

Car levitation on the Blackfoot Reserve

W. K. Allan

THE following is a transcript of a taped interview with Wilton Raw Eater, and his wife, regarding an unusual levitation which is said to have taken place on the Blackfoot Indian Reserve near Gleichen, Alberta, Canada, on May 14, 1971. Mr. Raw is driver of the local school bus.

These people were very reluctant to speak until we played them the tape of the interview with Barbara Smyth about her Craigmyle experience. In passing I should add that it is apparently Mr. Raw's custom to visit the bar at the end of the working week.

Mr. Raw: "Well that's pretty hard to start with. Well . . . I went to the bar, had a few beers, and when I start coming home it was night like . . . then I saw these four houses just up the hill here, and as soon as we passed the houses, all of a sudden we seen this bright light like, just hit us like lightning."

Allan: "Was it ahead of you, or to one side?"

Mr. Raw: "It was sort of on the right side of the car, you know. It just happened for a few seconds, and the car . . . we didn't notice it till after, oh, about a few yards, and the wife told me: 'the car's off the ground.' I kept steering the car while we stayed on the side of the road and went for about a quarter of a mile . . . it didn't bother me none. Had my lights on. All of a sudden my car hit the ground . . . I could feel the wheels when they hit the ground, and we just drove home right away and went to my brother's place (where we) talked to his wife about it. I waited for my brother and I told him about it."

Allan: "You say you kept steering the car. How if you turned the wheel? Just kept to the centre of the road, did it?"

Mr. Raw: "Oh, yes."

Allan: "You didn't steer it to either side?"

Mr. Raw: "No, I had my steering steady like, you know. Like I said before, I didn't steer it actually; I was just holding my steering (wheel) when I stay in the centre of the road (from), just before going down the

hill until we hit the gravel road again on this hill coming down there. Well it didn't actually scare me then, but the wife must have been scared."

Allan: "Could you tell by the headlights on the road ahead that the car wasn't in the normal position?"

Mr. Raw: "Well actually the car was running . . . was going about 40-45 (mph). I was looking at the speedometer sometimes, but it didn't bother me, like you know."

Allan: "But you still feel sure the car was up?"

Mr. Raw: "Oh yes, you could tell it."

Allan: "Because you looked out the window?"

Mr. Raw: "I was looking down the side you know."

Allan: "Did it feel any different? You didn't feel the little bumps?"

Mr. Raw: "I didn't feel nothing, just floated like."

That completed the interview with Wilton Raw Eater, and his wife now kindly allowed me to ask her a few questions.

Allan: "Now Rosalin, Mrs. Raw Eater, could you tell me what you saw, you noticed it first didn't you?"

Mrs. Raw: "Yes, I noticed it because we have rough roads here. At first I didn't really care, I thought first he was just speeding because he always speeds. But this time it was just like driving a new car, and our car isn't that new; could feel the bumps with it, but then I looked down and the car was off the ground."

Allan: "How high do you think it was off the ground?"

Mrs. Raw: "Oh, about two feet, or something like that."

Allan: "How long do you think it stayed that way; can you tell?"

Mrs. Raw: "Well I was real scared, I couldn't very well remember."

Allan: "Did you notice the bump when it was back on the road? There was no mistake about that?"

Mrs. Raw: "Yes, we can tell when we're on our gravel roads, especially the roads we've got, they're real bad."

Allan: "Now this light, did it continue with you all the time you were off the ground?"

Mrs. Raw: Yes, it did until it . . . it just went off.

Allan: "The light went off and then your car went down."

Mrs. Raw: "Then I told him to drive a little faster so we could get home. I wanted to come home to my kids because I thought that was the last time I was going to see them."

Allan: "You must have been very frightened."

Mrs. Raw: "Yes, it really scared me, so we took the kids in the car and I told him: 'Let's go over to your brother's' and that's when he went over to his brother's place."

FORT BEAUFORT. (continued from page 7)

view probably took place, at the latest, on June 30, in which case "the night before last" would have been June 28. As E. R. Pitlo observes, that was pretty quick, even in this day and age, for someone in America to learn of the incident, to seek out Bennie Smit's telephone number, and to call him!

⁸ So apparently was Mr. Smit's dog Wolfie, for we read in *The Argus* of July 8 that the dog disappeared for a week after the first sighting on June 26. Wolfie is a devoted animal which never leaves its master's side, and which has been on many hunting trips with him. But, as *The Argus* says, the 'Thing' has obviously upset him.

UFO and "Auto-stop" at Belchar's Bar

Geoffrey Coxon

THE incident described below took place at Belchar's Bar on the night of Tuesday, May 25, 1971. Belchar's Bar, near Ibstock, is a tiny village situated on the A447 road, about eight miles to the north of Hinckley in Leicestershire.

The witness was Mrs. Eunice Rose, of 26 Welwyn Road, Hinckley. Aged 36 at the time, she is a housewife who has three children of her own, and who is also a foster mother. She states that she has read no books or magazines on UFOs, and has no knowledge of other incidents similar to her own. During an interview at her home on Sunday, May 30, 1971, she was found to be puzzled, but eager to learn the true nature of the things she experienced.

The incident

On the evening of May 25, 1971, Mrs. Rose had been visiting friends at the village of Odstone, near Ibstock, and at 10.45 p.m. she drove away from their house in her 1956 Austin A30 car to return to Hinckley. The weather was not good, and she recalled that at that time it had just stopped raining.

She was travelling along the country road between Odstone and the junction with the A447 at Belchar's Bar when, about half a mile from the junction (point A on the map), she saw, through the windscreen, a large glowing light directly ahead of her, but still some distance away. At first she thought it was the headlights of a lorry coming towards her, but no vehicle passed, and she wondered if there was a car in a ditch with its lights shining upwards. However, she came across nothing like that, and thought no more about it. It was after she had turned right towards Hinckley at the Belchar's Bar junction that she realised something strange was happening.

She had driven only about 100 yards in the new direction (point B on the map), when her transistor radio, which was operating independently of the car, began to fade. She turned up the volume, but this had no effect, and the sound died away completely.

She then noticed that the car's headlights, which were switched to full beam, had dimmed considerably and that the vehicle, which should still have been accelerating away from the Belchar's Bar junction, was gradually losing power. At the same time she became aware of the close proximity of a large light to her left out of the front off-side window. Although at this time she was depressing the accelerator pedal, the engine would not respond normally, but continually "coughed" and "sputtered" till the car came to a stop just past the junction with the road to Nailstone Grange (point C on map; see also photograph 1).

The engine did not cut out completely. "It was running very slowly and unevenly," said Mrs. Rose, "and when I pressed the accelerator pedal, the engine just coughed and sputtered again. I was confused. I could see this light to my left out of the front passenger window and my first reaction was to reach for my

Our contributor signs his report as "Investigations Officer—NICAP/GB" and we understand that the initials stand for *National Investigation Committee for Aerial Phenomena/GB*, and that the group, which is directed by Mr. D. C. Samson of 67 Wildmoor Road, Shirley, Solihull, Warwickshire, is not connected with the well-known, and very much older American organisation, NICAP, of Washington DC. The British group publish the quarterly *NICAP Journal*.—EDITOR.

cigarettes—lying on the front passenger seat. It was then that I noticed the whole interior of the car was gradually becoming lit up."

She said the light was extremely close, about 30 yards away, and was moving quite slowly towards her. As the light moved closer to her the interior of the car became increasingly brighter; the light then moved directly above her car. At that point she could clearly see her cigarette packet, and on glancing about her she saw that the area round about the car was very strongly bathed in light, the colour of which she likened to moonlight.

Mrs. Rose estimated that by then the time was 10.50 p.m.

At no time during the incident did the witness notice any change in temperature in the car, nor did she smell any unusual odour.

As the light moved over her and away to her right, she noticed how the interior of the car, and other features such as the hedge by the side of the road, were gradually lost again to the darkness, but she could not see any sort of beam of light extending down from the light, nor did it appear to cast any glow on to the countryside as it moved away. "It just emitted a light which seemed to light up me and the immediate surrounding area as it went over me, but it didn't appear to light up everything else as it went over everything else. Whether this was just the fact that I was beneath it . . .?"

Mrs. Rose described the light (as she persistently termed it) as being like a flat circular disc and of moonlight colour over all. Describing it further, she said it was "saucer shaped" and like a "huge plate shape." It was of solid appearance and had a well-defined shape, but there were no markings or any noticeable projections. On drawing it she could only sketch the shape.

At first she had difficulty in assessing its size and compared it to a huge Moon. However, when comparing its height above the ground to something a little higher than that of a nearby tree (approx. 36 feet), she conceded that the disc, from that height, would have covered the entire width of the road from hedgerow to hedgerow (approx. 15 yards; see photo 2).

The "disc" moved slowly and smoothly, and at no time was any sound audible above that of the car's engine which was continually running. It was estimated to have moved 100 yards away over a field to her right before the headlights and the transistor radio began to