

11. See for example "UFOs were atmospheric effects: report" from Ben Sandilands, *The Sydney Morning Herald*, January 26, 1979. RNZAF/Department of Defence report, released on January 25, 1979 at Christchurch, NZ.
12. *Ibid.* (9) Maccabee, pg. 2.
13. *Ibid.* (9) Maccabee, pg. 46.
14. "Unfamiliar Observations of Lights in the Night Sky" by W. Ireland, Physics and Engineering Laboratory, DSIR, Report No. 659, December, 1979, 30 pages.

15. "A Reply to the Debunkers" by Quentin Fogarty, February, 1980. (To be published in FSR Vol. 26/2).
16. *The UFO Handbook* by Allan Hendry (Doubleday/Dolphin, 1979), pgs. 146-159.
17. *Ibid.* Hendry, pg. 155.
18. Full interviews held with author & UFO Research (NSW). My thanks to Dee for the lengthy tape transcript compiled from the interviews.

# MINI-DISC OVER BLACKBUSHE

*Omar Fowler*

**Our contributor is Chairman of the Surrey Investigation Group on Aerial Phenomena (SIGAP). Copies of his report, and summary — from which this account has been drawn — have also gone to UFOIN and BUFORA.**

AT 2.30 p.m. in a bright sky with five tenths cumulous cloud and clear visibility, chief flying instructor Laurie Adlington (53) and student pilot Lieut. James Plastow (20) of Sandhurst Staff College, had just taken off from Blackbushe Aerodrome, near Camberley, Surrey, in a *Cessna 150* when they encountered a most unusual mini-disc. They were at about 2,000 feet, and heading for Basingstoke, Hampshire, when it happened.

Said Lieut. Plastow when I interviewed him:—

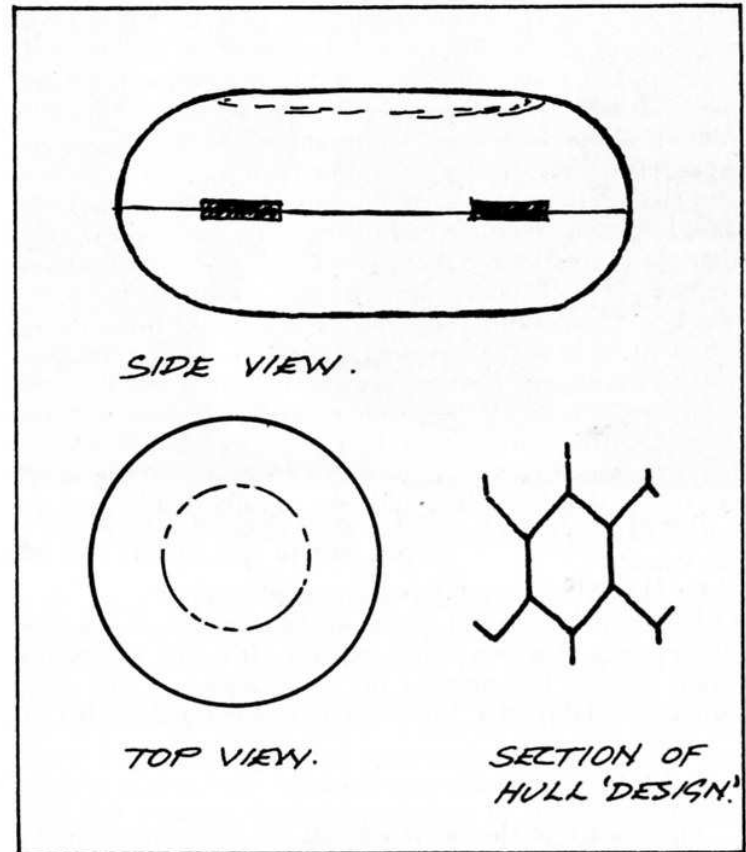
"I was piloting the 'plane, preparing for my flying test, when suddenly the chief instructor took the controls away, throwing the aircraft into, I think, a right bank. We descended to about 1,500 ft. when I suddenly observed an object go across the screen. It went fairly quickly, and disappeared past the 'plane in just three or four seconds. It was about 40 metres away from the 'plane.

"My initial impression was that it was a doughnut-shaped object about one foot in diameter, and it was a silver-metallic colour. Laurie, the chief flying instructor, described it as a 'mercury blob.' It was definitely metallic and had a solid appearance about it. He (instructor) then put the 'plane into several turns, intending to keep the object in view while he was turning. He then put out a call on the radio. At that point it seemed to be turning with the 'plane. . . He said on the radio that the object seemed to be playing with us. It seemed to be flying round the 'plane.

"We kept up with it most of the time. At one point it passed close to us and I had the impression that it was made up of sections, but that seemed more certain when it went underneath my side — I was on the left-hand side of the 'plane — about ten metres below the 'plane under the left-hand wing. Looking down on it, it appeared to be made up of hexagonal or pentagonal panels on the top, like little plates. I would say about twelve or thirteen panels on the top. They were not miniscule. There were about eight or nine around the circumference.

"I did at this point think that I saw some form of aerial on one side, but I am not sure. I know I saw something sticking up there.

"Another recollection is that when it went in front of the aeroplane it appeared to be in two halves. There seemed to be a line around the middle, a dividing line. I also saw some form of clip at intervals around the middle.



**The mini-UFO over Blackbushe airport, based on the sketches made by Lieut. Plastow.**

YOUR CLIPPINGS of newspaper items are very welcome. We apologise here for being generally unable to acknowledge these items as the pressure of work on our tiny staff and on our postage resources is too great. However, please do not be deterred by this seeming lack of courtesy. We really do appreciate anything you care to send.

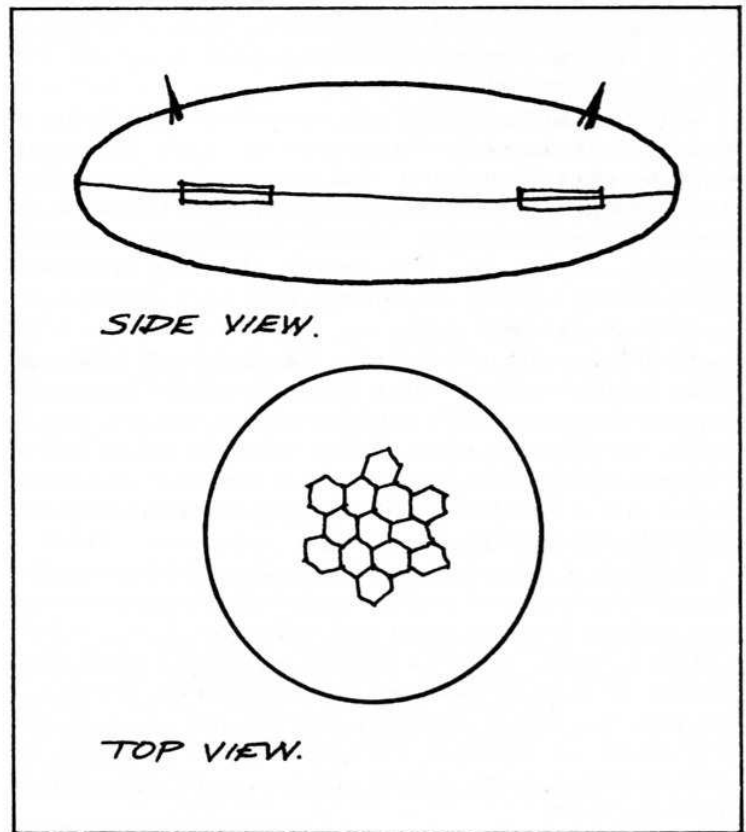
Now it wasn't spinning . . . it was turning. It wasn't gyroscopic. It appeared to be turning at one revolution every four seconds . . . it was turning slowly, but moving quickly.

"It didn't change colour and, obviously, I didn't hear anything in view of the noise of our engine . . . it tended to glint a bit in the sunshine. What was interesting was that it was turning but there were no stabilisers, no fins, no control surfaces, nothing. It looked just like a doughnut except that it was slightly higher and sort of flat on top . . ." [Not an American-style ring 'donut' — ED.]

It seems there was no outward sign of propulsion or lift in the form of propeller, jet thrust or wings. However, the disc undoubtedly had motive power, as at one time it climbed to 3,000 ft. with the *Cessna* circling up after it. It was shortly after this that the pilots decided to break away for a moment as they had been circling the object for some five minutes. Finally the mini-disc was lost from sight behind the aeroplane, and when last seen was heading for London. Both Laurie Adlington (an ex-RAF pilot) and Lieut. Plastow consider the object to have been "man-made."

\* \* \* \* \*

The following day the object — or a similar one — was spotted over the airfield by a fellow pilot from the Three Counties Aero Club, Mr. Simon Spence. He estimated the altitude to be between 800 and 1,000 feet, and was only able to view the object from a distance of 200 yards, before it flew off towards Farnborough at an estimated speed of 150 mph. This sighting lasted only about a



Based on Laurie Adlington's sketches of the object.

minute, but as he was flying with a trainee pilot, he did not pursue the object.

# AIRCRAFT IN ENCOUNTERS OVER BOLTON

*Ron Sargeant & Jenny Randles*

**December 11 1979 11.45 GMT Bolton, Gtr Manchester MED Level B**

THE principal witness in this case is 21-year-old Leslie Groves, who is a flying and gliding instructor now based at Barton, but who had moved into the area only a few months before the sighting. He has been quite meticulous about recording the details of his observation and despite his age, and by virtue of his occupation, is well used to flying and the various optical tricks that can take place. He was found to be friendly and willing to discuss any point that was raised, but showed no desire for publicity. The story has in fact not been covered by any media channel (unlike the previous aircraft sighting in Surrey which did make the national press).

At the time of the encounter Leslie was training a pupil pilot, but this person has preferred to remain anonymous. In fact it seems he only caught one fleeting glimpse of the object/objects (as the details of the story will indicate) and

was therefore of no real value to the investigation, save to corroborate that the incident actually did take place.

## The Encounter

On this Tuesday morning Leslie had prepared for work, driven to the airfield and made preparations for what was to be his first flight of the day. The aircraft he was to use was a *Cessna F. 150* which was registered G-AXWE. After normal preliminaries he took off at 11.15 GMT. He made a few minor course changes and generally meandered about the area north of the M62 motorway, climbing in the process to a height of 4500 feet. He was flying North Westerly on a course of 330 degrees magnetic, placing him just south of Bolton, Greater Manchester (a very active location for UFO experiences