold:-

**Schafer: I have visual contact, repeat visual contact. Over.**

Staxton: Can you identify aircraft type?

**Schafer: Negative, nothing recognisable, no clear outlines. There is... bluish light. Hell, that's bright... very bright.**

Staxton: Are your instruments functioning, 94? Check compass. Over.

**Schafer: Affirmative, GCI. I'm alongside it now, maybe 600ft off my... It's a conical shape. Jeeze, that's bright. It hurts my eyes to look at it for more than a few seconds.**

Staxton: How close are you now?

**Schafer: About 400ft, he's still in my three o'clock. Hey wait... there's something else. It's like a large soccer ball... it's like it's made of glass.**

Staxton: Is it part of the object or independent? Over.

**Schafer: It...no, it's separate from the main body... the conical shape... it's at the back end, the sharp end of the shape. It's like bobbing up and down and going from side to side slowly. It may be the power source. There's no sign of ballistics.**

Staxton: Is there any sign of occupation? Over.

**Schafer: Negative, nothing.**

Staxton: Can you assess the rate...?

**Schafer: Contact in descent, gentle. Am going with it... 50ft... no about 70ft... it's levelled out again.**

Staxton: Is the ball object still with it? Over.

**Schafer: Affirmative. It's not actually connected... maybe a magnetic attraction to the conical shape.**

**There's a haze of light. Ye'ow... it's within that haze. Wait a second, it's turning... coming straight for me... am taking evasive action... a few... I can hardly...**

Staxton: 94? Come in 94. Foxtrot 94, are you receiving? Over. Come in 94. Over.

Just as the controller at Staxton Wold lost contact with Capt. Schafer, a radar operator, who had been tracking the Lightning and the mystery object it had intercepted, watched in disbelief.

The two blips on the screen representing the fighter and its quarry, slowly merged into one, decelerated rapidly from over 500mph until they became stationary 6,000ft above the North Sea 140 miles out off Alnwick.

What exactly happened inside the ground control centre at Staxton is open to conjecture, but our information is that one suggestion was the two Lightnings then on Combat Air Patrol off the Scottish coast should be sent south immediately. However, that suggestion was overruled by the senior fighter controller who continued to try to re-establish contact with Capt. Schafer in Foxtrot 94.

Two-and-a-half-minutes after the single blip on the radar screen came to a halt, it started to move again, accelerating rapidly to 600mph and climbing to 9,000ft, heading south back towards Staxton.

Shortly afterwards, the single blip separated into two, one maintaining its southerly heading, somewhat erratically, at between 600 and 630mph and descending slowly, the other turning through 180 degrees to head north-westerly and vanishing at a speed later calculated to be around 20,400mph.

While all this was going on, A Shackleton MR3, which had been on patrol off the Firth of Forth, was ordered south to hold station around Flamborough Head.

Then Staxton Wold re-established contact with Capt. Schafer:-

**Schafer: GCI... are you receiving? Over**

Staxton: Affirmative 94. Loud and clear. What is your condition? Over.

**Schafer: Not too good. I can't think what has happened... I feel kinda dizzy... I can see shooting stars.**

Staxton: Can you see your instruments? Over.

**Schafer: Affirmative, but, er... the compass is u/s.**

Staxton: Foxtrot 94, turn 043 degrees. Over.

**Schafer: Er... all directional instruments are out, repeat u/s. Over.**

Staxton: Roger 94, execute right turn, estimate quarter turn. Over.

**Schafer: Turning now.**

Staxton: Come further 94. That's good. Is your altimeter functioning? Over.

**Schafer: Affirmative GCI.**

Staxton: Descend to 3,500ft. Over.

**Schafer: Roger GCI.**

Staxton: What's your fuel state, 94? Over.

**Schafer: About 30% GCI.**

Staxton: That's what we calculated. Can you tell us what happened 94? Over.

**Schafer: I don't know. It came in close... I shut my eyes... I figure I must've blacked out for a few seconds.**

Staxton: OK 94. Standby.

At this stage the Shackleton arrived over Flamborough Head and began circling before XS894 was vectored into the area by the Staxton controllers.

**Schafer: Can you bring me in GCI? Over.**

Staxton: Er... hold station, 94. Over.

Several minutes then elapsed as Schafer was left to circle the Flamborough area along with the Shackleton.

In the meantime, Strike Command HQ at High Wycombe had instructed Staxton Wold to request Schafer ditch his Lightning off Flamborough.

Although he had plenty of fuel to reach either nearby Leconfield or his home base of Binbrook, it appears the reason for High Wycombe's decision was a fear that the Lightning had somehow become contaminated during its mystery interception over the North Sea. It may well be that the fear was that the aircraft had suffered radiation contamination, although some weeks later, when the wreckage was examined at Binbrook, there was no trace of contamination by anything other than salt water.

Staxton: Foxtrot 94. Can you ditch aircraft? Over.

**Schafer: She's handling fine. I can bring her in. Over.**

Staxton: Negative, 94. I repeat, can you ditch aircraft? Over.

**Schafer: Yeah... I guess.**

Staxton: Standby 94. Over. Oscar 77. Over.

**Shackleton: 77. Over.**

Staxton: 94 is ditching. Can you maintain wide circuit? Over.

**Shackleton: Affirmative GCI. Over.**

Staxton: Thanks 77. Stand by. 94, execute ditching procedure at your discretion. Over.

**Schafer: Descending now GCI. Over.**

Between six and seven minutes then elapsed.

**Shackleton: He's down, GCI. Hell of a splash... he's down in one piece though. Over.**

Staxton: Can you see the pilot yet? Over.

**Shackleton: Negative. We're going round again, pulling a tight one.**

Two minutes later.

**Shackleton: The canopy's up... she's floating OK... can't see the pilot. We need a chopper out here, GCI. No, no sign of the pilot. Where the hell is he?**

Staxton: You sure he's not in the water, 77? Check your SABRE receptions. Over. (Note: SABRE was the search and rescue beacon carried by all RAF aircrew).

**Shackleton: No SABRE yet. No flares either. Hang on, we're going round again.**

Another two minutes elapsed.

**Shackleton: GCI. Over.**

Staxton: GCI. Over.

**Shackleton: This is odd, GCI. She's sinking fast but... the canopy' closed up again. Over.**

Staxton: Can you confirm pilot clear of aircraft? Over.

**Shackleton: He's not in it, we can confirm that. He must be in the water somewhere.**

Staxton: Any distress signals or flares yet? Over.

**Shackleton: Negative, GCI. Going round again. Over.**

Ninety seconds later the crew of the Shackleton were back in contact.

**Shackleton: She's sunk, GCI. There's a slight wake where she was. Still no sign of the pilot. I say again, GCI, we need a chopper here fast. Over.**

Staxton: A Whirlwind's on the way from Leconfield. Are you positive you saw no sign of the pilot? Over.

**Shackleton: Nothing GCI. The first pass we assumed he was unstrapping. He must have got out as we went round for a second pass... but why shut the canopy? Over.**

Staxton: That's what we were thinking. Maintain patrol 77, he must be there somewhere. Over.

#### **Shackleton: Roger, GCI. Over.**

Shortly afterwards, the search and rescue Whirlwind from nearby Leconfield arrived on the scene and began a systematic search of the ditching area. The aircraft were shortly joined by lifeboats from Bridlington, Flamborough and Filey as the weather began to deteriorate.

The search continued well into the next day but there were no transmissions from the beacons carried by the pilot and on board the aircraft and the official reports say no distress flares were seen. However, the following day it was reported flares had been seen about 10 miles offshore and the Grimsby trawler, Ross Kestrel, which was passing through the Flamborough area, had gone to investigate but, even though more flares were seen, she found nothing.

It was also reported that Capt. Schafer's wife was at Binbrook waiting for news of her husband, but the MOD were doubtful whether there would be any good news for her. "I don't think he got out of the plane," a spokesman told a reporter. "No wreckage has been found."

Three weeks later, it was reported that the fuselage of the aircraft had been located on the seabed and noted that the ejector seat was still intact, "giving rise to the belief that the body of the pilot is still in the wreckage."

On Oct. 7th, it was reported that divers from HMS Keddlestone had inspected the wreckage and said Capt. Schafer's body was still in the cockpit.

When the wreckage of XS894 was finally lifted from the seabed, some five miles off Flamborough Head, it was taken in some secrecy straight to RAF Binbrook.

Air crashes in the North Sea in those days were relatively common and much of the wreckage found its way into Grimsby where often photographers were on hand to record the event; but not with XS894.

It was also common practice for wrecked aircraft to be taken to the MOD's Crash Investigation Branch at Farnborough where detailed examinations were carried out in an attempt to find the cause of the accidents. But this didn't happen with XS894. Instead, the remains of the aircraft, which was in remarkably good condition, were taken

to Binbrook where it was placed behind shutters in the far corner of a hangar.

A team from Farnborough arrived one wet winter's day at Binbrook in the belief that they were about to start a detailed investigation which, in turn, would lead to the preparation of a report on the incident to the MOD, the report being used as the basis for an eventual inquiry into the loss of Lightning XS894; but they were in for a surprise.

They were astonished to find many of the cockpit instruments missing. These included the E2B compass, voltmeter, stand-by direction indicator, stand-by inverter indicator and the complete auxiliary warning panel from the starboard side of the cockpit. This was a serious breach of regulations and, although the investigation team was promised the instruments would be returned shortly, they never were.

The ejector seat also seemed to be 'wrong' and there was a suspicion later among the investigators that it was not the one fitted to the aircraft when XS894 took off from Binbrook on its final flight. They were even given an assurance by the OC of 5 Squadron that the seat had not been tampered with. But some of the investigators were not convinced.

Interestingly, the reader, who was serving at Binbrook at the time, told us in 1988 that he recalled seeing an official report on the crash which suggested that the seat was faulty and this was why Capt. Schafer failed to eject.

Brian McConnell, a former sergeant at Binbrook, said the cartridge on the seat had failed to fire because of faulty installation. However, this is very much at odds with the eye-witness account of the Shackleton crew who saw the canopy raised. Had any attempt been made to fire it, it would also have been blown off. It also seems to conflict with the account we have been given of the order from Staxton Wold to Capt. Schafer to ditch his aircraft rather than attempt to return to Binbrook or land at Leconfield, only a few minutes flying time from Flamborough. And, remember, Schafer had told his ground controllers that XS894 was still handling "fine" and he had plenty of fuel left. During the few hours the investigators were allowed to examine the aircraft, they themselves were constantly supervised by five civilians, two of them Americans.

At the end of the day, the investigation team was told curtly that, as nothing useful had been discovered, their job was over. The following day they were all called into the main office at Farnborough and told in no uncertain terms they were not to discuss any aspect of the ditching of XS894; even with their own families. The reason given was simple: national security.

And that's where the trail of the mystery of XS894 goes cold. Well, almost.

There is just one further item of information available. On the night of Sept. 8th. 1970, a couple and their daughter were walking their dog along the coastal path at Alnmouth Bay, Northumberland – almost opposite the point over the North Sea where Schafer made his interception – they saw and heard something strange.

"We had been walking for maybe 10 minutes when we heard a very high-pitched humming noise," they later said in a statement to MOD personnel. "It seemed impossible to tell from which direction the noise was coming; it seemed to be everywhere. It lasted maybe 10 to 15 seconds.

"About five minutes later the eastern sky lit up rather like sheet lightning, only it took about 10 seconds to die down again.

"Over the following three minutes this happened many times, but the 'lightning' was only visible for a second or two at a time. It appeared very similar to the Northern Lights. The whole spectacle was completely silent.

"After two or three minutes there was another flare-up of 'sheet lightning'. This was followed by that awful shrill sensation, only this time it was worse. You could actually feel your ears ringing."

The family called in at the local police station to report what they had seen and heard. Their's was one of many similar reports that night to both the police and the RAF at nearby Boulmer.

The time and the location fit in exactly with events going on 60 miles south at Staxton Wold and they could have been watching some kind of natural phenomenon.

Or there could be another explanation. What do you think?

*P. Otter.*

# ALIEN ENCOUNTERS

## *UFO Realities – Part 1*

by Gordon Millington

The Condon report, it will be recalled, expressed doubt that the experience reported by Sergeant Schirmer was physically real. A literal interpretation of this must mean that it occurred (if indeed it took place at all) outside the realities dealt with by the science of Physics. At that time these were more restricted than is currently the case for modern physics, and especially the area concerned with sub-atomic particles, can consider modes of being previously thought of as paranormal. Research there may ultimately provide us with the clues we need to interpret what is probably the multi-faceted reality of the UFO. We are at present confronted with a number of alternatives, not necessarily mutually exclusive, between which we are unable conclusively to decide.

Evidence which suggests that many UFOs can indeed be described as physical realities in Condon's terms does, however, exist, which is not to say that such parameters can provide a complete and exhaustive description of their nature. Ignoring for the time being their possible modes of existence elsewhere, let us examine some more reports of the situational reality of certain UFOs said to have entered our own familiar mode of normality.

Steve Michalak, an industrial mechanic of Polish origin, was aged fifty-two when he had an encounter with a UFO near Falcon Lake, Manitoba, Canada on 20 May 1967. He was pursuing his hobby of collecting rock samples, wearing a helmet with goggles to protect his face from sparks and chips of rock. He also had with him rubber-covered canvas gloves, pencils, sketchpad and his geology tools. He saw in the sky two glowing red objects, one of which came to ground nearby, blowing rock lichen and leaves from the spot where it touched down. Then it was no longer red, but had the appearance of stainless steel, though it radiated heat in a spectrum of colours as Michalak, hidden in the bushes, sat sketching it on his pad. About half an hour later a door, from which shone a purple light, opened in the UFO's side and he heard a high pitched sound like an electric motor running at speed, together with the sound of air being pumped.

Protecting his eyes with his welder's goggles, he approached the open door and called out in several languages. The pumping sounds stopped and the door closed, so that he could not even tell where it had been, for there were no seams or rivets visible anywhere. He

reached out to touch the metallic surface of the craft and his rubber-coated glove melted at the contact. The UFO took off suddenly, blowing him sideways with a blast of scorching air that set his clothes on fire and produced severe burns on his face and chest. The case was studied by Barrie Thompson of APRO (Aerial Phenomena Research Organisation), who was told by Dr. H.C. Dudley, chief of the Radio-isotope Laboratory, US Naval Hospital, St. Albans, N.Y., that "Mrs. Michalak's description of her husband's nausea and vomiting, followed by diarrhoea and loss of weight, and the drop in the lymphocyte count, is a classical picture of severe whole body exposure to radiation with X or Gamma rays." (Lorenzen J & C, 1968)

Such cases of injury caused by proximity to landed UFOs which seem to be experiencing technical problems presumably related to a radioactive power source are by no means uncommon. Two years earlier, for instance, James Flynn of Fort Myers, Florida, suffered blindness, deafness and numbness in similar circumstances and was unconscious for a whole day. People who have undergone such traumatic experiences do not need to be further convinced of the physical reality of the craft which, perhaps unintentionally, has caused them.

It is unfortunately true that many of the most thought-provoking close encounters have involved only a single witness, whose evidence therefore necessarily lacks the additional credibility which corroboration by others could provide. There are, nevertheless, examples of many types of encounter where more than a single witness is involved. The sightings at Boianai, Papua, New

Guinea on 26/27 June 1959 were attested by the signatures of twenty-five of the thirty-eight witnesses, and were the most spectacular of some sixty investigated for Flying Saucer Review by an Anglican priest, the Rev. Norman Cruttwell. The principal witness here, however, was another priest, the Rev. William Bruce Gill. (Some reports refer to him as William Booth Gill, but this is the version given by J. Allen Hynek, who received the original report and tape recorded statements from his colleague Fred Beckman.) Hynek was convinced of their authenticity by "the quality and number of the witnesses and by the character and demeanour of Reverend Gill as revealed by his report and tapes." (Hynek 1972)

Gill, a graduate of Brisbane university, had been on the staff of the Anglican mission for thirteen years and was the priest in charge at Boianai. On two consecutive evenings a large circular UFO with an upper deck and two pairs of legs appeared in the sky, accompanied by smaller craft. Four 'men' could be seen working on the upper deck. Gill waved to one of the ufonauts who seemed to be looking down at him and was astonished when the figure waved back. A Papuan worker raised two arms and two figures on the craft each raised two arms in reply. After dark Gill flashed an electric torch at the craft, which made an answering pendulum movement.

The Papuan incident was accepted as authentic by Jacques Vallee, who also reports a much older case of multiple witness sighting which occurred on June 12 1790 near Alencon, France, in the presence of a doctor, the mayors of two nearby towns, three other officials



and a police inspector names Liabeuf, who wrote the official account of the affair. This described how an enormous globe, large enough to contain a carriage and so hot as to set fire to the vegetation where it landed, attracted a crowd of sightseers. "Then, all of a sudden," reported Liabeuf, "a kind of door opened and ... a person like us came out of it, but this person was dressed in a strange way, wearing a tight-fitting suit and, seeing that crowd, said some words which were not understood and fled into the wood. Instinctively the peasants stepped back in fear and this saved them, because soon after that the sphere exploded in silence, throwing pieces everywhere, and those pieces burned until they were reduced to powder." (Vallée 1988)

It is interesting to note that the only material known to have qualities which would make it suitable for aircraft construction and yet on combustion oxidises to a white powder is magnesium, which seems also to have been involved in another UFO debacle at Ubatuba beach near Sao Paulo, Brazil, and was investigated by APRO. Witnesses stated that a flying disk had exploded into burning fragments over the sea, a few of which had been retrieved from shallow water. Subsequent analyses confirmed that the samples were composed of magnesium of exceptional purity, together with magnesium oxide, presumably the result of combustion. (Vallee 1990) A similar incident also occurred at Haifa, Israel, on 21 April 1989. It seems a reasonable inference that the occupants of physical craft are at least as physical as the machines they control, and certainly Inspector Liabeuf of the Alencon police had no problem in identifying as "a person like us" the ufonaut he observed, even though he apparently vanished completely after running into the wood. Perhaps, like Spielberg's ET, he was able to "phone home".

Another policeman, whose report was thoroughly investigated and accepted as genuine by Hynek himself, was Lonnie Zamora of Socorro, New Mexico. On April 24 1964 he observed the descent of an egg-shaped UFO which was emitting flames and explosive sounds. He got to within a hundred and fifty feet of the landed craft and saw two small, white-cloaked figures beside it, apparently engaged in remedying some malfunction. He also observed on the side of the craft, before it hastily took off, a red logo which, though he was unaware of it, is a medi-

eval Arabic sign for the planet Venus. Less problematic, however, were the burned vegetation and landing gear indentations at the site, where Hynek noticed that the four marks left by the feet formed a quadrilateral whose diagonals intersected precisely at right angles so that the mid-points of the sides of the figure must lie on the circumference of a circle, the centre of which coincided with the principal burn mark on the ground. The craft's centre of gravity would be directly above this point, at which the propulsion thrust seemed to have been emitted. (Hynek 1972) Thirty-one hours after this sighting, Orlando Gallegos claimed to have seen an identical UFO land at La Madera, also in Mexico. Police there confirmed the presence of scorched vegetation and depressions in the ground like those at Socorro, of which Gallegos had not heard.

James McCampbell (in BUFORA 1987), an engineering physicist who has worked for NASA, made an exhaustive study of the various medical conditions reported by witnesses exposed to the radiations emitted by UFOs. His closely reasoned and well illustrated article defies summary just as it repays detailed study, but I quote here his final findings to show that at least some aspects of the UFO phenomenon can profitably be approached from the standpoint and methodology of orthodox science, though this does not imply that all UFOs and their occupants are necessarily similar or have a common origin. It is so easy for ufologists to bemuse themselves by pondering interminably on what we do not know that it is good to have McCampbell remind us of facts that, thanks to his lucid analysis, we do know. He states that "most UFO effects on people can be attributed to a complex field consisting of two components, namely:

- (1) An electromagnetic field in the microwave region having
  - (a) frequency in the range of 200 to 3000 Mhz
  - (b) pulse repetition rate of 50 to 100 sec-1 and
  - (c) pulse width of 1 to 100, more likely 10 to 40 microsec.

The onset of physiological responses begins with a humming sensation at an average power density of 0.4 mW/cm<sup>2</sup> but field intensities many thousand times greater may be experienced.

- (2) A magnetic field that varies intensity slightly about every two seconds.

The intensity at the witness is of the order of 1,000 gauss for close encounters."

Yet unfortunately for our understanding of the UFO phenomenon, the normal physical element may be only a part, and possibly the least incomprehensible part, of the problem. For a UFO is not simply a technologically superior version of terrestrial aircraft. It is a totally different kind of artefact, possessing potentialities for which we can as yet offer no assured technical explanation. To name but one, it can disappear instantly from our world and reappear with equal suddenness. This manoeuvre is well attested by many competent observers, none of whom can say with any certainty whence a UFO comes or whither it goes. Though its physical attributes have to some extent been studied, anyone seeking to probe further into the nature of UFO reality must be prepared to practise a certain suspension of disbelief, to consider hypotheses which one is otherwise tempted to reject out of hand. We are concerned at present only with knowledge in the public domain, deferring until later the vexed question of what more may or may not be the secret possession of governments. □

**The concluding part of this article will appear in UT 26.**

## **BUFORA (IRELAND)**

### **INVESTIGATING OFFICERS:**

**Pat Delaney & Anne Griffin**  
 BOX No 3070, WHITEHALL,  
 DUBLIN 9.

BUFORA IRELAND is the only genuine UFO organisation in Ireland. We are based at BOX No 3070 Whitehall, Dublin 9., or call 088 530332 (Mon: 7pm to 9.30pm; Tues-Fri: 11am to 4pm; Sat: 10.45am to noon. Calls charged at 34p/minute).

If you have seen or have had a UFO/paranormal experience then please contact us at the above address. We are fully qualified Accredited Investigators in this field and shall be only too happy to assist you in any query you may have re: above. We are affiliated to BUFORA in England. Please send SAE for reply

**Pat Delaney & Anne Griffin.**



# AROUND THE WORLD IN EIGHTY DAYS Part 2

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

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

## FURTHER CORRESPONDENCE

### REPLY FROM 'AL ITALIA' OVER LETTER OF ENQUIRY SENT BY INVESTIGATOR

205, Holland Park Ave.,  
London, W11-4XB.  
Tel: 071-745-8200  
Ref: UP40/230.

Dear Sir,

We thank you for your letter of the 3rd August and would point out the following: -  
**... we have never had a 737 in our fleet of aircraft.**

We have, however, forwarded your letter to our head office in Rome, should they care to comment further.

Yours faithfully,

P. Grandizio,

General Manager AL ITALIA for UK & Ireland.

### REPLY FROM 'DAN-AIR' OVER LETTER OF ENQUIRY SENT BY INVESTIGATOR

Our ref: DCEH/BW  
Dan-Air Services Ltd.,  
Newman House,  
45, Victoria Rd.,  
Horley,  
Surrey, RH6-7QG.  
Tel: 0293-820700.  
6-8-92

Dear Sir,

Regarding your correspondence dated 3rd. August, 1992.

From the information you have given me I believe you are corresponding with the wrong airline.

However, Dan-Air did raise an occurrence report on a similar incident which took place on the 17 June, 1991. A copy of the report is attached for your information.

To date, Dan-Air has not received any correspondence giving any explanation as to this particular sighting.

Yours faithfully,

for Dan-Air Services

### DAN AIR REPORT

Whilst climbing out of Gatwick heading towards Detling Vor on the initial stage of the Clacton departure, 4 passengers saw a wingless projectile pass below and to the left [North] of the aircraft. None of the flight deck crew witnessed the occurrence. However from the description offered it would appear that the object was flying level at an altitude of between 4,000 & 5,000' just above the main cloud tops. I am unable to ascertain the size and direction of flight of the object. However, it would seem to have passed fairly close by as the passengers were able to see it quite clearly.

The occurrence was reported to and discussed with Gatwick ATC who were unaware of anything unusual occurring at that time.

I do not believe that the passengers involved made the story up as they appeared concerned by the sighting and insisted on notifying us [the flight deck crew] before disembarking.

**Attached:** copy of passenger's report – this was completed rather rapidly whilst leaving the aircraft at Hamburg.

G. Peck, (Captain), 17-6-91

Ref: DAS 66/91.

Ref No. & compliance status of aircraft or equipment: 737-13-91.

WITNESS: Walter Liess Dip. Eng., Rostock.

# EXTRACT FROM UFO SIGHTING QUESTIONNAIRE (STANDARD) SENT TO HERR LIESS

## SECTION A – BIOGRAPHICAL SUMMARY

Full Name\*: Walter Liess

Date Of Birth.: 27-2-38

Recent Occupation: Electrical engineer

Professional, Technical Or Academic Qualifications (if any): Diploma in Electrical Eng.

Special Interests/Hobbies: Co-author of EMV book, VHF/UHF amateur radio

Witness' Signature: [signed] Walter Liess, 10-10-92.

+++++

On Monday 17th June 1991, I flew, together with my friend/colleague, on DAN-AIR Boeing 737 – 200/300 from Gatwick to Hamburg – flight No DA 4700 – boarding time 17.30 – front entrance/non-smoking/seat 5A by the window.

At 18.30 – 18.39, I saw a flying object without wings and without vapour trail. I informed my friend about the object and he noticed it too. In front of us sat a young man – probably a student – he heard our discussion and then saw the object as well.

The object was slender, grey and, so it seemed, sort of cigar-shaped. Its flightpath was on a parallel with ours but diametrically opposed. The object flew over the cloud-deck and under our aircraft; the object seemed to oscillate in altitude. It's possible the object was standing still and only gave the impression of movement [i.e. relative motion]. The object was estimated to have been visible for 1-2 minutes.

After landing, I questioned the aircrew, but they maintained **they had not seen or otherwise detected the object**. The young man (student), refused to give his address after consulting his mother (who was sitting next to him) and with the man next to her (probably his father). They probably accepted that the object was a military, experimental device.

The position of the object at the observation time is not known to me; probably it was still over England and flying south or east.

Flying over Britain 10-6-91 – 17-6-91 with tour operator 'NUR TOURISTIC GmbH'. I have since written a 66 page (? – line) report [for them?] noting the precise facts.

## CONCLUSION

It is very difficult for a lay person to interpret the data set out in the two JAS reports, since much of what is written therein is 'jargonese'. For instance, the altitude given in JAS 75/91 is Fl 140 [descending]. Another example is the reference, "...on 128.4 while squawking with Mode C." This sort of "doctor-speak" serves no purpose whatsoever as far as the general public is concerned and one cannot help but feel that any civilian enquiry into these matters is blunted by the cloaking of facts in technical terms and codes. For example, the JAS report 75/91 determined that a met. balloon was released from Bracknell shortly before the time of the airmiss incident and found the balloon to be at 15,000' at 17.32 and at a range of 17 km on a bearing 097.6°. This data is certainly of a high grade nature since we can determine exactly where the balloon was 13 minutes before the encounter with the aircraft (which, according to the report, was the altitude of the aircraft **at the time of the encounter a full 13 minutes later**). However, and also from the same report, we only know the position of the aircraft at the **time** of the encounter [N5042N E0044 –

30 KM SE MAY]; the position of the aircraft at 17.45 being anyone's guess.

Group Capt. Maitland, in his letter to the investigator, gave the plausible explanation that the unknown object encountered by the B737 was a UFO SOLAR BALLOON [balloons galore!]. However, this explanation is at variance with the conclusions in the report which states that: **"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."** If this was a balloon, then it was some balloon.

Another difficulty encountered by the investigator was the refusal to name the aircrew or civilian witnesses. This, of course is very understandable and is within the guidelines of professional procedures.

The airlines involved in the airmisses were not very forthcoming either and, in the case of the Al Italia plane, the company emphatically denies having B737s in its fleet!?! Thus with confusing, patchy and over-technical JAS reports, one cannot even begin to evaluate exactly what it was the Al Italia crew [flying their non-existent B737!] saw on their approach to Gatwick. As for the second incident, we don't even know the name of the company flying the aircraft. Indeed, to add further confusion to misunderstanding, the letter from the MOD gives the date of the incident as 21-4-91, which does not even tally with any of the three other encounters! However, it is the third encounter which gives the best data since the report was given directly by the witness concerned without any reference to aeronautical terminology, but strangely enough, this more mysterious encounter seems to have escaped the attention of the authorities altogether!?

**Objects remain unidentified – particularly the one associated with the Dan Air incident – due to insufficient and muddled data.**

*Ken Phillips & Diane Eakin*  
30-6-92.

## Advertising in UFO Times – RATES

Suite 1, The Leys, 2c Leyton Rd, Harpenden, Hertfordshire, AL5 2TL  
Tel: 0582-763218

The UFO Times is a bi-monthly, illustrated magazine and in A4 format, normally of 28/32 pages. It is read by UFO researchers and investigators worldwide and has a circulation of approximately 500, nearly a quarter of which is sent overseas.

The UFO Times is available by subscription, or by exchange with similar publications; it is sent free to Association members.

Advertising is accepted at the following rates:-

### DISPLAY ADS [camera-ready artwork please]

Full page	£50.00	Quarter page	£18.00
Half page	£30.00	Eighth page	£10.00

(vertical or horizontal)

PREMIUM – inside back cover 25% – outside back cover 50% [only available by arrangement with the editor].

### CLASSIFIED

Column inch £3.00 [boxed £2.00 extra].

Ads. must be in good taste and subject to editor's discretion in accordance with BUFORA policy. Small ads. [30 words or so] are free to members if non-commercial.

# Investigations DIARY

June 1993

Jenny Randles

## CUTTINGS

There were 53 cuttings in May bringing the total for the first five months of 1993 to 236. This is a modest total and again largely due to the near total absence of references to crop circles, despite there being at least a dozen such cases so far this summer.

## AIs

At the March NIC meeting in London an excellent case file from Paul John of Hereford was approved by the AIs and Paul John was granted AI status. A submission from John Price in Northern Ireland was looked at favourably but as it did not relate to a UFO and was instead a crop circle, it was reluctantly decided to ask him to try again, with our encouragement, and submit a UFO investigation file when he was ready. Provisional AIs continue to apply at record levels and we have almost 60 registered. Administratively we would encourage them all to contact their closest experienced full AI (as shown in UFO Times listings) and try to work with them on cases, plus make every effort to attend the next scheduled NIC gathering – *which will be at 2pm on Saturday 6 November 1993 at the London Business School* (where, of course, later there will be an evening lecture, as usual).

## TRAINING COURSE

Eleven applicants successfully qualified from the first postal training course in April with (now full) AIs Mark Glover from Merseyside and Judith Jaafar from London gaining top marks. Congratulations go to them and all others who worked hard on the gruelling programme. For those of us administering the work, however, there is no rest. A second run of the course began on 1 April (when else!) and there were twice the number of entrants this time round. As such two full AIs (Clive Potter and Robert Moore) are sharing the workload with me to guide these candidates through. For run three – which we will advertise to start around the turn of the year – any full AI with

three years experience in that position can apply to be a tutor – the more, the better, so we can operate a smaller tutor-pupil ratio. So any offers for this will be gratefully received please!

## THE BUFORA BOOK

Aside from the above I have been slaving away trying to get the mammoth BUFORA case book completed for July. It is still not sure if it will be ready as the work for this has been terrific and has to be sandwiched into my free time. Sadly almost every contributor chose to send their work on paper, not computer disk, which meant laborious editing and re-typing, which is just one key reason for the delays. Still, we hope it will prove worth it in the end as a review of BUFORA's first 30 years of case histories.

## THE ABDUCTION EXPERIMENT

BUFORA's investigation team has joined forces with the J Allen Hynek Centre for UFO Studies and the UFO Research Australia to take part in a potentially important cross-cultural survey of abductees. Probably the most extensive project ever carried out it is hoped to be useful in testing several hypotheses on a broader scale but is essentially a fact-finding mission long overdue. Any readers who are aware of abductees (not contactees – there must be a suggestion of missing time and at least inferred abduction) or indeed anyone who themselves has had such an experience and would wish to assist the project please write to:-  
Abduction Project, 37 Heathbank Rd, Stockport, Cheshire SK3 0UP

I should stress that data collected will be strictly confidential, covered by other criteria, apart from the data protection act which as a limited company BUFORA is covered by anyway, and that a persons identity will be hidden in the research. Nobody need fear that to participate they will have to 'go public' in any way.

## BROADCAST NEWS

It has been a busy time for media involvement. Sky News have made two

UFO documentaries and whilst BUFORA's involvement in them was minimal we did briefly feature in the second of the two which looked at the landings in Rendlesham Forest (screened in March). This received record viewing figures and in June the two were combined and aired at peak viewing time on Sky One on the night of the last BUFORA lecture of the season (obviously a conspiracy!) Philip Mantle appeared on a hip TV music show (so the grapevine tells me) and he informs me of his association with an up and coming video project. I worked with LWT who made a pilot for a hopeful series called 'Strange but true'. I spent a couple of days with the crew researching and compiling (and made a heavily edited and very brief 'cameo' appearance within) their segment which examined the Todmorden window area. So far only the LWT area has screened this (in late May) but things may change if the series follows in 1994. Also in late May Granada TV did us a real favour by making a 5 minute film about the success of 'UFO Call', complete with the number on screen and extracts from it. This was in a series called 'Strictly Classified' about 'odd' classified ads – apparently BUFORA's one of these in Fortean Times caught their eye. But, if this was all not enough, Philip Mantle and I have been working with Paramount/UIP Pictures to promote their movie 'Fire in the sky' based on the Travis Walton abduction from 1975. As you may recall BUFORA actually has a book called by this same, unusual title – regarding the Peter Day movie film. I compiled it in 1988. This may just be a coincidence – but in any case BUFORA is gearing up for possible sales enquiries for 'Fire in the Sky' as a result (I suppose we could bill it as 'the original'). We assisted Paramount to good effect – taking press conferences for them, running competitions and I'll be ferrying winners of a big TV advertised competition that ran in the USA around Britain's UFO hot spots. BUFORA has got plenty in return. I persuaded them to pay us a small consultancy fee. We got a free screening of the movie for members who could get to London (sorry, if you didn't know about it, UFO Call was the only way we could pass on the news in time). And Travis Walton gave an exclusive lecture for us (again it was on UFO Call!).  
Cases added to the files: →

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# CASEFILECASEFILECASEFILECASEFILE

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**76-476**      **Nov 1976**      **Portsmouth, Hampshire**      **Inv: Dave Pearson/ Ken Phillips**

A nurse walking from one ward to another at 1 am was engulfed in a power cut and went outside to cross a quadrangle. She observed a purple/red cigar like object hovering overhead in the sky. Then there was an explosion of bright light like a flash bulb and it was gone. She continued the short walk into the new ward to find staff anxious as to her whereabouts as she had been missing for almost forty minutes. Despite the cold weather and lack of clothing other than her uniform the witness was surprised not to be cold after such an apparent long exposure outside. There have been several other odd experiences of a paranormal nature in her life but the witness is unwilling to undergo regression hypnosis due to her lack of faith in the validity of the technique.

**77-628**      **1977**      **Stisted, Essex**      **Investigator: Michael Lewis**

Young woman, boyfriend and brother in a car on a dark country road began to suffer problems (engine faltering, lights growing dim) which they ascribed to an old car and slipping fan belt. The men got out and decided to walk for help. As they set off, torches blazing, a light shot across the sky and came low down behind trees splitting into two balls. It made a strange noise. The balls 'played' with one another then vanished. The woman turned around to see a dome like object with curved windows on the side moving away. The men later told her they saw the balls but not the main object.

**9215**      **16 February 1992**      **Kirklington, Notts**      **Investigator: Michael Lewis**

A nurse driving on the A 617 going to Mansfield at 21.00 saw a spotlight on the road ahead coming from the sky and keeping pace. An approaching car flashed its lights as if it saw the object directly above the nurse. But neither car stopped and the light vanished. Nottinghamshire police advised that our theory – a police helicopter – was not true; although two other forces were holding a manhunt in the area at the time and an electricity board helicopter checking power lines cannot be entirely eliminated.

**9216**      **8 November 1992**      **Evesham, Worcestershire**      **Investigator: Paul John**

Three witnesses at separate locations reported an orange floodlight that moved rapidly across the sky. Two thought it an aircraft but for its sudden disappearance after some seconds. BUFORA's meteorology adviser, Dave Reynolds, suggested car lights shining off low cloud trapped by a pressure system at the time. However, another option is that it was a military jet using afterburner or burning ejected fuel (as in the 'Fire in the sky' case).

**9217**      **15 November 1992**      **Wellington, Somerset**      **Investigator: Doug Cooper**

A man and wife on the Quantock Hills to exercise their dog at 13.55 observed a bright orange light to the south which resolved into either seven separate lights or an object with seven lights in a line. The centre was the largest and the three either side of this became progressively smaller. They were stationary over the hill for 10 minutes until obscured by mist rolling in. No obvious solution has presented itself.

**9301**      **10 January 1993**      **Sheffield, South Yorks**      **Investigator: Claire Upton**

A man at Broomhill at 22.10 observed an object through his kitchen window sat on the grass behind his six storey building. It was a very windy night and stayed there several minutes, apparently being small (a couple of feet or so) in size. It then 'took off' like a coin being flipped and as it shot upwards was visible as a dull red oval with a flat underside inset with 'reinforcements' around the rim. As it went over the rooftop a blue light flashed from it like a laser and the witness ducked down in immediate response.

**9303**      **18 April 1993**      **Ripley, Surrey**      **Investigator: Gordon Millington**

At 01.50 a man in a car with his girlfriend was on the A 3 when a circular object, spinning rapidly, shot across their path from right to left. It was enveloped in a 'white mist' which made it glow luminously but obscured any details. It was in view only a matter of seconds.

## **Preliminary Note: UFO seen over four nations**

BUFORA investigators Doug Cooper (in Devon), Leyton Williams-Davies (in South Wales) and Anne Griffin/Pat Delaney (Eire) are working on a major sighting made at 01.10 on 31 March 1993 when two bright lights side by side were seen rushing over all three countries. Doug Cooper alone has tracked down more than a dozen witnesses, many being police officers at different locations in the West country. In Eire an Irish military plane had a contact with the lights that crossed their path. The MoD have aided Doug considerably and an excellent rapport and exchange of details has occurred. Whilst a solution on the lines of a satellite debris re-entry (Cosmos 2238 appears to be the candidate) is favourite for most sightings both Doug Cooper and Nick Pope at Air Staff 2A (the MoD) have seemingly mutually agreed that puzzles remain, including catamaran like objects seen earlier in the night and reported to Doug by police and the MoD from other parts of south-west England. The search has extended to France, where both types of sightings again occurred at the same times above Lyon. We are liaising with Perry Petrakis at AESV on this case. A full report will appear in UT soon.

*Ed. puts in his couple of bob's-worth (although many people wish he wouldn't!):-*

*On May 22nd, 1993, BUFORA held a training day in Birmingham and, although the numbers of trainees was small c 8/9, they had the opportunity of questioning two witnesses of different backgrounds and experiences, Charles Rollins (well-known Birmingham 'repeater'), and Graham Allen (celebrated 'missing time' witness). Later in the proceedings, the group was edified by the scientific wisdom of BUFORA's chairman, Steve Gamble, who outlined some of the difficulties encountered when collecting and evaluating data. It is to be hoped to hold another training day either later this year or early next spring. —→*

# THE EUROPEAN DIMENSION

Courtesy of Eurufon News  
No3, April 1991

## **BELGIUM – CLOSE ENCOUNTER ON THE ROAD TO BASTOGNE-NOVILLE**

*by P. Vidal*

The witnesses, M. and Mme. Vleugels, live in BOURCY near NOVILLE. On the 26th January 1991, a little after 20.00, they left their home to get into their car in order to go to BASTOGNE to look for their daughter who works in a restaurant. The weather was dry and the sky was very clear.

A little before reaching NOVILLE, Mme. Vleugels pointed out to her husband a large light in the sky quite low on the horizon. This light, perceived in the direction of the north-west, was approaching slowly, and some moments later the couple could make out two pulsating sources of white light. At first, the witnesses thought it was a plane flying at very low altitude, but very quickly they changed their mind because they could not see the classic flashing lights which are carried by planes.

Approaching NOVILLE, M. and Mme. Vleugels turned left in the direction of BASTOGNE. The last houses of NOVILLE now behind them, they ascertained that the phenomenon was getting nearer and nearer to them and its appearance was precisely a matter of an immense machine.

M. Vleugels did not hesitate, he pulled up at the side of the road and got out of his car. This action greatly aston-

ished his wife, who remained in the car, literally terrified at the idea that this machine might crush them or abduct them.

Incredibly slowly, and in total silence, the object approached them. The witnesses were stunned because this machine was immense to the point that in order to look from one extremity of the object to the other, M. and Mme. Vleugels were obliged to turn their heads, and for some minutes, the Vleugels were spectators to the overflight of this UFO. "It went by at a walking pace", said M. Vleugels, "the slowness of movement was such that it shocked us". The object had the form of a lozenge, of greater width than length, and with rounded corners.

In the front of the machine, shone two white headlights as well as a small, red light. Another small, fixed, red light was also visible at each lateral extremity. At the centre, and therefore on the underbelly, the witnesses observed a sort of enormous cupola of a white, mat luminous appearance but with a hazy outline. At the rear of the object could be found three tubular beams, like searchlights, but emanating a gleam which likewise had a white, mat appearance.

According to the witnesses, the object flew at the height of a high-tension pylon and its length would have been equal to five indication spheres with which high-tension lines are endowed. Seen from the witnesses' indications and from some references carried out on the ground, we estimate that the object could have been flying at an altitude of about fifty metres and that its size would have been near fifty metres or less.

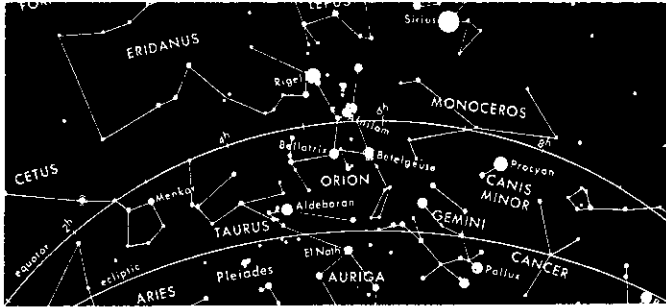
The machine maintained its course in the south-easterly direction of the commemorative monument, i.e. the 'Mardasson'. A little after the passing of the object, M. Vleugels felt a light airiness about him. The witnesses followed the object with their eyes until it seemed to gain a little altitude and then quickly disappeared, "as though a lamp had been turned off", said the witnesses.

The observation lasted more than five minutes altogether, but an old man residing in the proximity of the 'Mardasson' declared that on the evening of the 27th February, he too had observed an intense, luminous, phenomenon flying over the region.

The following Saturday, the 2nd February, approaching 22.00, M. and Mme. Vleugels were returning to Bastogne where they went to look for their daughter. This time, between Noville and Bourcy, it was the young girl who gave the alarm because she had constantly noticed in the north-westerly direction an identical phenomenon to that of the previous week. Approaching Bourcy, M. Vleugels parked the car in the church square where he and his wife, who was looking for her other children in the house, were all present when the same machine flew over them, but this time at a higher altitude; M. Vleugels tried in vain to make some appeals to the lights.

The machine very slowly pursued its path towards the south-west, and M. Vleugels was tempted to follow the object in his car, but he very quickly abandoned the pursuit because the route was not readily available by road, and as happened the first time, he watched the sudden disappearance of the phenomenon.

**The NIC and the UFO Times editorial board invite any investigator or group to submit material for inclusion in Investigations Diary. Full acknowledgement will be given to contributors. All submissions should be sent to the Diary's editor, Jenny Randles, 37 Heathbank Close, Stockport, Cheshire, SK3 0UP.**



# SkyWATCHER

Edited by Gary Anthony

In this edition, I have modified the moon section of Skydata for some investigators' needs. All the usual features are here! Watch out!! It's that time of the year again: yes, the Perseid annual meteor shower is active in August. In Space News, a meteor shakes the Australian continent, adverts in space and improvements are made to the BUFORA Aerial Reference Point. .

## The Planets

**Venus, July:** is a morning object rising at around 01.30 in the eastern aspect at brilliant magnitude -4, decreasing to magnitude -3 by the end of the month. Moon near on the 16th.

**Venus, August:** still visible as a morning object at mag. -3.4; this planet is just above the eastern horizon before sunrise. Moon close on the 15th.

**Mars, July:** the red planet is just visible on the western horizon after sunset at mag. 2.6, setting around 22.30 LCT at the beginning of the month amid a backdrop of Leo stars. Moon near on the 22nd.

**Mars, August:** is just above the western horizon after sunset, moving into daylight hours by the middle of the month.

**Jupiter, July:** the giant planet follows Mars in the western aspect at mag. -0.7, visible for an hour or so after sunset, setting around 22.40 LCT in the middle of the month in Virgo. Moon nearby on the 23rd.

**Jupiter, August:** visible in western twilight for the first part of the month, moving into daylight hours, setting around 19.50 LCT by the 31st.

**Saturn, July:** the ringed planet is observable for most of the dark hours rising in the south-east at 21.40 LCT mid-month; at mag. 1.8 in Aquarius. Moon near on the 6th.

**Saturn, August:** rising at 19.30 LCT by mid-month, still at mag. 1.8 in Aquarius. Moon near on the 3rd.

## SPACE NEWS

### Way down under!!

Many sky observers in Queensland, New South Wales and Victoria, Australia were treated to a rare bolide display on the 16th April, when a large meteor burned up over the southern hemisphere. In fact, Aussie Police Services were inundated with phone calls from witnesses all over the continent. Amateur astronomers described this event as having an intensely white core,

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trailed by a giant, greenish tail and more luminous than a full moon. Some four minutes after the visual meteor, a rumbling, sonic boom shook houses across hundreds of miles in the wake of the event.

## Improvements For BUFORA ARP

The BUFORA Aerial Reference Point (ARP), which was set up by myself and Jenny Randles in 1989 to assist investigators with astronomical, meteorological and sundry details, is undergoing vast improvements by collecting data and compiling several computer utilities for storage of a wide range of information which may be useful to investigators and researchers. So, if you have any details of IFOs in your area - records, newsclippings, etc. - i.e. anything from laser-light shows to advertising blimps or aircraft transits, please send them to the ARP address for possible inclusion in one or more of the IFO databases. One of the BUFORA ARP improvements presently under consideration by BUFORA Council is the acquisition of a NORAD-type satellite computer programme from America which can go a long way towards keeping tabs on UK visible Earth-orbiting satellites. The programme can be regularly updated with new and old satellite elements and should become a useful investigative and research tool in the evaluation and comparison of UFOs and IFOs in the nocturnal light (NL) category.

If you are looking for some astro software at postage and disc costs only, I can help, (286 CPU minimum 3.5" discs - IBM or compat). No matter what machine, maybe I can point you in the right direction for purchasing software. In the first instance, write to BUFORA ARP (enclosing S.A.E.) giving details of your PC and configuration and your software needs.

**All information courtesy of ESA and NASA.**

Finally, may I take this opportunity to encourage all investigators to use BUFORA ARP's expanding service. If any investigator requires astronomical information to assist with the evaluation of case reports, please write to:-

**Gary Anthony, BUFORA ARP, 119 Askew Avenue, Hull, North Humberside, HU4 6LT.**

## HEREFORD UFO RESEARCH GROUP LECTURE

Venue: Lancaster Pub., Bridge Street, Hereford.

Time: 19.00 – 23.00

Date: 9th October 1993

Admission: £2 per person in advance or £3 on the door

Refreshments: Pay for what you want at the bar

Accommodation: From £7 per night B&B

Lecturers: Ray Moore, Clive Potter(?) and Andrew Watson

For further details, contact:

Paul John, HURG, 6 Whitehouse Drive, Kingstone, Hereford HR2 129ER

## CONTACT CORNER

Want to meet BUFORA members in your area? Then Contact Corner is for you!

Write to:

**Contact Corner, UFO Times, Suite 1, The Leys, 2c Leyton Road, Harpenden, Hertfordshire AL5 2TL.**

# skydata

### Moon Information

Date	Time (LCT)	Coordinates		Age of Moon	Direct
		RA ALT	Dec AZI		
1st July '93	21.00	253° 12°	-22° 162°	12.1 days	SSE
16 July '93	21.00	80° -13°	22° 349°	25.6 days	Below horizon
31 July '93	21.00	291° 14°	-18° 153°	12.6 days	SSE
16 August '93	21.00	132° -18°	13° 326°	27.2 days	Below horizon
31 August '93	21.00	336° 22°	-4° 134°	13.9 days	SE

### Planetary Quadrants

JULY		1993	AUGUST	
RA	Dec		RA	Dec
—EASTERN—		Venus	—EASTERN—	
11h to 12h	-10° to +10°	Mars	Beginning Only	
12h to 14h	-10° to +10°	Jupiter	Beginning Only	
21h to 23h	0° to -20°	Saturn	21h to 23h	0° to -20°

### Meteor Showers

Name	Begins	Maximum	Ends	Max ZHR	Radiant coordinates	
Perseids	25 July	12 August	17 August	+60	46° RA	+58° Dec

Note: All co-ordinates refer to the 'equatorial system'.

## 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.**

## UFO REVIEW

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.



# REVIEWS...

## ARC SOUND WAVES REVIEW

*Video reviews by John Spencer*

### MESSENGERS OF DESTINY

Arc Sound Waves are distributing an American video depicting waves of UFO activity in Mexico.

Because of the total solar eclipse in July 1991 many people were gathered in the streets with camcorders and filmed a UFO over Mexico City. Throughout the video there are other various recordings of UFO activity.

The video is thought provoking, essential viewing for UFO researchers, but also disappointing. And as such it therefore is pretty much a microcosm of UFO research itself. The video is thought provoking because there is no doubt that some sort of UFO activity is being filmed and this needs to be researched and understood. It is, however, somewhat disappointing as the promises made even during the video with people claiming to see 'the ships' and the constant references to flying saucers and so on are not borne out by the evidence. In effect this is a collection of lights in the sky and, in my opinion, inappropriate enhancement techniques blowing up from very tiny images, saucer shaped images that are more creative than real; as such, however, essential viewing for UFO researchers because that is very much what has been happening in UFO research over the past 45 years. In fact the Mexico City wave of sightings and its depiction through this video 'Messengers of Destiny' takes us all back to the early days of UFO research in the early 40's and the late 50's and has the flavour of excitement, tension and naivety which characterized UFO research before the focus became targeted on contactee and abduction claims.

'Messengers of Destiny' does get into the esoteric by claiming that the wave over Mexico City was prophesied by ancient Mayan priests and there is a good deal of footage of ancient texts and pyramids to 'support' this. Inevitably that connection will appeal more to the 'ancient astronauts' supporters.

There is one slightly alarming promise; we are told that this is the first in a series of over 40 videos. On the assumption that the best material has been put into the first video in order that it should attract attention and sell well, then I cannot say that I am desperately looking forward to 39 more videos of distant lights in the sky. Nonetheless it will presumably represent new footage in which answers may be found and therefore may still be of value to UFO research.

Be prepared to be a little disappointed but it is a worthwhile education -- in several ways -- to watch this video.

### UNDENIABLE EVIDENCE

Arc Sound Waves themselves produced this video of Colin Andrews' work in crop circle research. It is of course a video directed towards the view point and opinions of one person but I think that is a good thing. There has been far too much dependence on 'well balanced' videos relating to UFO's or crop circles which seem to feel that they have an obligation to demonstrate all the viewpoints and all alternatives. The general effect is no great direction, no sense of purpose and no worthwhile focus. This video is I think very worthwhile because it is focussed and it does allow the viewer to see clearly how one line of research has developed. It is therefore a very valuable video for anyone to watch who is interested in this phenomenon. That said it is not the only video that should be watched, nor is it the only type of research that should be scrutinized as there are alternative opinions and approaches, all of which have merit.

Colin Andrews makes a valuable point towards the end of the video, though I confess to a vested interest since I not only agree with him but have made it something of a main theme of a book that I am currently writing; he points out that whatever the reality behind crop circles people are using them in order to develop themselves and their relationships with others. He

points out that people are being led to focus on areas they would not normally focus on because of the patterns in the crops and that they have a socially positive, friendly, effect on those who visit them. Whether this constitutes research or not is debatable. For my part I believe that it is in that the esoteric subjects deserve intuitive research as well as scientific research if only to find the proper paths for the more concentrated and more scientific studies. Andrews clearly has in mind some form of directed intelligence behind the circles, be it alien or terrestrial but presumably non-human. I can't say that I lean in that direction too strongly myself but I applaud Andrews for putting forward alternatives that have to be considered. Certainly I applaud the more open-minded approach of intuitive research than the 'CSICOP-like' approach of some crop circle researchers for whom cynicism and challenge is their only criteria.

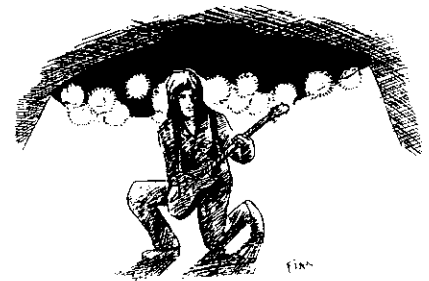
Arc Sound Waves and Colin Andrews are to be congratulated for this presentation of one aspect and one possibility relating to this extraordinary phenomenon.

### "STARCHILD"

*by Patti Rayfield*

#### Review by Philip Mantle

In previous issues of UFO TIMES we have reviewed music tapes based on the UFO phenomenon: namely those by the Scottish rock band CEIV. Well, "STARCHILD", by Patti Rayfield, is yet another attempt to portray the UFO subject via the musical medium.



Unlike CEIV, Patti's music is more 'pop music' than rock oriented: no thrashing guitars here! Instead, there is a blend of effects and harmonies which, when combined, are very pleasing to the ear. This audio music cassette contains eight different tracks, all of which are original material. By far the best track, and one that might well be very popular if released to the general public, is the title track 'STARCHILD'.

# 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 Editor,

Several years ago now I embarked on a project to put together a 'definitive' publication on British abduction cases. For a variety of reasons I was never able to complete my planned publication.

I have now decided that the time is right for me to re-ignite my original idea and attempt to produce, via a recognised publisher, an in-depth publication on British abduction cases. With this in mind, I would like to ask for your assistance.

I am looking for all the material there is to be had on abduction cases, missing time cases and cases with a genuine 'high strangeness' value. Preferably I would like to speak to the witnesses in

### **REVIEWS Continued**

Melodic and catchy, this title track is easily the best of the eight. Other tracks, such as 'CHILDREN OF NOWHERE' and 'IF YOU WANT IT' follow close behind.

Patti is currently looking for a sponsor to enable her to take 'STARCHILD' out on the road in a performance situation (anyone interested?) and the tape is to be re-mixed for the CD format. Also in the pipeline is a CD single and a promotional video. If you would like to combine popular music and ufology, then perhaps this cassette is right up your street.

"STARCHILD" is available at a cost of £6.95 (inc. p&p) from Patti Rayfield, 39, Willingdon Rd., Eastbourne, Sussex, BN21-1TN.

If you would like your product to be reviewed in a future issue of UFO TIMES, then why not send a complimentary sample of your music tape, artwork, books, magazines, T-shirts, etc., etc., to: Philip Mantle, 1, Woodhall Drive, Batley, W. Yorks. WF17-7SW.

question myself, but copies of reports/case files would also be much appreciated. I will guarantee confidentiality to any or all witnesses, will pay for any photocopying of files and will credit both individual investigators and/or organisations for any information provided.

The aim of my publication is to present as 'definitive' a work as is possible on such cases and I would appreciate any and all assistance with the above request. At present there is no one work that offers a well-balanced, in-depth look at this most puzzling aspect of the UFO phenomenon. I hope that my planned publication will resolve this situation.

Any assistance with the above request would be greatly appreciated and I look forward to your reply.

Yours sincerely,

*Philip Mantle.*

### **Hilary Evans condemns BUFORA over its dealings with 'PSEUDO' UFO Witnesses:-**

Dear Editor,

If its name means anything, BUFORA is in the UFO research business. But a stranger could be forgiven for thinking our association has abandoned ufology for the psychotherapy business. UFOs, as such, receive a fraction of our attention, compared to people whose only claim on that attention is that they have had extraordinary experiences which, so they tell us, involve UFOs.

If these claims were based on fact, these people would indeed merit the time and trouble we bestow upon them. But there is little or no substantial evi-

dence to support their claims: on the contrary, there is every reason to believe that their stories are subjective fantasy, with no correlation in external reality. In the vast majority of alleged encounter cases, the only link with UFOs is in the witness' say-so: there is rarely a scrap of evidence to suggest that anything has occurred outside the witness' mind.

The UFOs into which these witnesses claim to have been taken are not the UFOs which BUFORA has been investigating for decades; at best, they are vaguely described copies, lacking any feature which might encourage us to think that these people have actually set foot in an extraterrestrial spacecraft or whatever. In a number of cases, the fact that the event never occurred as reported can be proved beyond a reasonable doubt; in a great many others, the inconsistencies, contradictions and blatant implausibilities provide circumstantial grounds for thinking it likely that these spacecraft, insofar as they exist at all, are spaceships of the mind, originating in the inner space of the witness' own imagination.

Now, people's fantasies are indeed a legitimate subject of interest and, sometimes, cause for concern. But not, I suggest, BUFORA's interest or BUFORA's concern. Our concern is with what reality, if any, lies behind alleged observations of UFOs. By which is meant, not imaginary objects which provide the setting for an individual's fantasy, but physical objects possessing external reality.

Encounter claims are not exclusive to the UFO world. The Church of Rome has to face a similar situation in respect of people who suppose themselves to have been visited by the Virgin Mary [As indeed do some UFO witnesses!? - Ed.]. Naturally, the church would be profoundly interested should such a claim turn out to be real, but it knows from experience that only one case in thousands even warrants a provisional acceptance. So, though they keep a watchful eye on the situation, they don't feel obliged to shoulder the responsibility for every teenager who fancies she has been privileged with a visit from Jesus' mother.

Similarly, I suggest that BUFORA, while we should monitor claims by people to have encountered aliens in their spacecraft, should not get involved unless we have good reason to think that the experiences do really and truly involve UFOs - the solid, nuts-

and-bolts (or at any rate luminescent plasmoid) UFOs which are, after all, what we are really concerned with.

It will perhaps be argued that we have a responsibility to the witnesses. If they were indeed UFO witnesses, yes, BUFORA could reasonably feel a moral obligation to ensure that they received appropriate professional support. But as things are, there is every reason to suppose that these people have been no closer to a UFO than you or I have. Just because they weave their fantasies round a theme which happens to be the subject of our study, that no more makes them our responsibility than if UFOs were the subject of their nightly dreams.

I am not saying that these witnesses should be systematically ignored. If any of us choose to concern ourselves with the fantasy and folklore that has accrued round UFO research, by all means let us do so – but as private individuals, as psychologists, folklorists, students of human behaviour. But not as ufologists: instead, let BUFORA get on with what it was created to do, UFO research.

For too long, we have let ourselves be lured down the blind alley of private fantasy: it is time we found our way back to our true path.

Sincerely,  
Hilary Evans.

*Ed's comment: In an ideal world, the research and investigations of physical UFOs ought to be BUFORA's sole objective. However, there is a large body of evidence to suggest that a certain part of the UFO experience, at least, lies within the extra-sensory phenomena domain, which means that ufologists are obliged to examine this aspect of the UFO experience whether we like it or not. Moreover, the terrifying and inexplicable nature of these "fantasies" are, on the whole, rejected by the professionals to whom many witnesses turn for counselling; an impasse which renders the witnesses alienated within society. So what do these people do in such a vacuum? Well, quite naturally, they turn to UFO organisations, don't they? Wouldn't it be wonderful if we in BUFORA could wave a magic wand and make all these troublesome witnesses go away.*

**John Rimmer cuts up rough in the cats'-meat shop over unauthorised plagiarism by UFO Times**

Dear Editor,

'Obituary, Aimé Michel, courtesy of Magonia magazine'.

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**Werner Walter, Eisenacher Weg 16, 68309 Mannheim, Germany**

Sorry, but I can't remember the courteous letter asking me permission to reprint it.

Whatever courtesy is going around it certainly isn't evident at UFO TIMES.

Is there nobody nowadays in BUFORA capable of writing a brief piece to mark the passing of Aimé Michel and summarising his place within the word of UFOs? Obviously not.

Yours sincerely,

John Rimmer,  
Editor, Magonia.

*Ed's comment: Sorry, John, and by way of making amends, you are cordially invited to attend BUFORA'S next 'UFO Believers' Coffee Morning' at Lionel's.*

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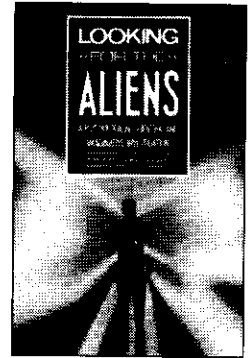


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LIGHT YEARS by Gary Kinder, FP 1987. Swiss hoax(?) UFOs – 4 plates. 265 pages –	£2-50
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## FORTHCOMING LECTURES

Sat. 4th Sept. '93

18.30

"ABCs - ALIEN BIG CATS" - Marcus Matthews

London lecture

In the chair: Lionel Beer

Illustrated with slides

Sat. 2nd Oct. '93

14.00

WITNESS SUPPORT GROUP MEETING

18.30

London Lecture

"The Ancient Astronauts"

Gordon Millington, BA.

Gordon, Chairman of the Surrey Investigation  
Group and Editor of *Pegasus*, will base his talk  
around the though provoking works of Zecharia  
Sitchin.

*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.*

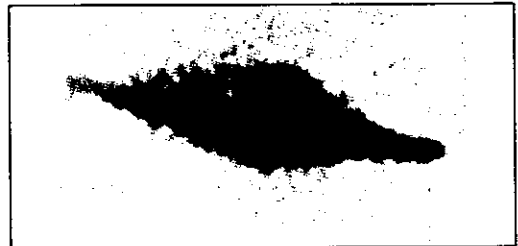
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