

# World round-up

*of news and comment  
about recent sightings*

## USSR

### CE3 (perhaps CE4) reported

We learn with great interest from the June 25, 1980, issue of *Weekend*, which reprinted, in shortened form, details of three UFO and entity cases, sent in by their Moscow correspondent Alan Henderson. One of these was an account from a copy of the newspaper *Pravda* (no date of incident, or of the issue of *Pravda*, was given):—

“...the Russian newspaper *Pravda* has started publishing accounts of other strange sightings from different parts of the country.

“One that created... a stir... came from a vet, Dr. V. G. Paltsev. He said he found a grounded alien craft while on his rounds in the country, 500 miles south-east of Moscow.

“Beside it were three small ‘humanoids’ with egg-shaped heads and long fingers. As he approached, he too was knocked out by some strange force. When he recovered, his watch had stopped and he saw the saucer-shaped craft glow before rising and vanishing.

“After that, the vet dreamed repeatedly that he had been carried into the saucer while unconscious. And a doctor who questioned Paltsev under hypnosis said it seemed that he probably had been taken for a saucer ride.”

## United States of America

### Lawman k.o'd by UFO?

The following report is an AP item about an incident which took place on the night of August 27, 1979, near Warren, Minnesota, which is taken from the *San Francisco Chronicle* of August 31, 1979,—

“A brilliantly lighted object that swept down on a deputy sheriff's patrol car and left it damaged and the officer unconscious remained a mystery yesterday.

“Aside from being shocked and having a mild case of ‘welder's blindness,’ Deputy Val Johnson was in good condition yesterday, three days after the incident. It happened early Monday on the flats of the agricultural Red River Valley in northwestern Minnesota.

“The chief investigator for the Center for UFO Studies, Allan Hendry, investigated the case. At his Evanston, Ill., headquarters yesterday, he said ‘it is a most incredible case, and there are some most unusual clues,’ including the two bent antennas, shattered windshield, broken headlamp and a small dent in the hood.

“A truly anomalous case,’ said Hendry. ‘We receive about 1000 tips of UFOs a year. We investigate by phone the most interesting ones. But in the event of an unusual case like this, where damage is involved, it's worth going out to see.’

“Hendry said he was intrigued by the fact there was no damage to the rim of the headlamp. Also, the radio antennas were bent over, but there was no evidence of paint marks, and the bugs on them hadn't been scraped off.

“The fact Johnson's wrist watch and the electric clock in the car each stopped for 14 minutes heightened the mystery.

“The Federal Aviation Agency and Grand Forks Air Base had no reports of aircraft in the area at the time of the incident. ‘But it doesn't prove a plane wasn't there,’ said Hendry.

“Johnson, 35, who apparently was unconscious for about 30 minutes after the incident, has worked at the Marshall County sheriff's office 2½ years. Sheriff Dennis Brekke said in a telephone interview that Johnson is a good worker, stable, with a wife and three children, and ‘people like him real well.’

“Johnson intended to rest at his home in Oslo, Minn., yesterday but went to meet with reporters at the sheriff's office in Warren.

“I was pretty down in the dumps the first couple of days afterwards,’ the officer said. ‘I thought I was in mental difficulty.’”

\* \* \* \* \*

From a copy of the *Chicago Sun-Times* of September 5, 1979 — sent to us by reader **John Van Osten** of Medinah, Ill. — we learn additionally that about 400 miles away from Warren, a motorist at Vermilion, South Dakota, had a similar experience. He said he squeezed his eyes shut; his eyes were not burned. That was two days after the Warren encounter.

## USA/MARS

### Life on the red planet?

In the *Daily Mail* of February 4, 1980, we read that,—

“There is life on Mars — but space experts are scared to say so for fear of being ridiculed.

“That is the claim made by top American scientist Dr. Robert Jastrow, who has studied data from the Viking mission to Mars in 1976.

“Dr. Jastrow, founder of NASA's Goddard Institute for Space Studies says

there is positive evidence of at least a primitive form of life on the red planet.

“In a hard-hitting attack on the space agency in the prestigious *Science Digest* magazine, he says NASA has not revealed the facts because it is afraid of ridicule.

“He says: ‘Scientists are very sensitive to being wrong. My only comment is that scientific caution is fine if you spend 30 dollars of your own money.

“‘But if you spend millions of dollars of somebody else's money you have to stand the heat. You have to confront the facts.

“‘Right now, the official announcement is that we don't think there's life on Mars.

“‘The taxpayer got a better return on the money he invested in Mars than he realises, but nobody has told him.’

“Repeated tests for Martian microbes on soil samples were positive, he says. A solution containing radio-active carbons was added to the Viking samples. ‘The trick was to see if there were microbes eating this food.

“‘If there were, they would exhale radioactive carbon dioxide. if the Geiger counter clicked, that would mean the microbes were eating. The Geiger counter clicked thousands of times.’

“Dr. Jastrow says the team who did the tests have been under ‘pressure’ to say nothing. ‘The microbe tests gave a clear, unmistakable signal of life,’ he added.

“NASA officials yesterday refused to comment.”

Credit: **C. Poole** of Stockport

## Australia

### Car controlled by UFO in Tasmania

The following item is taken from a collection of reports appearing in *The Tasmanian Mail* of February 27, 1980,—

“Retired Police Officer Miss Costello was making a trip from Queenstown to Devonport, one she had made many times, on August 20 [1979] when the interior of her car was suddenly lit by a bright green light, almost as if the interior light was on.

“It was about 10km from the Waratah turnoff on the Murchison Highway when the strange happenings started.

“With a greenish glow cast through her vehicle she also noticed a larger-than-Venus sized green light had appeared behind her car.

(Concluded on page iii of cover)

# DO AIRPORTS ATTRACT UFOs?

*Jenny Randles*

IN the Spring of 1978 FSR received a very large batch of reports from the *Daily Express* UFO bureau. Some of these were followed up by UFOIN investigators, and the cases have appeared in these pages. However, there were also stories — some most intriguing ones — that were impossible to pursue for various reasons. In this instance, for example, the witness did not wish communication or investigation because of fears that her husband, a devout UFO sceptic, might consider her unbalanced.

I refer to the letter from this lady because it appears to be of considerable interest, and also because it closely relates to the article by John Judge in FSR Vol. 24, No. 6, regarding sightings in the vicinity of Gatwick Airport, Sussex. Our astute witness also poses an interesting question — used as the title of this piece — and suggests that UFO researchers look into the density of UFO phenomena reports in relation to their proximity to airports.<sup>1</sup>

Unfortunately we shall have to use the pseudonym “Amy” for the witness.

Amy lives in Pound Hill, near Crawley, Sussex, which, readers will recall, features quite prominently in the cases referred to by John Judge. Her second sighting took place from there, but for an interesting earlier confrontation with the phenomenon, we must return to the days when Amy lived in South West London and used to travel on the 77a bus between Wandsworth and Wimbledon.

It was early Spring 1947, just prior to the era of the “Flying Saucers.” Amy describes the day as “storm and sunshine,” and as she travelled along on the top deck of the ’bus she watched dark clouds scudding about with gaps of blueness between them. The time was 4.30 p.m. and dusk was already beginning to approach.\*

Amy has always been an avid reader, but something made her look up from her book. She still does not know what caused that — perhaps some kind of acute “feeling.” To her right she saw a rounded disc that was shining silver and hovering, quite still, between two clouds. She attracted the attention of several other passengers, and they stared and watched for some minutes. Various theories were cast about, with one man saying it was a weather balloon. In answer to that another woman pointed out the clear rotation that they all observed, and the balloon idea was discarded. Then suddenly the object moved. In a blink of an eye it had streaked away to their right and vanished behind a cloud. It did not reappear. Discussion continued for a few moments, but presently, the bus arrived at Amy’s destination and she had to get off.

Apparently there were a large number of reports of this object, followed by the inevitable “official statement.” The object seen was a “weather balloon.” Amy says, and

I quote: “I am prepared to swear, all these years later, it was no meteorological balloon.” She has good reason to be positive, as you will see later. Amy agrees this is “. . . hardly good evidence” but thinks that it might be of value as it occurred before the first rush of UFO sightings began.

We now have a jump of more than thirty years to November 1977. This was the second time that Amy observed a UFO. As she says: “. . . anyone who lives near an airport is well used to just about every type of air transport. . . we are used to helicopters hovering, circling planes, even ‘disaster rehearsals’ complete with flares.” She says this to emphasise that she is accustomed to seeing strange things in the sky, and when something attracts her attention she knows it has to be unusual (she comments that her ears are so attuned to the sounds that she is able to tell — just from the noise — which particular type of aircraft has flown over).

It was a cold and frosty night, and Amy was drawing the curtains of a window that faces southwards. Once again something simply made her stare out into the sky, and she saw, close together but high up, two red spheres side by side. Their brilliance and their incandescent orange/red colour made them stand out. She made an estimate of altitude at 35,000 feet (for which it seems she is well qualified). Truly puzzled she called her husband over and he, and their eldest son, watched the objects for more than half an hour. She knew it was no astronomical phenomenon because there was absolutely no movement. The objects eventually disappeared by moving directly away in a straight line and merging into one light before vanishing.

As an explanation for “compulsion to look at the sky” Amy notes that she has a degree of ESP, although she tries to force this into the background because “life has no use or time for it.” As for her ability to make accurate comments about aerial phenomena it should be mentioned that formerly Amy was an air traffic radar controller. As she says, “. . . with all those blips on the screens and interference from TV sets and radios that we sometimes get, it would be an excellent cover (to be near airports), with interesting ‘data fields’ as a bonus.” Witnesses, too, would probably pass them off as “connected with the airport.”

Amy believes that the UFOs which she and others have seen are extraterrestrial, and to close I will quote her feelings about such “aliens”. . . “I hope to God they are an improvement on this world, and that humans are not His best efforts!” I think, be we ETH supporter or not, we would say ‘hear hear’ to that!

## Note

<sup>1</sup> While the idea has interesting merits, I imagine that it would be very difficult to compensate for the obvious fact that misidentifications of phenomena connected with the airport would increase with closer proximity to it. Hence, strictly speaking, the number of “UFO” reports would increase.

*\*[This would suggest late February rather than Spring, which in 1947 saw Britain in the grip of an icy winter right through to mid-March; a bleak time of fuel crises and rationing — EDITOR]*

# POSTSCRIPT TO NEW ELGIN

*Patricia Donaldson*

IN FSR Vol. 23, No. 4 there was an account by Jenny Randles of an investigation conducted by herself and Bryan Hartley into a report of a landed UFO and entities seen by two girls in the small town of New Elgin, Morayshire, Scotland on May 18, 1977. At the time UFOIN had only just commenced operations, and its membership in Scotland was almost non-existent. The investigation was, therefore, conducted by the unsatisfactory methods of telephone and postal communication.

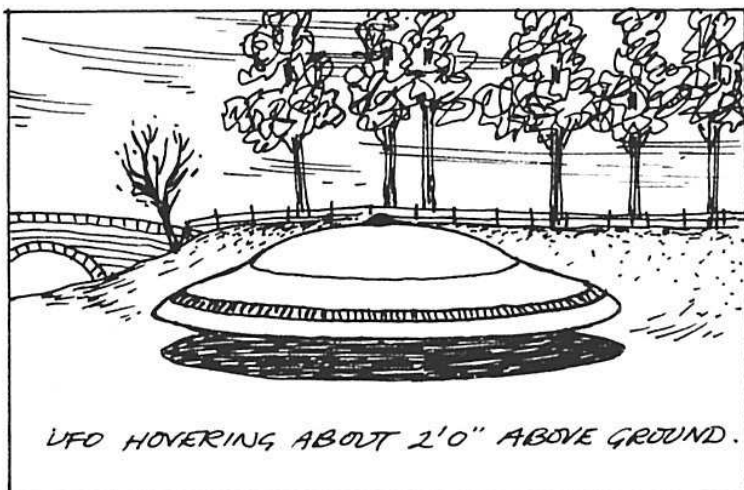
However, early in 1979 I joined UFOIN and was asked to visit the area to make a full report for the UFOIN files. Some points of interest are noted here.

Firstly, I was struck by the way that the story was described to me almost in the precise terms that it had been given to the previous investigators. I was able to add little to the detail and found only one or two small discrepancies. It should be said that the participants had not seen the issue of FSR which carried the report until, after my interview, they were given one.

As the photograph indicates the actual site is somewhat different from the sketch drawing with the original report. It consists, in fact, of rather overgrown and bumpy terrain. It lies behind a pub, the Coter House, and consists of an old disused railway track with a small bridge. A grass bank surrounds the heavily overgrown depression where the tracks once were. This is three or four feet wide on either side. There are just a few trees surrounding the site and none blocked the view that the girls had of the landed object. The fence was in fact behind the railway and the object. The area is very quiet and almost traffic-free.

When the object landed, it straddled the depression of the line, resting on the grass bank on either side. When it took off it left to the witnesses' right (and not left as stated in the original article).

The only major difference in testimony concerns the entity seen. Height was about six feet and the suit was a

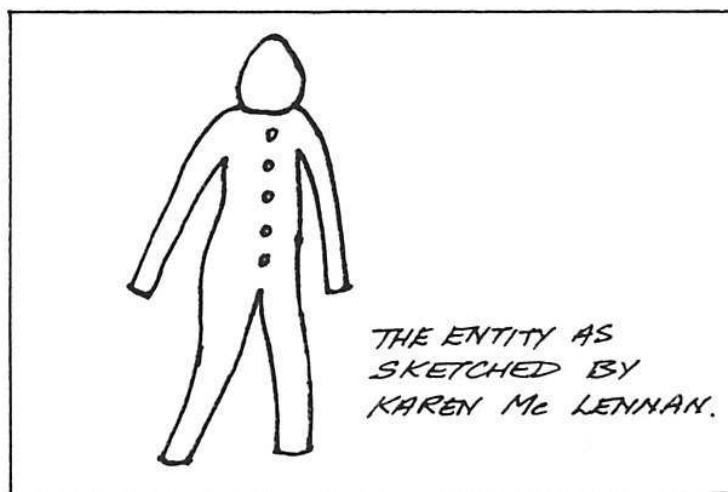


Sketch by author of UFO at landing site.



New Elgin landing site — mid foreground — with fence and trees in background.

shiny silver all over. No facial features were observed but a line of silvery buttons down the middle were seen. The arms were now stated to be disproportionately *long* where previously they were said to be short. This latter claim was also made to *The Sun* newspaper in March 1978 (less than a year after the event), and on *Radio Highland* a few months later.



There are a few other points to note. The police left the case unsolved, and the samples of burnt leaves that were collected and sent to UFOIN never arrived. This is apparently the second major trace data that vanished in



this way and prompted UFOIN to ban the sending of all important data — including original case reports — by post.

The mothers also found it very odd that the girls did not report the sighting until the day following the event. The girls have no answer for this, but it seems to have been a kind of mental block released the next day after the second report of the humming sound — almost like a post-hypnotic command.\* Mrs. Morrison is in fact deaf in one ear, and says that she was most surprised to hear the high pitched humming noise which both mothers, and several neighbours heard at the time of the girls' sighting.

There have been two odd little sequels. Shortly after the case received some publicity Mrs. McLennan received a telephone call from a monotonous male voice which repeated the warning that she should tell nobody about the sighting if she valued her daughter's life. It concluded: "You will do exactly as I tell you. . .do you hear me?" The same call was made several times, but the police could not trace it. It may well be a hoax from someone

with a warped mind but it upset Mrs. McLennan considerably. She had to escort Karen to and from school for some time afterwards.

More recently she says she has seen strange things in the vicinity of the landing site at night. She can see it from her bedroom window. These are lights that move about like torches seen late at night. She does not think they are poachers with flashlights (although they may be), and has been too scared to go and look. Certainly there are no car headlights which could be the cause, and the spot where they are seen is precisely that where the object landed.

Neither of the witnesses or their mothers had an interest in UFOs before the event, and the girls still do not — although the mothers do to some extent. They were all very co-operative and I found no reason to doubt the testimony.

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\*A similar feature was found in the Gaynor Sunderland CE3 of July 1976 (see FSR Vol. 25, No. 3), although the time delay in this case was longer.

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## RESEARCH REPORT — No. 2

*Jenny Randles*

FROM time to time in FSR and other publications, articles have been carried about the great waves of Airship Sightings which took place outside of the USA. So far as Britain is concerned there were two major waves — in 1909 and in 1913. One or two of the more publicised reports within these waves are widely known, but until quite recently their full nature had not been examined.

Now a team of four researchers is working on a highly detailed analysis of the two waves, in particular the more thoroughly documented one of 1913 (which actually began with a sighting in Sheerness in October 1912, and otherwise mostly centred on February 1913). Nigel Watson is co-ordinating the research, and he has been receiving support from John Hind (Ireland), Granville Oldroyd (Northern England) and Robert Rickard (Southern England).

These people have been examining with great care the microfilm records of local newspapers searching for reports and comment (of which there appears to have been a fair amount). The trail led them to Hansard — which records all the proceedings of the Houses of Parliament — with some revealing results. At the time of writing this column there is evidence of an official government enquiry (perhaps the very first official study of UFO reports) and attempts are being made to pursue this.

The team intend to publish the results of their work, either in a booklet or in a series of articles, and from what I have seen of the early results this is going to prove of immense value to ufologists. It will amount to a detailed study of the development of a wave — which was *not* viewed as spaceships, but rather in a context totally relevant to the time (a possible German invasion of Britain from the air). Interestingly the press dubbed these "UFOs" as "scareships."

I have no desire to steal the thunder of what could be a

very significant piece of UFO research, but I will give you a few tasters of what is to come.

The reports, which are many, appear to concentrate almost exclusively on British ports. There are relatively few sightings inland. They were virtually *all* nocturnal, and rarely were the objects definitely seen as airships. The supposition that they were airships seems to have been much the same mechanism as we see nowadays when UFOs are automatically interpreted as spaceships. So, we might ask, did this presupposition have an effect on the visual interpretation of what was reported? It seems in the main that lights were all that were visible.

The interpretation of the phenomenon as being overflights by German airships was debated fiercely in parliament, and the First Lord of the Admiralty stated in 1913 that German airships were very probably visiting Britain. The First Lord was none other than Winston Churchill. Indeed an Aerial Defence Act was rushed through parliament in double-quick time to try to alleviate what was seen as an ominous situation.

Meanwhile, over in Germany, the press and official sources were having a field day laughing at the British panic. They were adamant that German airships were quite incapable of doing what they were claimed to have done and, as I expect the final report will prove, this hypothesis for the sightings is quite untenable.

There were other important sidelights to the wave — all of which we can recognise from modern day counterparts. Hoaxes were perpetrated (for example people in Humberside were fooled by pranksters with a lighted box-kite). Even our old friend Venus was scientifically "proven" to be responsible for one sighting!

I believe that this research will prove to be of considerable importance because we will be able to compare a UFO wave that occurred *before* the spaceships era with one

that occurred afterwards (and there are enough of those to choose from!) This team is to be congratulated on their far-seeing work.

If you would like to contact them with any ideas or suggestions, or if you are in a position to offer information of your own that you might have, or if you wish to offer direct assistance in the work (which I am sure they would appreciate) then please contact:—

Nigel Watson, 1 Angerstein Rd, Scunthorpe, South Humberside DN17 2LZ.

Finally, for the information of all those who wrote following Research Report No. 1 about the Historical data catalogue series, I can advise that the first part of the Northern England catalogue should be published by the

time you read this. Cost will be approximately £5 and will include *two* publications (one with all the data, and one with the maps and indexes relevant to it). If you wish further information then write to either myself or the coordinator of the series, who is:—

Bernard Delair, 19 Cumnor Rd, Wootton, Boars Hill, near Oxford.

\* \* \* \* \*

If you have any information on Research Projects which you would like to promote via RESEARCH REPORT then write to me at:—

8 Whitethroat Walk, Birchwood, Warrington, Cheshire WA3 6PQ.

## WORLD ROUND-UP

(continued from page 29)

“Continuing over a rise in the road, Miss Costello noticed that her 1971 VW station wagon, which had been functioning correctly, failed to gain any speed as expected.

“She pressed the accelerator but the VW slowed to about 50km/hr.

“Miss Costello then pressed the accelerator to the floor but the vehicle did not alter speed and the engine failed to increase its revs.

“Next she changed down gears, from top to third, and finally to second but the revs remained unchanged.

“Miss Costello noticed the dashboard clock was on 9.20 p.m. (not correct time).

The light somehow seemed to remain the same height and distance away during the entire event.

“Next she tried the footbrake and, although the pressure felt normal, there was no slowing effect in the VW — heavier pressure also brought no result.

“About one kilometre from the Waratah turnoff the light just disappeared and the interior of the car returned to normal.

“The vehicle at once picked up speed and Miss Costello noticed the dashboard clock was still on 9.20 p.m. She later found that her wristwatch had also

stopped at 9.28 p.m.

“Initially she thought two to three minutes had passed during the sighting but on checking the distance involved (the light was visible for eight to 10km) she estimated the event took more like 10 to 15 minutes.

“Reaching her destination there was one more surprise — although the fuel tank was full on leaving Queenstown the gauge was down to empty on arrival.

“The car had never used more than half a tank of petrol on the same trip before.

“Since the event both the VW and wrist watch have worked normally.

Credit: **Liselotte Tarling** of East Grinstead.

The Editor regrets that part III of “Physical Assault by unidentified objects at Livingston” by Martin Keatman & Andrew Collins has had to be held over until our next issue.

## FLYING SAUCER TIE

The flying saucer necktie was introduced in 1962 to indicate (1) a serious interest in the subject and (2) a willingness to discuss it. After a few years the tie was allowed to lapse because it was felt the subject required scientific study rather than club enthusiasm. However, now that the study of UFO reports has become worldwide we have successfully revived the tie as a token of serious scientific study for all mankind.

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