

# BIZARRE "BOXCAR" OVER PRESTON

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READERS of *Flying Saucer Review* may be interested to learn of Mr. Frederick S. Iredale's unusual experience at Preston, Lancs; an experience that took place in November 1975 and may well be a unique case in the United Kingdom. Mr. Iredale cannot remember the exact date of his sighting, but believes it to be either the 12th or 13th November 1975 when he was driving to work along Ringway, Preston, Lancs. The time was 08.20 a.m., the sky was clear, and the witness had an excellent view of a strange "aeroplane" as it flew quite low, at not more than 500 feet, and extremely slowly, in front of his car. The machine was roughly on an eastbound course, while Mr. Iredale was travelling the northbound carriageway. It was no ordinary aeroplane. Mr. Iredale states that there were no visible registration letters, no tapered fuselage, no windows, no doorway, and no undercarriage or cockpit visible to starboard (right hand). The sides of the fuselage were parallel, throughout resembling a long cigar tube, but rounded at both ends. The wing was parallel-sided and joined by two struts to a tailplane.

The witness not unnaturally failed to recognise the aircraft type, and he later made enquiries at Ringway and BAC Warton. The latter suggested it could have been an Armstrong Whitworth Argosy, the general shape of which is similar to the machine observed, but Mr. Iredale disputes this and has yet to see in any book an illustration remotely resembling his sighting.

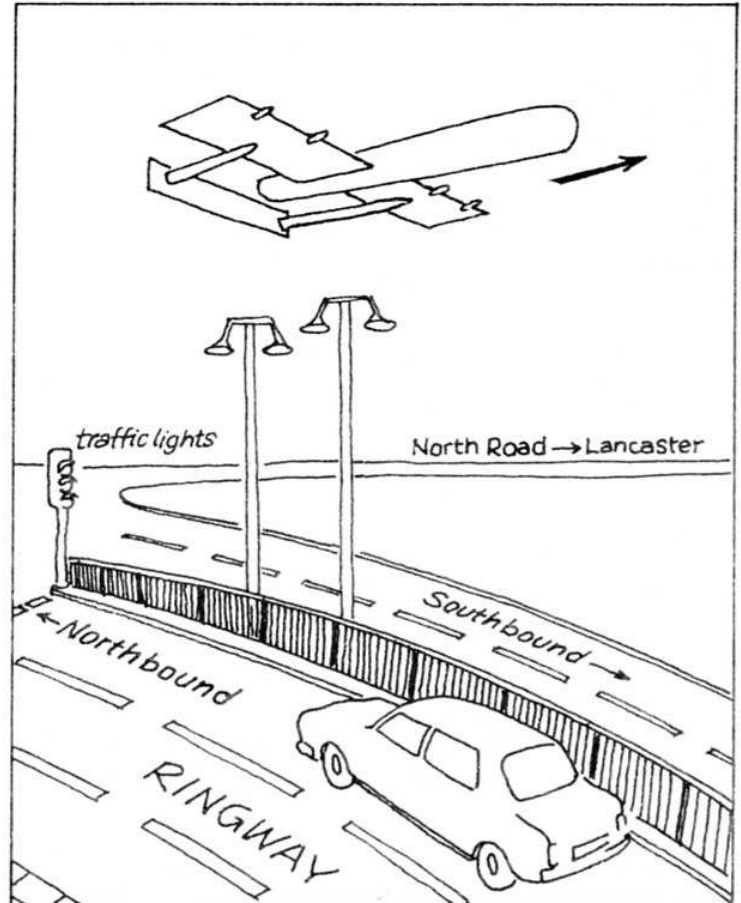
I talked to Mr. Iredale about his experience and judge him to be a very sincere person who has obviously been witness to an unusual form of UFO. The account reminds me of the "Flying Boxcars" described by John Keel in his book *UFOs: Operation Trojan Horse*. (Incidentally the Fairchild C119 that he mentions is somewhat similar to an Argosy in shape.) Mr. Iredale had no knowledge of these

## DID HUMANOIDS KILL...? (from page 21)

Williams, reported Lloyd's account officially we do not know. Nor do we see what action the police could have taken.

Other UFO-related incidents have occurred within this immediate area including a possible attempted abduction near the village of Idole, 3 miles away, and an aerial object seen and drawn by an artist John Petts from the window of his studio.

The Nantycaws affair suggests that drivers should always travel at moderate speed and use extra care — especially when driving alone at night. Though we do not know whether humanoids are actually malignant or not there is no doubt that their sudden appearance does produce considerable stress in the minds of witnesses and may lead to fatal consequences.



American sightings, or of Keel's book, until I had mentioned them to him. The sketch is based on one I redrew from Mr. Iredale's original, and he has vetted it as being a true representation of what he can remember seeing. The position of the tailplane (an aerodynamic absurdity) and absence of any usual type of feature connected with aircraft markings, windows, or wheels in my opinion rules out any form of terrestrial made aircraft. I wonder what your experts make of all this?

## BENT SPOONS ... References Cont. from page 19

- Lónguet-Higgins, H.C. "Holographic Model of Temporal Recall." *Nature*, Vol. 217, Jan. 6, 1968.
- Gabor, D. "Holographic Model of Temporal Recall." *Nature*, Vol. 217, Feb. 10, 1968.
- Gabor, D. "Improved Holographic Model of Temporal Recall." *Nature*, Vol. 217, March 30, 1968.
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# SOLDIERS' CLOSE ENCOUNTER ON A YORKSHIRE MOOR

Barry M. King

This report has been specially investigated and prepared for UFO Investigators Network (UFOIN) and *Flying Saucer Review*.

ALTHOUGH this report is of an incident in the summer of 1973, the case only came to my notice during August 1977 when the witness contacted the secretary, Jenny Randles, in response to a magazine article about UFOIN. It was passed to me for investigation as the witness had left the army, and was now residing in Essex.

## Location

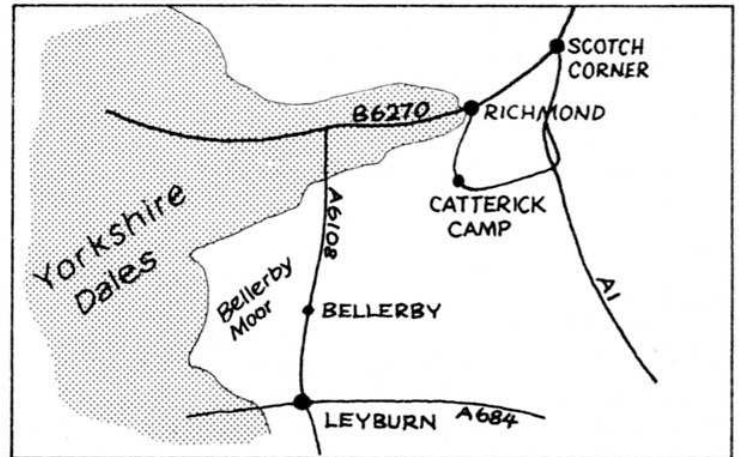
A place called Bellerby Moor was the setting for a very strange affair. It is a lonely and desolate spot on the edge of the Yorkshire Dales. Much of it is farmland, but certain areas are owned by the Ministry of Defence. This district has many large woods, and villages are scattered.

The incident occurred at a place near where a large woodland area is divided by a minor road. On either side of the road, before reaching the woods, are large rolling fields. In the field to the East of the road a herd of cows were temporarily disturbed by the close proximity of the UFO.

## The event

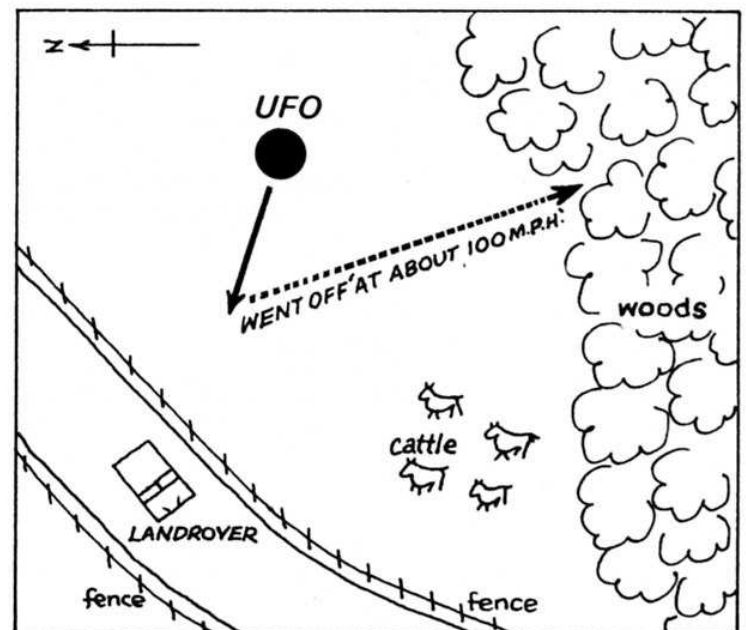
Stationed at Catterick, M. T. Driver L/cpl, Mike Perrin and his colleague Trooper Carvell were taking part in a regular radio exercise out on the moors, some miles to the West of their camp. On the evening in question some 20 vehicles were to drive out on to Bellerby Moor. Mike is now uncertain of the date but thinks it was in May or June of 1973. All went well when they separated on the moors; Mike Perrin found a suitable spot for his *Landrover* and pulled in to the side of the small road while listening to the two-way radio for instructions. It was about 11.00 p.m. when the radio began to crackle and the voices began to break up. After a few seconds the set went completely dead, and at the same time the headlamps faded and also went out. The engine of the *Landrover* was not running at that time, as it had been switched off seconds before the radio failure.

The two soldiers were a little concerned as they were due to report in to base, and were now unable to. Knowing for sure that they would be in trouble they desperately tried to fix the radio; they also tried switching channels, but to no avail. They could not summon help on foot as the nearest unit was between 10 and 15 miles away, and base was likewise 15 miles away, so they just sat there hoping the fault would correct itself. After a while Mike was about to start up the *Landrover* when he noticed something in the air above him and to the left. He nudged his companion and they both watched the strange aircraft that was approaching them.



Whatever it was, it was about half a mile away when first seen. Silently it flew towards them and stopped at a distance of maybe 100 metres, hovering some 10ft above the ground. The *Landrover* side windows were already down for it was a crystal clear and warm evening.

The shape of the strange craft was easily discernible against the clear sky. It was shaped like a rugby ball, and had a row of small circular windows around its middle section. Through these windows shone white lights which seemed to flash; the two soldiers also observed what they thought to be some form of vapour issuing from the lowest part of the object. A very slight buzzing sound emanated from the



The sighting location