

Personal Observation

While motor cycling in California

Michel M. Jaffe

Our contributor is the founder of DATA-NET, the UFO amateur radio network. Born in France, he went to the United States at the age of 16. He lives in Mountain View, and his call-sign (Data-net control) is WB6RPL.

IT was Sunday, February 28, 1971. My wife, an accomplished scuba diver, was away at Santa Barbara diving for lobster. My son was busy with his newspaper route, and my daughter was playing with her friends. I had been caught up temporarily with my mail and some home projects, so I decided to take a motorcycle ride to Bodega, and the Bodega Bay location for the Alfred Hitchcock movie "The Birds".

The weather was clear and sunny, with some cloud, but the temperature was in the low forties Fahrenheit, for the wind was blowing from the west at between 25 and 40 km. per hour, with gusts as high as 65! I dressed warmly.

The route I planned to take was as follows: south down Highway 101 to Highway 237, then east to join Highway 17 where I would turn north. At the town of

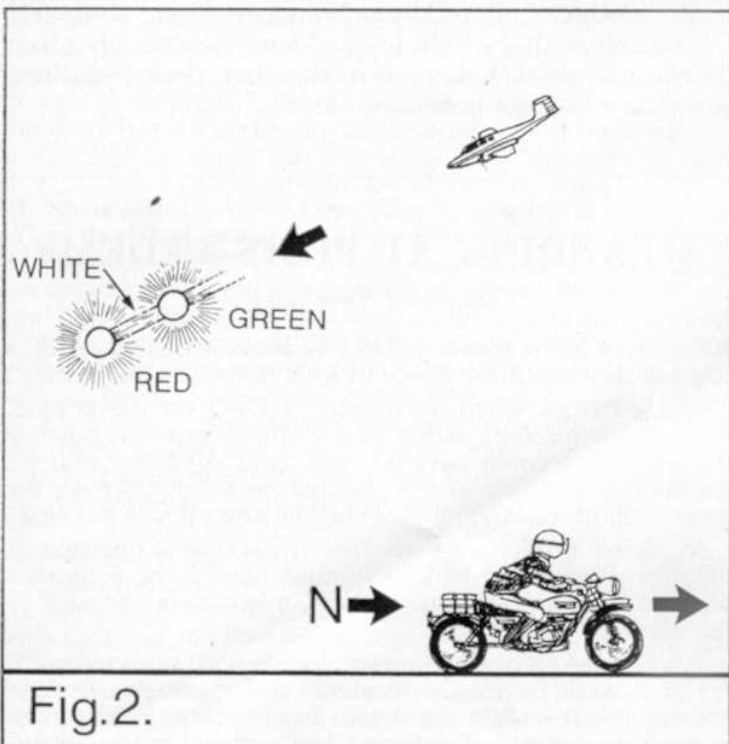


Fig. 2.



Fig. 1.

San Raphael it would meet Highway 101, and I would travel 101 to 116 going west, which would take me to the two Bodegas.

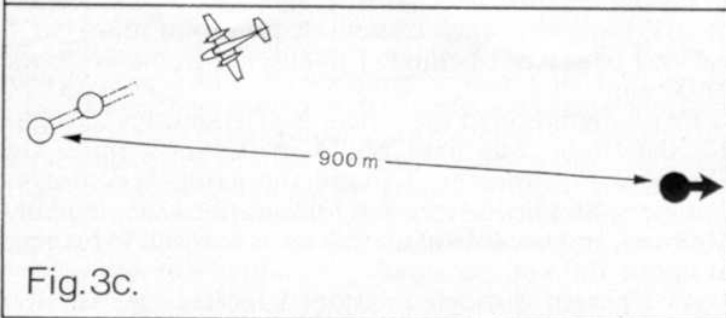
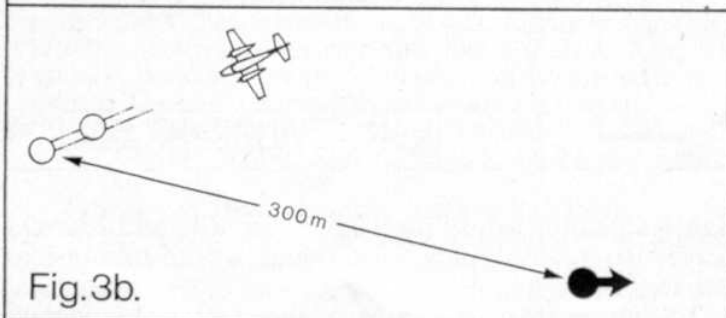
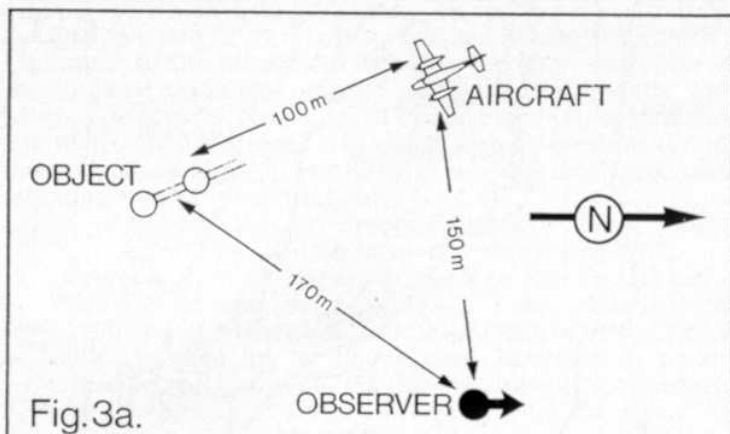
Taking my time getting ready, I packed my binoculars in my tank bag; my camera was out of film, so I decided to leave it behind. I finally left home at about 11.00 a.m.

From my home to the junction of Highways 237 and 17, the traffic was light and I made good time. On Highway 17, however, I found the going very heavy. Campers, Sunday drivers and tourists filled the two-lane highway, and because of all this I was reduced to touring at about 100 km. per hour.

As I passed through Fremont I looked up casually, and was surprised to see two sailplanes being towed to their altitudes. Because of the wind condition, I had not expected soaring that day. All four aircraft were well in front of me so I was able to glance at them occasionally.

The Highway widens to three lanes at the General Motors assembly plant. The traffic was still heavy, and the wind strong, so I chose the centre lane and continued at about 100 km.p.h. and approached the small town of Hayward. About two or three kilometres before reaching the small Hayward airport, I was taking brief glances at the private aircraft around the area. Suddenly, to my left, I saw a small twin-engine aircraft diving sharply, while in front of it, perhaps 100 metres or so, there was a most unusual object. The aircraft was smaller than a C-25, probably a six to eight passenger type, and it was no more than 150 metres above the highway. The strange object was maintaining distance in front of the plane and was also diving.

Because of the heavy traffic and the wind, I was able to keep my eyes on this scene for no more than about four seconds. The object *appeared* to be two brilliant spheres, each about 30 cms. wide and about 30 cms. apart, but with a hazy connection, or "link", which was also trailing behind the spheres (see Fig. 2). The leading sphere was a brilliant red, while the following one was a brilliant blue. I should mention that at the time of the observation I was wearing a yellow-tinted face shield,



and as this filter tends to make the green colours appear to be blue, it is possible that the colour of the trailing sphere could have been green. The only thing with which I can compare their brilliance is a laser-originated light.

My immediate reaction was to get off the highway so that I could observe all the better, but I was unable to move to the right lane. I again looked up, and both the aircraft and the object were now behind me to my left, which made observation difficult. It seemed that the plane was now levelling off, as also was the object, which was still in front of the plane, and at the same distance. Again I gauged the traffic, and at last was able to make my way to the right-hand lane. Taking another quick look behind me to my left, I could still see both the plane and the object, now much farther away and almost behind me, and with the object still appearing at the same distance in front of the aircraft.

When finally I managed to get off the carriageway, I stopped and parked on the shoulder of the road. Dismounting, I looked back and was able only to distinguish the tail of the aircraft which by then was a good three kilometres to the south. I could no longer see the strange object, so I didn't bother to take out my binoculars. The aircraft appeared to be in level flight at about 300 metres of altitude. I did not get a chance to see the registration

of the plane: I had been too busy concentrating on the object itself. I wrote down on my map details of everything I had observed.

While still parked on the shoulder of the highway, I scanned the sky. Thanks to the wind, there were many kites—I counted up to fifty and then stopped counting. They were of many shapes: standard triangle kites, big circular kites and some box kites. Not one of them resembled the brilliant object I had seen. It should also be remembered that the object kept pace with the plane and was therefore travelling at at least 150 km.p.h., while the wind gusts reached at most a velocity of 65 km.p.h., which would rule out the possibility that the object was a kite. Besides, I have never seen any kite with such a brilliance.

The spheres, which were hazy around their perimeters, appeared to be connected by a hazy white linkage.

I wrote down as much as I could, drew some rough sketches, and then continued on my way. Throughout the incident the heavy traffic had continued around me, and the drivers all seemed unaware of this strange thing.

Across the San Raphael bridge I stopped in the town for coffee. Inside the pancake restaurant I again wrote down everything I could remember, and compared it with what I had previously written. The accounts tallied.

Upon my return home I made several experiments to try to duplicate what I had seen, but without success. Sunlight reflected from a mirror on to my face-shield produced only a distorted brilliant white flash. For a reflection to have appeared inside the shield, it would have to have originated inside the shield, in other words from something shiny on my face, but this was not possible. I also shone a flashlight with a green filter on to my yellow face-shield, but this produced only a blue light.

I have had occasion to work with a helium-neon laser. This produces a reddish brilliance that compares favourably with the light I saw. I have no idea what that object was that I saw, but the fact that I did see something strange is beyond doubt.

A LANDING AT PUIITS-d'EDEME

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300). From Saint Moré to Précy is about 4 kilometres by a communal road. From Précy to Joux is about 4½ kilometres.

4. If Patrick Carré really saw a UFO on the ground, there is one puzzling aspect to the affair: how is it possible that M. Carré could have felt such heat as to fear that his car hood might melt, and yet neither the walnut tree nor the grass around the landing area showed any signs of burning?

M. René Fouéré suggests that it may be a question of unknown radiations which, without having the properties of more familiar radiations of heat, might be felt as such by the nervous tissues.

5. Orange globes had in fact already been reported in the region a week before the incident. Unfortunately, we have been unable to obtain any details beyond those briefly given in the press reports of Patrick Carré's adventure.

Did UFO's land in Ulster?

James P. Tinney

Our contributor is a post-graduate student who lives in Strabane, Co. Tyrone.

THE following is an account of an observation by Miss Helen Carr of suspected UFOs in the Groomsport area near Bangor, County Down. The date was on or about August 11, 1969.

The witness's attention was first drawn to the object at about 1.00 a.m. when she was awakened by a bright light. The light was coming from behind a small hill opposite her bedroom. After watching the light for a short time she saw an object rise over the top of the hill. She described the object as being oval-shaped with a large bright light to the front. She could not see the outline of the object but presumed it to be oval because she saw what she thought to be a row of lights around the rim. The object made no noise and appeared to be in a higher position above the ground when it came over the hill than it was when it began to descend the hill towards the by-pass which runs in front of the Carr family home.

Miss Carr's description of the behaviour of the light is very interesting. According to her, the light appeared to be operating the same way as a

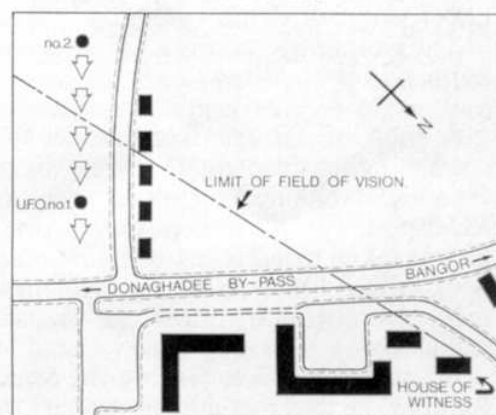
searchlight but although she could see the light moving around the houses in the estate, she could see no beam connecting it to the bright light on the vehicle. At one stage the light passed across her bedroom illuminating part of the walls. Miss Carr was unable to describe the exact nature of the light but was quite definite that it was not a spot like that created by a torch or searchlight. The beam never stopped but kept moving, apparently shining on the upstairs rooms of all the houses. Miss Carr remarked that she could not look away from the object in spite of the fact that she felt rather cold and that the entire affair lasted for about an hour.

When the first object was about half way down the field it was followed by a second object which appeared to be similar in appearance to the first. Eventually Miss Carr's view of the objects was obstructed by the next-door house. At this stage a car came along the by-pass in front of her house and she heard it apply the brakes although she was unable to see if it had stopped since both it and the two

objects were by now out of view. Miss Carr watched to see if the objects would reappear but when they did not she got back into bed and went to sleep.

The following morning Miss Carr discovered that her father had been awakened during the night by bright lights but had not got up to investigate. The next-door neighbour had also noticed something peculiar but he too decided to stay in bed. Out of curiosity Miss Carr went up to the field, but could find no unusual marks. There is a lighthouse in the area, but it cannot be seen from the witness's bedroom, and anyway, she is quite emphatic about what she saw.

Miss Carr, a shorthand-typist who works in Bangor, has noticed nothing similar in the area since.



BRAZILIAN CASES IN 1968 AND 1969

(Continued from page 10)

heard a slight sound. When they looked behind them, they beheld an enormous object from which, through a vertical door, two men of small stature emerged. They had human features, a greenish tint in the colouring of the head, and shining phosphorescent chests, while from the waist downwards they were ashen-grey coloured. The boys fled down the mountain. Later, they returned with two watchmen, but there was no longer anything to be seen at the spot.

[Source, and full details not given. We hope to have more on this case in due course—EDITOR.]

91. February 26, 1969. Lins, State of São Paulo.

When travelling by car at half-an-hour after midnight along the Avenida da Saudade in Lins, several persons saw, near the cemetery wall and at a distance of about 1,000 metres, an oval object of a yellowish-golden colour, with a halo around it of the same colour. It was of the size of a station-wagon, with its right side lower than the other, and so standing in an oblique position. The same object was seen in another part of Lins some time during the same day by a privately employed watchman, José Alves da Silva. Two days previously (February 24) various people had seen a strange vivid red coloured ball right above the centre of the town.

O Dia, Rio de Janeiro, February 27, 1969.

92. February 28, 1969. Nova Iguaçu, State of Rio de Janeiro.

At 2.00 p.m. the inhabitants of the suburb known as "K-11" witnessed the landing of an object on the hill Morro da Maxambomba. The device came down in a spiral fashion without any sound, but with a little smoke, and seemed at first to be a light aircraft that had suffered an accident. But, when the first of the first-aid teams were just approaching

it, it suddenly vanished before everyone's eyes, as though by enchantment. Sr. José da Silva Macário, of rua Sebastião Lacerda, had seen a strange object flying over the district at 7.00 a.m., followed one hour later by three jet aircraft. At midday a luminous object in the shape of a flying saucer returned and "reconnoitred" the summit of the Maxambomba range, and remained stationary in the air for over a minute (this being two hours before the landing of the object shaped like a light aeroplane).

O Dia, Rio de Janeiro, March 2 and 4, 1969.

(SBEDV Bulletin No. 69/70 contains a lengthy account of this case which I hope to translate later—G.C.)

93. February, 1969 [precise date not given]. Bocaiúva, State of Minas Gerais.

A bus, owned by the Toledina Enterprises and operating the line between Januário and Belo Horizonte, encountered three luminous objects stationary a little more than one metre above the ground in a small clearing beside the highway. One of the three UFOs set off after the bus, and took up position some 100 metres ahead of it, where it remained. The bus driver, named Roberto, then stopped the bus and signalled with the headlights. The UFO stopped too, and answered with blue and white signals. Half an hour later the bus resumed the journey. Subsequently it stopped for ten minutes at Bocaiúva, where a lady, Professor Heloisa Brandão, of the Archives Department of the local Prefecture, took formal statements from the bus driver, the conductor, and the passengers.

O Jornal, Rio de Janeiro, March 19, 1969.

[Translated from the Portuguese by Gordon Creighton]