

# UFOs seen from Hampstead

*H. M. Bishop*

**Our contributor is a police traffic patrol officer, and a member of the Metropolitan Police Flying Club. He saw service in the R.A.F. as U/T pilot, and in Air Traffic Control, Tangmere, in 1951-53, where he first became acquainted with UFOs on hearing a report from a Meteor jet fighter pilot.**

**T**HE sky was lightening with early dawn at 4.00 a.m. on Tuesday, June 16, 1970. Visibility was excellent. There was no low or medium cloud; only a layer of cirrostratus. It was a warm night.

The UFO sighting which is the subject of this report took place over Hampstead, London, N.W.3, towards the west from Lyndhurst Road and Netherhall Gardens.

I was driving west along Lyndhurst Road, accompanied by a colleague who was in the nearside front seat of a Rover 3.5 litre motor car. I saw, low down through the windscreen at the 1 o'clock position, a very bright light which was stationary. At first I thought it was a light on the end of a crane jib of the type used in the construction of the new tower blocks. I don't know why I should have mentioned it as such to my colleague, because they are common enough in the London area, but I think it must have been because of its brilliance. I said to him: "Look at the bright light on the end of the crane." I must make it quite clear that I only assumed that the light was on the end of a crane jib. In retrospect, I think I mentioned it to him in this way because, inwardly, I felt it was something odd, and not a crane light at all, yet instinctively selected an "ordinary" description to call his attention to it.

I had not stopped the car, and the light passed out of sight behind a tree, or house. It then came back into view, and by this time I was approaching the junction of Fitzjohns Avenue. Just before we reached it I lost sight of the light again. My passenger, to whom the light also must have seemed unusual (which he revealed by his manner), said: "Turn right here and let's go on to the Heath."

I had been making my way to Dennington Park Road, and after having turned right into Fitzjohns Avenue, I looked left down Netherhall Gardens. Through the nearside front door window I saw three lights in the sky. I turned left into Netherhall Gardens, and saw that there were two white lights on either side of a bluish-green light, which was slightly lower than its companions, in about the same position you would expect an anal light to be on an aircraft. The distance between the two lights would have been between  $\frac{1}{2}$  and  $\frac{3}{4}$  inch on a ruler held at arm's length.

I stopped the car in Netherhall Gardens. The lights remained stationary for a few moments, then began to move off slowly to the right, not at right angles to our forward line of sight, but diagonally away from us. The way they hung stationary, then the direction and



**In Lyndhurst Road. Here the light was first seen. Our arrow helps to locate the position of the object which has been drawn by our artist on this and on subsequent photographs (taken by the author some weeks after the incident)**



**Lyndhurst Road. Object was here when seen for the second time through offside window of car**

manner in which they slowly moved off, had the appearance of helicopters, or a helicopter. However, it was impossible to distinguish any definite shape, although

it appeared that there might have been some form between the lights, more definitely between the front and middle light.

#### **Strange mode of disappearance**

The lights had moved about a quarter of the way across the windscreen (from my position in the driving seat it appeared to move from a point three-eighths of the distance from the left-hand edge screen pillar to a point five-eighths of the distance from it) when the front one disappeared, followed by the middle and then the rear light. This in the middle of the screen, and not going behind a building or tree, but in clear, unobstructed view. I choose the word "disappeared" with care: the lights neither went out suddenly, nor did they fade into the distance, but remained in the middle distance. The object/lights were not seen to be enveloped by anything visible—about the only way I can possibly describe it. By this I mean that the lights passed from view one by one, giving the appearance of passing from view behind an invisible screen. This passing from view took about three seconds.

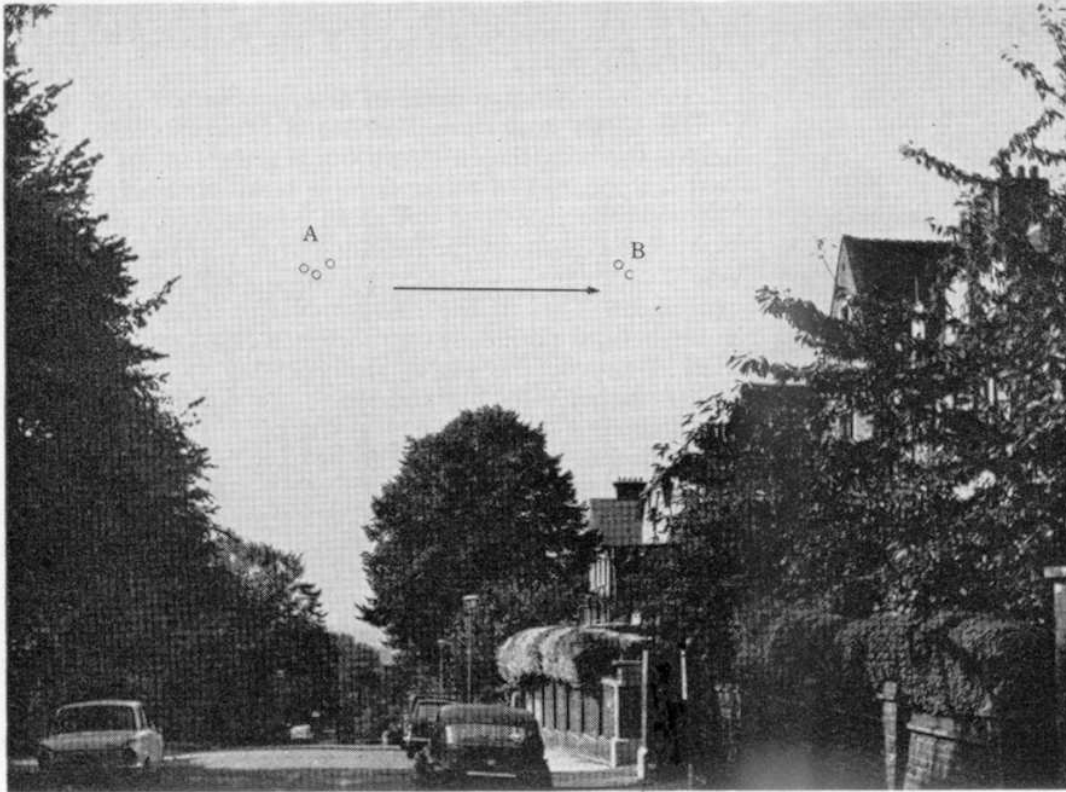
After completing my business at Dennington Park Road, I made enquiries of the *Daily Express* news desk, and the Hampstead Police Station, to see if any reports had been made to them of the object/lights by other observers but received only negative replies. Later that morning I made enquiries of the *Hampstead Gazette* and was told that they had had no reports of anything unusual.

To sum up I would like to say this: I have no idea what I saw that morning, although I do know that it was not a conventional aircraft; its behaviour ruled that out. The first object did not appear to be the second object or group of objects (depending on whether the three lights were interdependent or part of the same object).

The experience was not hallucinatory, and we both



**Looking down Netherhall Gardens from Fitzjohn Avenue. Objects as seen through nearside front window of car**



As seen (A) through windscreen of stationary car. Our arrow indicates the approximate direction of moving objects disappearing as at B

wrote down separate accounts of what we saw before discussing the incident. We completely investigated and ruled out the possibility of internal or external reflections, for the first light was also seen through an open offside window, and the group of three through the nearside window before we turned left into Netherhall Gardens.

#### Distances and height

The first light seemed to be within a distance of half a mile. The height would be very difficult to estimate as we were proceeding up a slight incline, after which the ground dropped away, and I would not put it any more finely than possibly between 100 and 500ft.: certainly it was very low. In the second sighting, the group of lights (with the position of the car then being about a quarter of a mile farther on from where we saw the first light) would seem to have been about  $1\frac{1}{2}$  to 2 miles away, and at about 2,500ft. altitude, but this was very difficult to assess in the half-light conditions then

prevailing, and not having any knowledge of the distance between the lights. The above estimate is based on the assumption that the distance between the two extreme lights was about the length of the fuselage of a large jet liner, say a *Comet* or *Trident*.

#### Unusual characteristics

*First sighting:* its brilliance, size, nearness, and lack of dazzle.

*Second sighting:* the three lights being stationary in the sky, and the colour of the middle light. None of them conformed to navigation lights. The manner in which the lights moved off, again far too slowly for a jet aircraft to have remained airborne. Above all the manner in which they passed from view.

#### Time observed (total)

One and a half to two minutes overall.

Second sighting: 20 to 30 seconds *after* having turned into, and stopped, in Netherhall Gardens.

### WANTED . . . READERS' REPORTS

Readers are invited to send in reports of personal experiences and of those of other witnesses in their locality; anything, in fact, that could lead to a fruitful investigation. This first issue of FSR CASE HISTORIES contains 10 cases which came to us in this way.

It is our aim to ensure that everything of value is given a permanent place in the record. Reports should be addressed to the Editor, FSR Case Histories, 21 Cecil Court, Charing Cross Road, London WC2, England. Please mark envelopes "R.R."

# UFOs over the Strait of Dover

Charles Bowen and Dr Bernard E. Finch

FOUR unusual lights in a "diamond" or "box-shaped" formation—described even as a "cross-shaped" formation in some reports—speeding silently beneath 2,000ft. cloud cover over the Strait of Dover, and followed minutes later by a similar formation of lights, were the bare bones of a remarkable UFO report. Remarkable mainly because here, in July, was the first UFO report of any substance to reach the pages of a British national newspaper in 1970—the mass circulation London *Evening News*.

It was decided to write to the named witness, Mr. John Male of St. Martin's Road, New Romney. Dr. Finch had just done this when we received from reader P. Dunn of Folkestone, a clipping of an item which appeared in the *Folkestone and Hythe Gazette* of July 8, 1970. It was this account which gave the figure of 2,000ft. for the altitude of the cloud base. From this account we learned that another of the several witnesses was Mr. Nicholas Ashman (17) of Cheriton Road, Folkestone.

On July 10, Mr. Male replied to our letter, giving fuller details of the incidents than had appeared in the press. We learned that he works at Lydd Airport, is accustomed to viewing aircraft and observing satellites, and that he is well acquainted with meteorology. As interesting points were mentioned we decided to invite Messrs. Male and Ashman to meet us at the Finch residence, and the outcome was a pleasant, informal discussion over a meal.

## The observations

Very late in the evening of July 3, 1970, Mr. Male and Mr. Ashman were sitting by the shoreline at Folkestone, at the side of the Lower Sandgate Road. With them were three other friends, including Miss Lucille Courterie. They had just left Toft's Club, Folkestone, but had not been drinking—and, as Mr. Male added, they do not

take drugs. At nine or ten minutes before midnight four "bright objects" were spotted by Mr. Male. He alerted his companions.

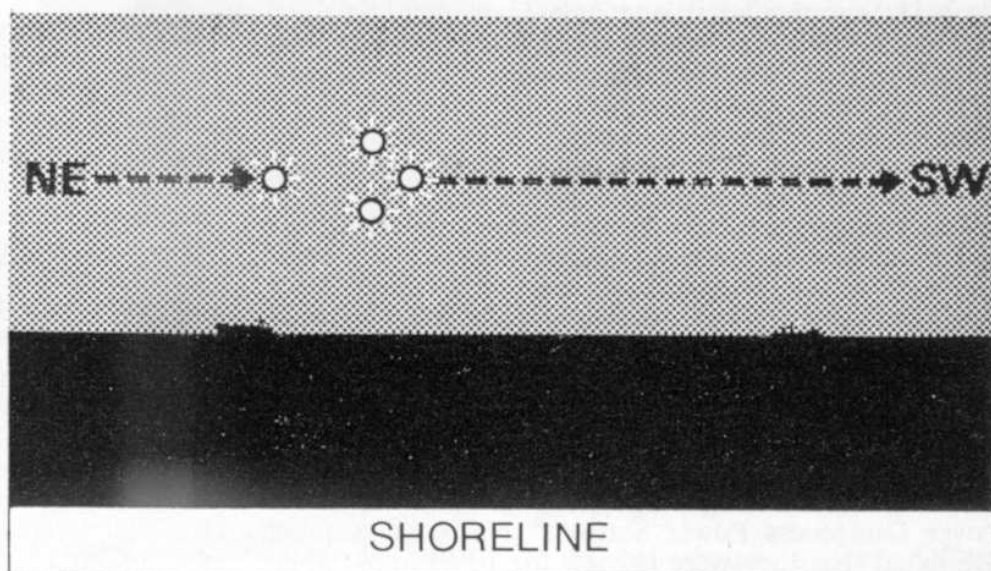
The objects were moving from N.E. to S.W. at considerable speed and without sound. Mr. Male estimated that they were between the observers and the horizon at a height of about 4,000ft. He added that there was quite heavy altocumulus clouding at the time, about seven to eight-tenths cloud cover, with a star visible here and there through the occasional breaks.

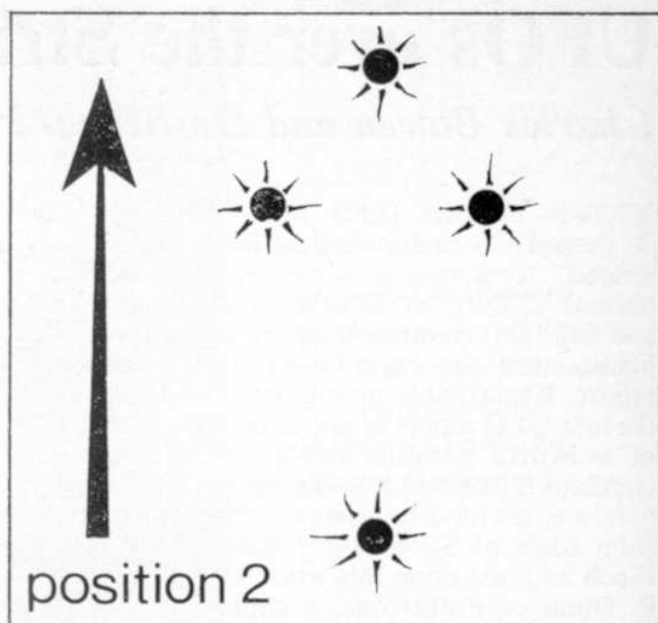
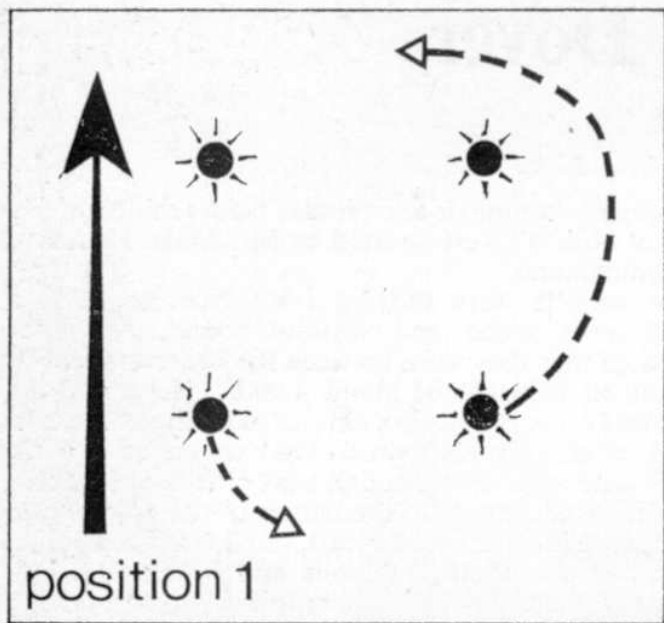
Some discussion as to the nature of the objects went on between the five, and aircraft, satellites, car headlight reflections on clouds, balloons and Venus had been ruled out when, at about three minutes past midnight (and, therefore, July 4) Mr. Ashman called out: "Hey, look, four more!" The same objects, or, perhaps, four different objects of similar kind, this time seemingly closer one to another and at an apparently lower altitude than those previously observed (their outlines seemed sharper this time, giving the appearance of solid structures) were moving in the same direction as the first group.\* Their brightness was described as the equivalent of that of Jupiter at dusk.

The passage of this group across the sky took slightly longer than the first group, and they executed a manoeuvre before increasing speed and departing in an arrow-head or cross-shaped formation. This manoeuvre, which is shown in Fig. 2, was the reason for Mr. Male's describing what he and his friends saw as "objects" rather than as four lights on *one* object.

\* According to the *Folkestone and Hythe Gazette* account, the objects returned, travelling *up Channel*. This was attributed to Mr. Ashman, who, when we interviewed him, was adamant that the direction of the second group was the same as that of the first group.

Artist's impression  
of scene, based on  
Mr. Male's sketch





How the manoeuvre from "box" to "arrowhead" or "cross" formation was effected

The party waited for another ten minutes or so, hoping for another "fly past", but nothing more happened, so they drove off to Folkestone Police Station to report the sightings. In his letter Mr. Male added that they did not report anything to the press.

In a postscript to his letter, Mr. Male had stated that it was impossible to estimate the size of the objects, but guessed that they may have been about 90ft. in diameter. Their speed, he said, was about twice that of a conventional jet airliner, in other words, about 1,200-1,250 miles per hour.

#### Answers to further questions

Nicholas Ashman, whose father is a police officer, had some small prior knowledge of the UFO phenomenon, having read two paperback books by Brad Steiger. John Male, an aircraft storeman at Lydd, has, since the incident, read one Donald Keyhoe book (he cannot remember which) and one of the Steiger books, and is quite open-minded on the subject of UFOs.

John had much to say about aircraft flights in the area. He said that the last plane into Lydd on July 3, a Skyways HS 748 from Beauvais, had landed at 11.45 p.m. He told us that these aircraft approach at 2,000ft., and, based on this, he estimated that the cloud base on the night of July 3/4 was at between 4,000 and 6,000ft. The objects seen were well below that level. Many airliners overfly the district; *Tridents*, *Comets*, Boeings 727 and 737 are regularly seen on the main Continental routes coming into the London Airports (Heathrow and Gatwick). The paths of the unidentified object formations was right across these regular flight lanes.

The brightness of the objects in the first group was akin to that of Jupiter at dusk, but more diffuse. The size of the objects, or lights, was about the equivalent of three match-stick heads held at arm's length. All objects in each group were similar.

According to John Male, the first group disappeared "over Dungeness Power Station." Nicholas Ashman estimated that they were in view for 10 seconds; John Male suggested a longer time of the order of 20 seconds.

Again, there was a divergence of views regarding the colour of the objects: John Male said they were greenish, while Nick Ashman insisted that they were orange-coloured. Both were adamant that they were not aircraft navigation lights, and said that they looked like glowing discs.

John said there was little wind (direction of what wind there was was not mentioned) and that he had heard that a Manston Airfield spokesman had offered a "weather balloon" explanation. He had heard "through the grapevine" that there had been no radar reports of the strange objects. He also said that a satellite explanation should be discounted because they are relatively slow in their passage across the sky, and because, on this occasion, they would have been hidden by the cloud. The sight of the objects was uninterrupted, and their trajectory was too straight and "disciplined" for them to have been birds.

\* \* \* \* \*

We asked the young men if they had been surprised or alarmed by the experience, and if they had "felt" anything. It transpired that Miss Courterie had been a trifle apprehensive, and had been unable to sleep that night. John Male said he had had a tingling feeling, rather as one might experience from a low-voltage electric shock (not a chill up the spine as one feels when watching a horror film). We told him of other 'physiological effects' UFO cases, but he said he would never have associated the feeling he'd had with the objects he'd seen, until he had heard of those other cases.

Nicholas Ashman said he did not "believe his eyes" when he first saw the things, and he "put his spectacles down." He said he remembered a slight sensation, but only during the second passage. He suggested it could have been similar to the sensation of being exposed to ultra-violet light. Neither of these young men has experienced any post-sighting physiological effects, and they were found to be physically fit.

# Danish Police Officer snaps UFO

*Dr. Bernard E. Finch*

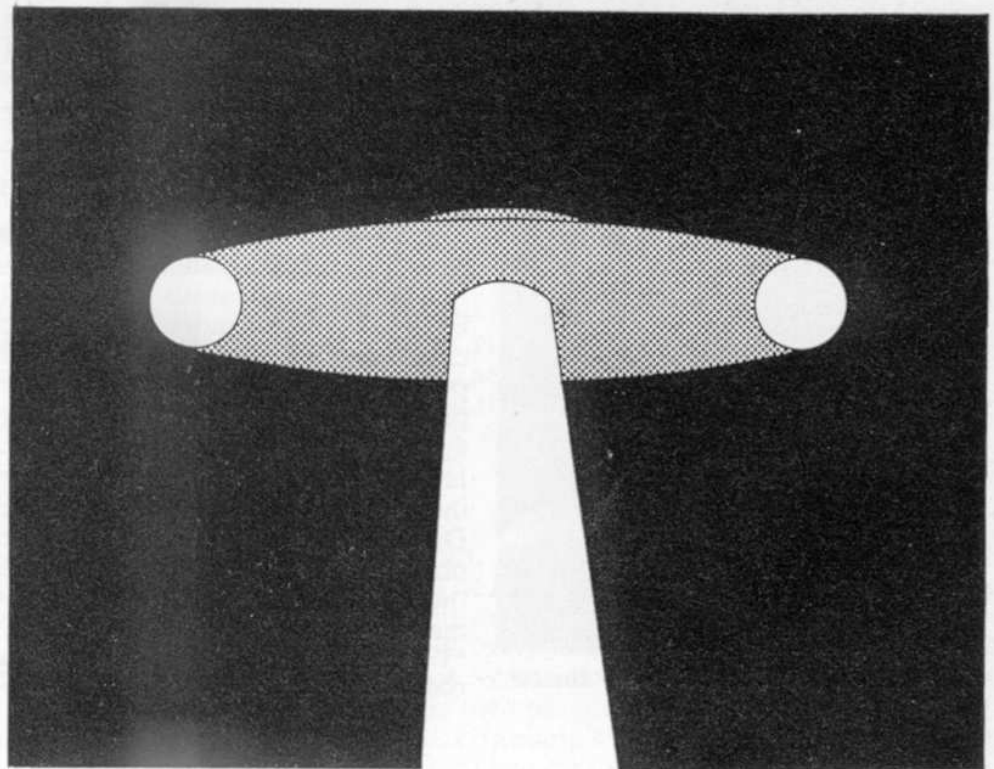
**Policeman's sketch of what he saw when looking out**

AS soon as I learned that a Danish police patrol officer, E. H. Maarup, had had something of a nightmare experience, yet had contrived to photograph the UFO which had caused it, I wrote to him for an account of the incident, and telegraphed money for prints of the photographs. These, presumably

because of the policeman's official position, had been handed to a press agency for disposal.

Here is his reply, which was written in English (it has been carefully edited—a minor, but important necessity):

"I thank you for your letter and telegram.



"You have asked me about my experience with the 'Flying Saucer' which I saw on August 13, 1970, between 10.50 and 10.55 p.m.

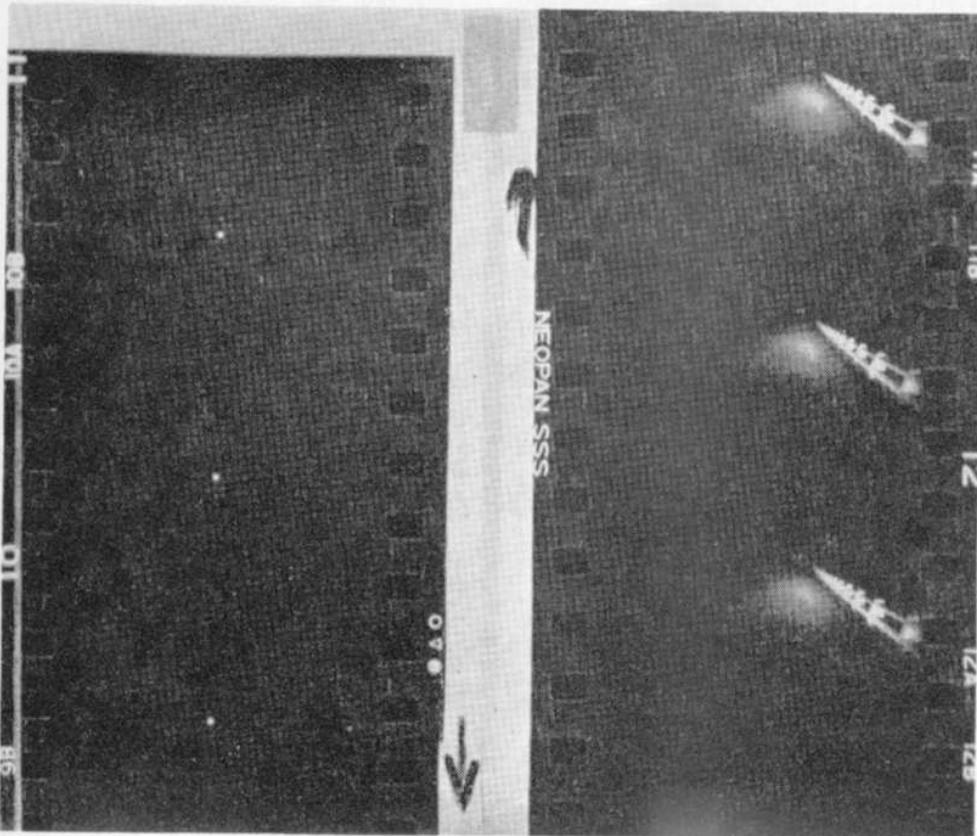
"I was driving in the patrol car, northwards along highway A 10 from the town of Haderslev. At the 6½ km. stone, I turned right, in an easterly direction. I had been driving about 10 kms. when the car's engine stopped and the lights went out. A powerful, bright light was playing on the car from above. The temperature inside the car increased until it was like that of a very hot summer's day.

"I tried to call up the station—Haderslev—on the car's radio-telephone, but the radio was dead. I tried again, with the same negative result.

"Suddenly the bright light began to move away, and I managed to take six photographs with the camera which was lying near the window. I looked up and saw the light clearly against the sky. It appeared like a big oval plate about 15 metres in length and 5 metres across. Suddenly it looked like a big grey shadow some 25 metres up in the air, and after that it disappeared at a very high speed.

"It was a clear night, and the moon was up."

In his report to me, Officer Maarup did not state whether the



**Scaled-down replica of the six photographs**