

# Low-Pass UFO over the A5

G. Geldard

I VISITED Mr. John Spencer of 61 Newland Road, Baddesley Ensor, Near Atherstone, Warwickshire, on February 28, 1973, to discuss his sighting of a craft on Friday, February 16. The report of the sighting was published in our local newspaper *The Tamworth Herald* on February 23. There were no other reports of a sighting by other people in the next issue of the paper on March 2.

Mr. Spencer is married and has a family. He lives approximately 1 mile from the A5 trunk road. Before the event he did not believe in the existence of UFOs, but his wife did have an interest in the subject. On returning home from work that evening he told his wife about the events of the morning. Mrs. Spencer telephoned *The Tamworth Herald* to see if there had been any other reports of the incident, and related details of the event, hence the report which appeared in the newspaper.

Mr. Spencer told me that he works at the Dunlop works in Birmingham and, since the report had appeared, he has been subjected to quite a bit of ridicule and leg-pulling from his work mates. He said he wished his wife had never mentioned the subject to the newspaper.

With reference to the report in the *Herald*, there is an error inasmuch as the garage is in fact the "Kinsall Green Garage" and not the "Tinkers Green Garage."

## The Incident

Mr. Spencer left for work, as usual, at approximately 5.00 a.m. in his Ford *Escort* and made his way from his home down onto the A5, travelling in the direction of Wilnecote. It was dark at that time of the morning, and the weather conditions were fine and clear as he bypassed Dordon, travelling along a dual carriageway section. Shortly after the road leaves the built-up area,

the street lighting ceased: over to the right at this point there are two or three houses standing opposite Birch Coppice Colliery entrance. Mr. Spencer stated that he was just throwing a cigarette end out of the side window when he noticed something strange in the sky over to the right. The time was approximately 5.05 a.m., and the witness estimates that he was travelling at about 40 m.p.h. There were no other vehicles although the road normally carries a very large amount of heavy traffic.

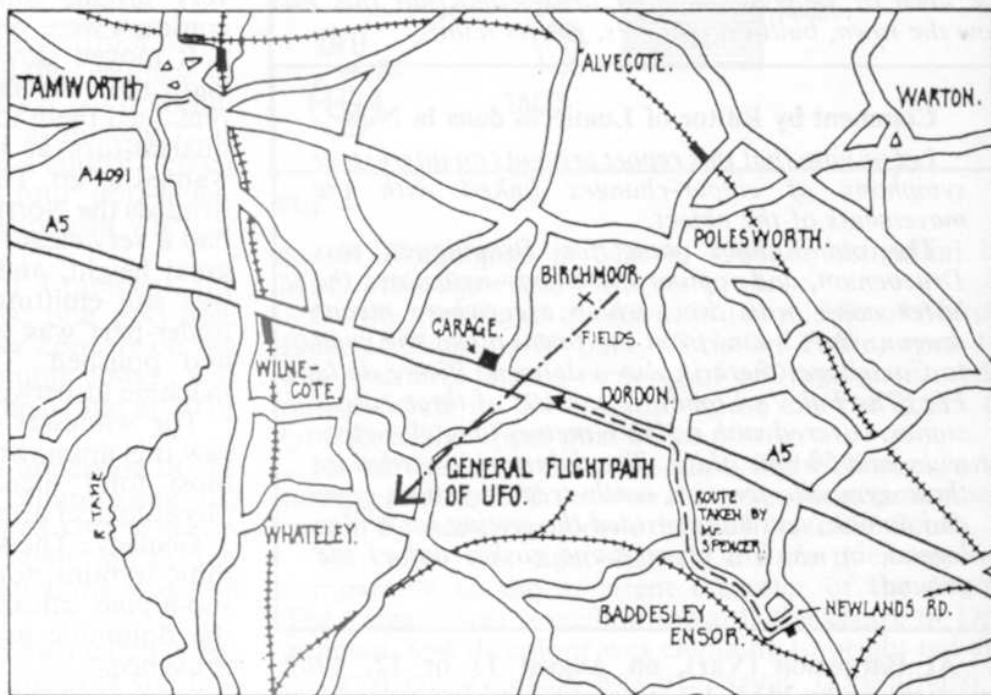
The witness states that he is not easily frightened, but he realised that this was something unusual and he said that he really started to sweat as it seemed that the descending object was going to crash down onto the A5 in front of him.

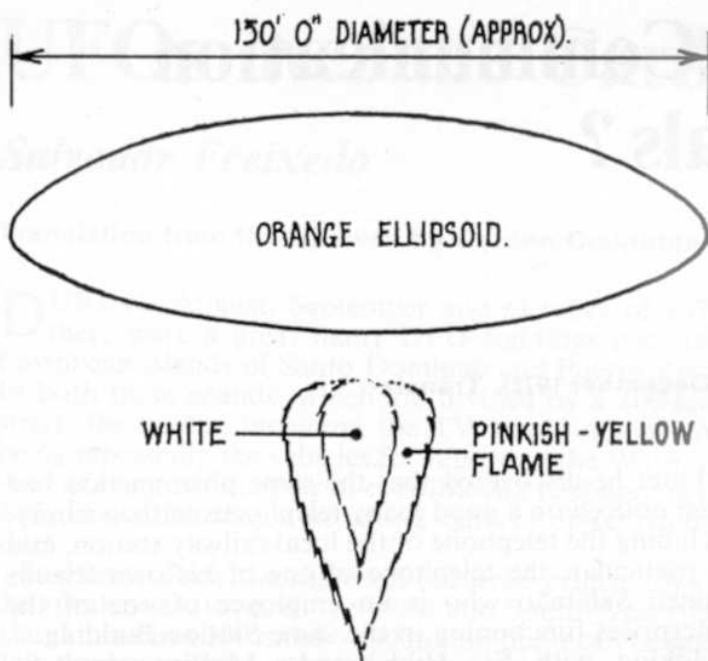
When he observed that the object was apparently coming across the road in front of him, he dropped down to second gear and proceeded at approximately 20 m.p.h. The object, which had come across a small line of houses to the right known as Birchmoor, and, after that, about half-a-mile of open fields, crossed the A5 at treetop height. Mr. Spencer estimated that the nearest he approached the craft as it passed in front of him was about 200 yards. He said he did not stop the car at any time, but he did lower the window to listen for noise, and could hear nothing. The object did not pass directly over the garage, but over the road between that building and the approaching car.

The witness said that the craft was oval in shape, and was approximately 150 feet in diameter—it could have been even bigger. When asked what had attracted his attention, he said that the whole craft was a vivid orange in colour. A cone-shaped flame was ejecting from the lower centre part of the UFO. The flame

Map showing the flightpath of the UFO and the route taken by Mr. Spencer

Our cover illustration shows our artist's impression of the scene as Mr. Spencer approached Kinsall Green Garage.





Sketch based on Mr. Spencer's impression of the UFO and the associated flame

appeared to be in the form of a single jet and the flame did not appear to start until it was some 10 or 12 feet from the object. Mr. Spencer estimated the flame to be some 9 feet from the base of the cone to the apex. The inner section of the cone of flame appeared to be white while the outer layer was a pinkish yellow. He described it as similar to the flame emitted when lighting an oxy-acetylene torch.

As regards the craft, the witness did not think it was spinning, but said it seemed as if it were being driven forward. He gained the impression that it was certainly descending when he first noticed it to his right. It then seemed to level out as if coming in for a landing when it came over the A5.

## THE INVESTIGATION AT DRAGUIGNAN—(Continued from page 5)

Near the source of the river Doux the terrain consists of deposits of scree detritus such as are frequently found at the foot of calcareous escarpments.

Bargemon lies on a formation of irised marl (Keuper). There is a little lignite to the N., and some gypsum to the N.E.

**Tectonics:** A large geological fault, running virtually due E-W, takes its beginning precisely from the source of the river Doux. Two smaller faults, running N-S, border Bargemon, one to the N.W., and the other to the N.E.

### Translator's Notes and Comments

There is nothing more Fortean than "dracology," if one may be permitted to coin such a term. The *dragon* or *serpent* concept plays a strange role, whether in the Biblical story of the Garden of Eden; in ancient China (where, be it remembered, the dragons could always *fly*, even though not actually winged, like the Welsh *wyvern*); in Middle America, home of Quetzalcoatl/Kukulcan, the Plumed or Feathered Serpent; or even in our modern world, as at Loch Ness, and Lake Okanagan in Canada, and in at least eight or nine

When asked if he had seen anything else unusual about the craft, Mr. Spencer said that he could see no portholes or doors, and the whole thing was just orange in colour.

The estimated duration of the sighting was given as 3-4 minutes. When asked if the performance of his car engine had been affected he said it had not.

As the car started to ascend a slight incline, having gone past the garage on the right, the craft was continuing to pass at low altitude over countryside to the left. Mr. Spencer lost sight of the craft as he reached the brow of the incline and started to descend into Wilnecote.

At the interview Mr. Spencer seemed an honest, straightforward individual, and the event certainly seems to have frightened him. Prior to his experience he would not have entertained the idea of the existence of UFOs. He said that he had been to Farnborough Air Show a number of times, and was conversant with aircraft and balloons; he states that what he saw was definitely "Not of this Earth." He is still the subject of ridicule, and seemed relieved that someone had come to talk with serious aims about his sighting.

The writer checked the distance travelled along the A5 from the point where the craft was first observed away to the right, to the spot where Mr. Spencer drove over the brow of the incline and lost sight of the craft to his left. The distance covered was 9/10ths of a mile, and, travelling in second gear in a Ford *Escort* at approximately 20 m.p.h., the time taken to cover this distance was 2½ minutes.\*

Mr. Spencer considers that the distance covered by the UFO while he observed it was about 4-5 miles, and he estimates that the UFO was moving at a speed in excess of 100 m.p.h.

\* Would a driver stay in second gear for almost a mile? I suppose it is possible if his attention is riveted to a phenomenon as strange (and as huge—150ft.!) as that which Mr. Spencer claims to have observed—EDITOR.

other lakes of the Northern Hemisphere and one in Malaysia. The few Yakuts who observed (and survived) the celestial manoeuvres and contortions of the monster "cosmic body" now known to us as the cause of the great explosion over Vanavara, on the Podkamennaya Tunguska river in far north-eastern Siberia at 7.00 a.m. on June 30, 1908, also spoke of it as a "dragon" or a "serpent."

Monsieur Robert Veillith's reminder that the old Roman name for Draguignan was *Dracoenum*, the "town of the dragon," is intensely interesting, particularly in view of the fact that UFOs are constantly being reported there, and all of this should provide much grist for the mill of our friend F. W. Holiday, whose articles have recently appeared in FSR.

Incidentally, these investigations at Draguignan also include—as readers will not fail to note—two cases in which shepherds observed UFOs while at their traditional task of watching their sheep by night.

To those who might feel that we are getting too deeply involved with monsters and dragons and with the diabolical, it can perhaps be retorted that the two sides of a coin are never very far apart, and that it also looks at times as though we are getting quite . . . biblical. But that is nothing new in our subject.—G.C.

# Chance Interception of Communication Between Extraterrestrials?

*Dr Walter Buhler*

This item is taken from SBEDV Bulletin No. 85/89 (March-December 1972). Translation by Gordon Creighton.

ON April 4, 1971, Sr. Francisco Sá Borges, a member of the Governing Council of the SBEDV, had an interview at Resende with the declarant, Sr. Hildebrando Martini. The latter's statement is as follows:

At about midnight, at a date in the middle of July 1970, he and his wife were driving back home, in their *Kombi* Volkswagen registration number IG-2469, from a visit to Barra Mansa, in the State of Rio de Janeiro.

As they were passing in front of the Military Academy at Agulhas Negras, their attention was drawn to an immense glow, varying from orange to red, coming from the slopes on which the Command & Services Battalion of the Academy is located, and extending as far as the hills adjacent to the Academy.

At the same moment both he and his wife felt a "strange vibration in the brain," which lasted some four or five seconds.

When this period of perturbation had passed, they observed that all the lights in the Military Academy had gone out, and, to their own great alarm, they discovered that their *Kombi* was now facing the other way, on the other lane of the highway. (They presumed that this had come about through their taking the wrong turn at that place, being mentally distracted.)

Discussing the affair with some other people, Sr. Hildebrando Martini learned from a chauffeur, who had arrived thirty minutes previously from Itatiaia, that in a restaurant owned by a Dr. Mario Tamborindgui, 12 kilometres outside of Resende, the lights had all flickered three times.

Ten minutes later, Sr. and Sra. Hildebrando Martini returned to the spot in front of the Military Academy, and found that all the lights were now on again there.

Next day, Sr. Martini was discussing the matter with his employee, Lenir Alves Pedroso, aged 21, and was astonished to hear this young man say that, at about ten minutes before the time when all this had been happening at around midnight, he, Pedroso, had noticed something curious about the telephone. It would not stop ringing, even after he had taken it off the hook, and when he put it to his ear he could hear strange voices in it, though these were a bit difficult to catch as the doorbell of the house also would not stop ringing.

Lenir Alves Pedroso said he was unable to make out in what language the voices were speaking, but he said they were "gabblers," rattling away non-stop, "in a sort of 'blabla' voice." He stood listening at the phone for some three or four minutes after which, having failed to grasp what was being said, he hung up again.

Later he discovered that the same phenomenon had been noticed on a good many telephones in the vicinity, including the telephone of the local railway station, and in particular, the telephone of one of his own friends named Salamão who is an employee of one of the enterprises functioning in the same Station Building.

Joking with Sr. Hildebrando Martini about it, Pedroso said it looked as though the flying saucer people, whose light Sr. Martini had seen during the night, were landing and using the telephones!

\* \* \* \* \*

During the taking of this interview on April 4, 1971, we got in touch with the Telephone Company, but were informed by one of their officials that they had no record on their files of any irregularity or defect in the telephone service at the date in question. However, we have not yet heard whether the Military Academy has anything to say about the events on the night in question.

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#### NOTE by Gordon Creighton

What I find particularly interesting about this little story is that the Martinis found that their car had been turned around and was on the other lane! For it will be noticed, in Dr. Buhler's exhaustive report on Itaperuna, which is being translated and will shortly be published by FSR, that the UFOs have not only been stopping cars there, but have been flinging them on to the shoulder of the road and turning them around, or almost around. (Is it possible that during the "four or five seconds of strange vibration inside the brain" Sr. Martini and his wife may have had some far more protracted UFO experience, perhaps even have undergone a time-warp?)

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