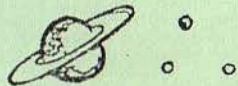
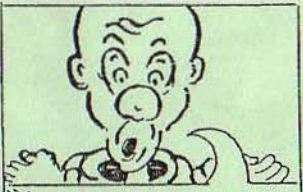


GALAXY



The Planet Mars is 60 million miles from Earth. A long time to travel!



The Star system of Centaurus is 4.3 Light years from Earth a long way to travel!

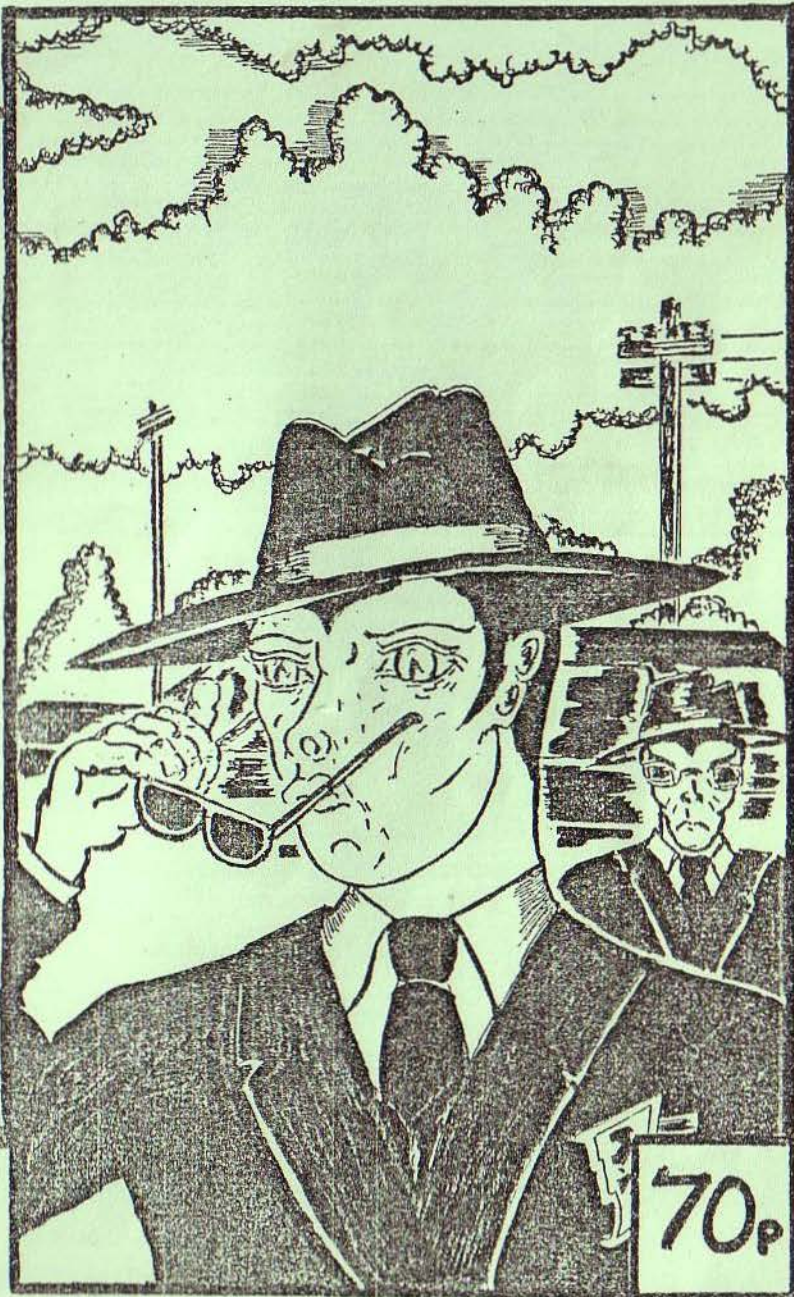


The Coal sack nebula is 500 Light years distant. A Long way to travel!



WFO

B R I G A N T I A



No 25-

70p

MAR ~ APR 87

UFO BRIGANTIA NO.25 MAR/APR 1987

The Journal Of The West Yorkshire UFO Research Group

Editor: Andy Roberts: 84 Hilland Rd. Brighouse, West Yks. HD6 2QR. Tel. 721993
Co-ordinator: Martin Dagless: 19 Bellmount Gardens, Bramley, Leeds. Tel. 551658
Artwork: Iain Johnstone.

UFO Brigantia is published bi-monthly, subscriptions are £5:50 for six issues (one year), single copies and back issues 90p, all prices include p&p. Overseas rates on application. Letters, comments and general criticism are most welcome, as are articles on any aspect of Ufology. All material is copyright WYUFORG unless otherwise stated, articles may be reproduced or quoted from providing original author and WYUFORG are credited. The opinions expressed in these pages are not necessarily those held by WYUFORG as a whole. If any reader should have anything unusual to report (from any year), please 'phone or write. Cheques should be made payable to Martin Dagless.

W.Y.U.F.O.R.G.

WYUFORG is a small group of active Ufologists which has been in existence since 1983 in it's present form. The group is a member of BUFORA, WUFOW and Hilary Evans' BOLIDE project.

WYUFORG, whilst taking a sceptical viewpoint, holds no fixed ideas as to the content and origin of the UFO phenomenon, believing it to comprise of both subjective and objective facets, and we work on the lines of evidence oriented research as opposed to belief oriented research.

The groups aims are to collect, collate and investigate all UFO and UFO related phenomena, both past and present, from our area, with the intention of making this information available to any interested party, either directly or via our or other group's journals.

We are also interested in and encourage communication with other researchers, whether individuals or groups, both in this country and overseas. New members who wish to become involved with 'in the field' research and investigation are welcome. Anyone wishing membership should contact Martin Dagless.

CONTENTS

Table with 3 columns: Title, Author, Page No.
Editorial: A. Roberts 3
Current Investigation WYUFORG 4
The Phantom Helicopter D. Clarke 7
M.I.B. In Bradford M. Dagless 15
Aeronauts of Victoriana I. Johnstone 18
UFO's-The Link With Rubbish A. Roberts 24
The Cheshire Photographic Case J. Randles 26
Cartoons I. Johnstone 32

Printed by EMJAY REPROGRAPHICS: 17 LANGBANK AVENUE, RISE PARK, NOTTINGHAM, NG5 5BU.

EDITORIAL

Issue (27/28) of ASSAP NEWS, the journal of the Association for the Scientific Study of Anomalous Phenomena is unusually full of controversy. An article appears by Marion Sunderland (of Alien Contact fame) in which she argues vehemently for the witness in the centre of an investigation to be taken seriously and to be treated with more respect. Marion had in fact complained to this magazine last year about Nigel Watson's series of articles on the Sunderland case. Her argument seems to be that other investigators not directly concerned with a case should not write about it and comment on the witness/es involved, especially if they are unsure of the facts. I sympathise with this but it is not that simple. Witnesses are basically all we have to go on in ufology as in most other forms of anomalous phenomena investigation work, and as Marion says: 'no witnesses no ufologists'. However, because we have only the witness to go on then it is bound to happen that the witness, especially in an important event such as the Sunderland CB4, comes under scrutiny and comment from people not directly involved. This is not in itself a bad thing and may well lead to some insight which could lead to that case being resolved, and if that should be so I can see nothing wrong with it. The real problem comes (and this is what Marion alleges has

happened) when people comment on personalities when they are not in full possession of the facts. Again, I sympathise but investigators cannot treat witnesses with kid gloves. If people report anomalous events to researchers then they must expect every effort to be made by that researcher to 'solve' the case, to find a reason why it happened, no matter how unpalatable to the witness the result may be. The right of a researcher to theorise about a witness should also be upheld. Equally, the witness has every right to their privacy and confidentiality if they so wish it. Furthermore a witness has the right of reply and can (should) respond to allegations made about their case which are demonstrably untrue. This can only help in the search for a solution to the case. What investigators cannot and must not do is believe a witness just because they say something occurred, nor should we disbelieve them. Lets face it even the police, much vaunted as credible witnesses frequently make gross mistakes in judgement, often as a result of their character and pre-disposition to believe. This applies equally to witnesses to anomalous events and to those who investigate them. It boils down to a matter of open mindedness until a solution is reached. Open mindedness on behalf of both the investigator and the investigated.

CURRENT INVESTIGATIONS

By WYUFORG RESEARCH

LEVEL C INVESTIGATION: HULL 29/7/86

Time: 20:50 BST

Duration: 15-45 secs.

Witnesses: 3

UFO

DURRANT'S

TEL: 01-588-3671

103 WHITECROSS STREET, LONDON EC1Y 8QT

HULL DAILY MAIL

84-86 Jameson Street, Hull

HULL 31F
30 JUL 1986
DATE

CIRC. 110.505 EVENING

Cottingham family's UFO mystery

A MYSTERY sighting in the skies over Hull has left a Cottingham family wondering if they have seen a UFO.

Mr Derek Mason and his children Beverley (7) and Alex (9) watched in amazement last night as the mystery object shot across the sky before disappearing over the city.

Mr Mason said Alex and Beverley had come rushing into the house in Burton Road at about 8.50pm, saying they had seen a rocket.

When Mr Mason went out into the back garden he said he saw a long tube like object with a bright light at the back moving across the sky.

"We could see it very clearly," he said. "It was coloured something between grey and white with light patches. I could not see any wings, and it made no sound whatsoever."

could see was the rear bright light. It was as bright as a star but of a dirty white or cream colour. We watched the light for several seconds and then it suddenly vanished completely. It is difficult to judge size but my impression was that the tube shape was longer than a fighter jet plane at that distance and the width of the tube was greater. It seemed to more the size of half a Boeing

The adjacent report appeared in the Hull Daily Mail last July. WYUFORG investigations began after receiving the cutting and were conducted by post. Firstly we quote from Mr Mason's letter to us: "My children and I had been watching 'allo 'allo on TV on Tuesday 29/7/86 and as the program finished at 8:50 they went out into the garden to

put their bikes away in the garage. My son Alex who is very keen on aircraft and recognition spotted an object in the sky at the same time as my daughter Beverly. Alex told Beverly to tell me and she rushed into the house excitedly saying there was a rocket in the sky. Thinking she meant someone had let off fireworks I went into the garden and saw what looked like a rocket travelling from west to east. It was rocket shaped and I could not see any wings or tailplane. The rear end of the rocket was brightly lit like the burners of jet planes but was much brighter and the light seemed to take up the whole of the rear. I was puzzled that the rocket was travelling horizontal instead of vertical and was moving slowly.

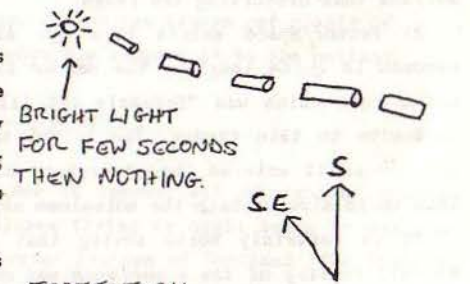
There was no smoke, noise or white jet trail. The colour of the tube was silvery grey with white patches similar to sun glinting off a car roof. I estimate that the object was travelling towards the centre of Hull where it appeared to change direction so that all we

737 fuselage. Shortly afterwards I asked Alex to draw what he had seen and I drew my drawing separately. As you can see his drawing differs from mine. He is quite good at drawing aeroplanes and I doubt if he would have imagined peculiar shaped fins. His 'jet' at the rear is in effect the same as my bright light. Two days after seeing the object I spoke to a friend in Market Weighton and found that her daughter had seen the same object on the evening of the 29/7/86

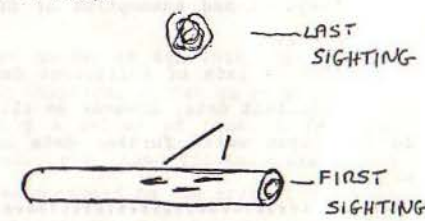
WYUFORG Comment

The report from Mr Mason contains enough detail to be able to make some form of reasonable preliminary evaluation. We felt that this sighting had some natural explanation and two possibilities emerged.

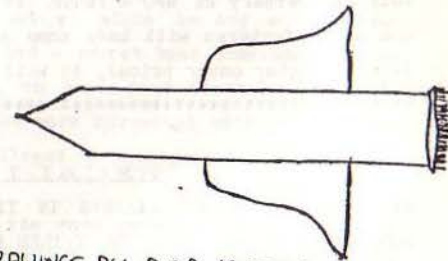
1) Aircraft: This explanation was considered for a number of reasons. The drawings by both Mr Mason and his son were representative of aircraft seen from unusual angles. Alex' in particular compared favorably with an aeroplane but could have been exaggerated by his imagination and the fact that was a keen aircraft spotter. There were also a number of coloured lights to the rear of the object which may have been aircraft tail lights. If it was an aircraft, no sound was heard and this would indicate that the plane was travelling at high altitude which would make it appear to be moving slowly. Also aspects of the sighting are concurrent with sunlight reflecting and giving a bright distorted image, from a high altitude jet's fuselage. When we ran the time data through a computer program it showed that on this evening the sun would have set at 21:22 BST in a WNW direction. Taking into account the witness



TRAJECTORY
D.K. MASON



ALEX MASON



DRAWINGS BY D & A MASON
9:30 P.M. 29/7/86

testimony that "The tube was silver grey with white patches, similar to sun glinting off a car roof", the time of the sighting taking place only twelve minutes before the sun set (and at this time was just above the horizon at VNW at altitude of about 3 degrees), and the angle of elevation estimated at 35 degrees, an aircraft explanation is feasible. The object being at low elevation could have caught the sun's bright rays as it set and reflected off its metallic surface thus distorting the image.

2) Meteor/Space debris burn up: Although the duration of between 15-45 seconds is quite lengthy, the manner in which the object just disappeared and had a rear which was "Brightly lit like the burners of jet planes", could be conducive to this theory. The bright tail of the debris would give off vivid colours as it entered the atmosphere burning up as it did and then fading out. This would also explain the noiseless aspect of the case.

It is certainly worth noting that Mr Mason commented that: "Finally, my overall feeling of the experience was of wonderment and contentedness...". This is often found in UFO cases but does not always signify a strange event, only the perception and assumption of one (see Brighthouse/Bradford Disc case in UFO BRIGANTIA 24).

Conclusion: A lack of sufficient data for the report means our conclusion must be insufficient data, however we think a natural explanation is likely. The case is left open until further data can be obtained regarding the meteor/debris aspect.

ANNOUNCEMENT

The next issue of UFO BRIGANTIA will be issue 25, but instead of having a May/June & a July/Aug issues we are amalgamating the two into a bumper 1947-87 40th anniversary of UFO's issue. It will be almost double the size and besides the usual features will have some surprises. Although it will be a double issue (with a higher cover price), it will count as only one issue for subscribers.

EXCALIBUR BOOKS

EXCALIBUR BOOKS- SPECIALISTS IN TITLES on UFO's, MYSTERY ANIMALS, FOLKLORE, GHOSTS AND ALLIED SUBJECTS. TITLES FROM OBSCURE AND FOREIGN PUBLISHERS STOCKED. OUT OF PRINT TITLES FOUND. WRITE TO BE PLACED ON OUR MAILING LIST. EXCALIBUR BOOKS. 15 ROCKPORT ROAD, CRAIGAVAD, Co. DOWN. BT18 0DD.

THE PENNINE PHANTOM HELICOPTER
AND OTHER SCARES (PT2)

By David Clarke

"In every thousand men there are always two every night who see strange matters, chromatic rats, luminous owls, moving lights and flaming comets, and things like those. So you can always get plenty of evidence of this sort, particularly when you suggest it to the patient first..."

The Morning Leader (London) May, 1909

Upon the outbreak of the first world war in August 1914 persistent reports and rumours regarding airships and aeroplanes flying by night began to emanate from the Lake District and the southern border regions of Scotland. The English people had been gradually conditioned from around the turn of the century to accept the inevitability of aerial warfare and the capabilities of Germany's Zeppelin airships.

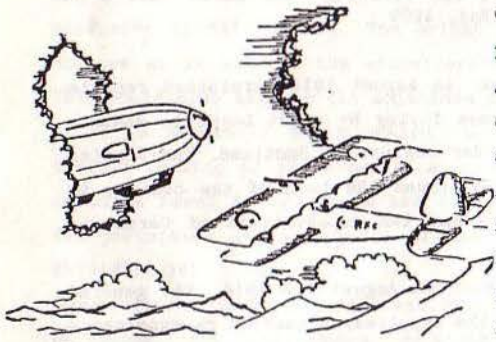
When war with Germany was finally declared on August 4th 1914, the general public firmly believed that the arrival of the Zeppelins, either on reconnaissance missions or carrying loads of bombs, was only a matter of time. A frame of reference was therefore firmly established, and the initial excitement occasioned by the outbreak of war enabled persons expecting the arrival of enemy emissaries to interpret lights or ambiguous objects in the sky as German aircraft.

Thus, beginning in the first weeks of August, 1914, whispers and rumours began to circulate in the pubs and fish and chip shops that a Zeppelin was hiding somewhere in the Cumbrian hills - coming out at night to spy on the war preparations. The general belief was that it had a secret base somewhere on the fells near Grasmere, but reports soon came to hand from Carlisle, Eskdale, Martindale and Egremont. Many of these stories were connected with yarns about mysterious motor-cars and spies, who were alleged to have guided the craft in its flight.

All of these reports were vague and of the same order as the concurrent rumours of the Russian Cossacks who were supposed to have been seen at the Scottish ports on their way to the Western Front, and of a supposed Naval battle, said to have occurred in the North Sea upon the outbreak of the war. However, the aircraft reports caused much concern amongst the provincial police,

the public and in the War Office. An official order of August 13th 1914 requested that: "an aeroplane...be sent to fly over Derbyshire, Lancashire and Cumberland, with a view to locating supposed base of alleged airship"

Subsequently, 2nd Lieutenant B.C.Hucks of the Military Wing of the Royal Flying Corps was sent to the north of England to fly over the suspicious areas and ascertain if there was anything of substance in the rumours. At the same time the yeomanry, boy scouts and shepherds in the affected areas were called into action to search the hilltops and valleys in order to locate any petrol supply dumps or landing strips used by the mysterious flyer.



A telegram to the War Office from the 'Commander, Chester' dated August 16th 1914, reads: "Yeomanry of Penrith report all likely hiding places in the West of Cumberland searched with help of shepherds and gamekeepers. Patrols last night at Keswick, Scawfell, Buttermere, Banna Fell, Great Gable searched...continuing search westwards tomorrow..no aircraft seen or reported."; Similar searches of the Bleasdale Moors

and the Forest of Bowland by the Lancashire Yeomanry also failed to produce results.

On August 16th Lieutenant Hucks set off in his rickety Bleriot 11 monoplane on a flight over the Derbyshire Hills west of Sheffield, up over Bradford to Skipton. Then to Lancaster, finally reaching Penrith and the Cumbrian mountains on the 19th August. He telegraphed the War Office:

"Have searched the hills touching the following places- Lancaster, Sedbergh, Hawes, Askrigg, Brough and Appleby (but with no results)...Am now at Penrith. Many reports reach the Chief Constable here of mysterious aircraft." (2)

Although Hucks himself saw nothing, an observer at Aughill Castle near Brough, whilst watching Huck's airplane pass over at 2:30 pm on August 19th, saw another aeroplane to the north of his course. This craft travelled in the same direction as Huck's Bleriot, but turned off right towards the Pennines. Although searched for by the police of adjacent counties, no trace could be found of this mystery craft. a

Just after Hucks set off to fly to Newcastle from Penrith on August 24th the Chief Constable of Penrith telegraphed to the War Office reporting that: "(An) aircraft seen from 9:30 to 12:45 last night east of Carlisle flashing red and white lights...11:45 another aircraft (seen) travelling fast, came apparently near the first one from the south."

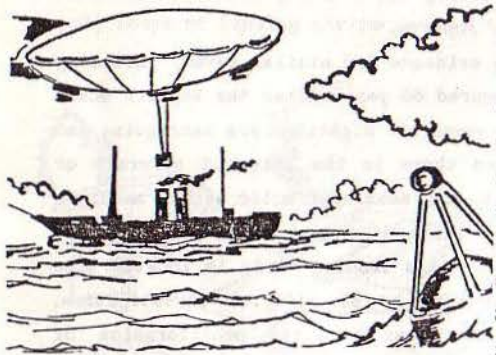
A comment by the War Office evaluator on these sightings says: "I cannot account for this. It seems unlikely that hostile aircraft would use lights." He wrote privately to the Chief Constable: "asking who actually saw these aircraft and what reliance can be placed upon their reports."

We could ask the same questions of the evidence for similar waves, including the phantom helicopter sightings which occurred 60 years after the Zeppelin scare of 1914. The similarity between the two waves of sightings are intriguing and should be closely compared. In both cases there is the noise of aircraft or helicopters heard and lights seen at night, and seemingly solid aerial machines observed in the daylight. In both cases there is the mystery of where the mysterious flier obtains his fuel, and where his landing strip is located. The blossoming of the initial rumour, encouraged by an official investigation, enabled the stories to spread to other areas and the proliferation of contradictory reports and unsupported yarns.

Late in August and September, 1914, the Zeppelin and spy-scares spread to other parts of the country - to Scotland, Liverpool, Lancashire and Ireland. There was a report from the Chief Constable of Lancashire that an 'aircraft' carrying red and green lights, occasionally showing a very brilliant flashlight, was heard and seen moving over Ashton-under-Lyme towards Stalybridge at 4:30 a.m. on September 6th, 1914. A Military Intelligence report on these sightings adds that: "A.D.M.A. states that this was not one of our aircraft either naval or military. He cannot understand why lights should be shown unless for signalling to agents below. He suggests someone be sent north to investigate closely these repeated reports from Lancashire. M.T.I. War Office have received many reports of aircraft in this region during the last three weeks, but the reports are mainly of an unsubstantial nature." 4

This particular report is interesting as it is similar to a sighting from the same locality (Ashton nr Manchester) in November, 1985. This was a sighting of a luminous blob: "bigger than a star (which) seemed to be rotating, because it changed colour from red to green to white". This sighting has been explained as a bright star or planet, and perhaps indicates that similar misidentifications are the solution to many of the sightings from the First War period.

Some of the reports are harder to account for. For example, on the same date as the Ashton sighting in 1914, Flight Commander Rathborne of the Felixstowe Malal Air Station in Suffolk, was patrolling in his seaplane between the Sunk and Shipwash lightships at 5:35 a.m., when he saw a "silver coloured" airship: "I was flying at 1,300 feet at the time (and) at once started to follow her, and did so for about ten miles, when she disappeared into the haze and I was unable to pick her up again."



This report is similar to that by the skipper of the Hull trawler S.S. Ape, on the 15th December 1914. Ship's master G.F.Hiles and two crew members reported to Captain Crosse of the War Office that they had seen a 500 foot long airship with a 'car' hanging down below pass their ship at 4:10 a.m. when just south of the Protector Shoal Buoy in the North Sea near Mablethorpe. The 'airship' was flying in a westerly

direction towards the coast, rising higher in the sky and disappearing in the haze of unbroken cloud. The skipper was: "prepared to take his oath that it was an airship".

This was one of the few sightings considered to have been genuine by the authorities at the time, and it was thought that the airship had been reconnoitering the coast in preparation for the German Navy's bombardment of the East Coast ports which took place on the following morning. Unfortunately for this theory, the facts clearly show that no German airships approached the coast of England until the air-raid mounted against East Anglia on January 19-20, 1915. Although Germany had ten airships at its disposal by the beginning of the war, and it was widely assumed that these would be used in an attack upon the British Isles, their limited range means that sheds first had to be built for them in Belgium to enable them to reach our shores. Soon after the outbreak of war half of them had been shot down over the Western Front, and the German Naval Command believed it to be foolish to risk the few operable machines in a raid against Britain during late 1914. How then can we explain the Zeppelin sightings, and can all of them be accounted for as rumour-generated by the processes I outlined in the first part of this article?

Granville Oldroyd, who has conducted a study of rumour-generation during the 1914-16 period says that: "A study of rumour in the First World War shows that

eye-witness testimony cannot be trusted to be reliable. There was a rumour in late August 1914, of a Russian army being sent from Archangel to the Scottish ports, thence from England by rail to the south coast and from there shipped to Belgium. Although it was merely a rumour I have discovered enough eye-witness reports to 'prove' that the event took place and could even speculate that there was a government cover-up of the facts which exists to this present day..All this shows that we cannot rely upon the statements of those who have claimed to have observed the incidents where they are rumour inspired."

How does this connect with the phantom helicopter sightings of the Pennines during the 1970's? We can see that both the 'copter sightings and the airship reports of the First War can only be interpreted in the light of their respective cultural contexts, whatever the initial stimuli (if one was involved). the initial sightings were spread by the contemporary channels communication - either by the media or by word- of- mouth, and after official interest in the reports was shown everyone began to see funny lights in the sky.

The huge number of reported sightings, including those of lights displayed by alleged spies, in the first six months of the war led the authorities to conclude that: "there is no evidence on which to base a suspicion that this class of enemy activity ever existed" and "of the total number reported the percentage of cases satisfactorily cleared up is 89 per cent." This is very similar to the percentage as a whole of UFO reports explained by researchers in recent years. In the First World War any strange light in the sky was interpreted as German signallers at work, whereas in different cultural contexts it produced phantom helicopters, airships and UFO's. In all of these cases the reports come in waves, and the eventual multiplicity of the reported accounts discredits their authenticity.

A memo from Lieutenant Colonel Kell, of M.O.5 (renamed M.I.5 in 1916) states that: "I have received a letter from Colonel Everett (of the) Scottish Command, Edinbrugh, to the effect that there is a strong suspicion that a hostile aircraft has a base somewhere in the wilds of the north or west of Scotland. Lights from an aircraft have been repeatedly reported at night in the neighbourhood of the Firth of Forth. Col. Everett asks..that I should send a reliable man up to take up this matter. As you know I am getting nightly reports from the Chief Constable of Lancashire that enemy airships are constantly being sighted between Liverpool. Manchester and Preston. This may be the same aircraft? Could you perhaps be able to send someone who has a knowledge of these things to carry out a thorough investigation on the spot?"

Concurrent with this request, the War Office sent Captain G.H.Cox of the Royal Flying Corps, north to Scotland to investigate the rumours on September 21, 1914. He was ordered to proceed to Edinburgh, "in connection with a confidential matter" and "should use his own initiative to get to the bottom of the matter" and then report to the H.Q. of the Scottish Command. Although we do not know what Captain Cox discovered on his trip to Scotland, we know he proceeded to Dumfries and then to Liverpool- both areas where mysterious lights and aircraft had been seen.

Whilst Cox was investigating in Scotland, the Galloway Hills were a hotbed of rumours about strange lights and tales of German seaplanes landing on the lonely lochs. Needless to say, none of these rumours was based on fact, for although a patrol from Glen Trool combed the valleys and mountains for months looking for enemy aircraft, nothing was found. An old postman gave his solution to Captain Dinwiddle, then in charge of the patrol: "Ah weel, there'll be no more lights sen in the glen the noo, I'm thinking, for I hear they've got a tee-total officer up at the lodge".¹¹

The attitude that the reports were unreliable and based on rumour alone seems to be the conclusion reached by the Military Intelligence investigators at the time. However, the scares did result in the Commissioner of Metropolitan Police issuing the first order for the restriction of street-lighting in London on September 21, 1914.

Rumours of mysterious aircraft were rife again at the beginning of 1915, and again in 1916. Although no Zeppelin raids were mounted against this country during February 1916, on the 2nd February enemy airships were independently reported over Birmingham, Derby and Manchester where lights in railway stations and munitions factories were extinguished. Zeppelins were reported throughout the north and midlands in the following days, with the result that the lights went out in factories and stations in Nottingham, Bath, Gloucester and Worcester. In the War in the Air (1931) H.A.Jones concludes that: "these Zeppelins existed only in the public's imagination, which was stimulated by a complete lack of faith in the official warning measures."¹²

In March 1916, the General H.Q. of the Home Forces issued an Intelligence Circular attacking the: "groundless rumours regarding the presence of hostile airships over Great Britain (which) have of late become very frequent" and that "persons originating such reports or assisting to circulate the same should be dealt with under the Defence of the Realm Regulations".¹³

It seems obvious that many of these scares were produced in ways very similar to the modern UFO waves. The presence of ambiguous aerial objects such as fire-

balloons and bright planets at a time when the public were alerted to the possibility of enemy air-raids must be taken into account when attempting to understand the British airship scares of 1909, 1913 and 1914.

At 8 pm on the night of February 25th 1913, hundreds of people gathered upon streetcorners and positions of vantage in Hull city centre to gaze at what they believed to be a Zeppelin airship hovering in the western sky. However, a reporter from the London daily Mail gave his opinion that "I watched what appeared to be a bright light high up in the heavens west of Hull for about an hour, and noticed that it did not move. There was no sound of the whirring machinery. the light grew dimmer after an hour, and eventually disappeared. I believe it was a star."¹⁴

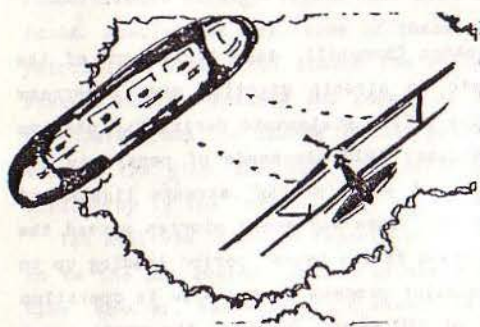
In November 1912 none other than Winston Churchill, then First Lord of the Admiralty, ordered an investigation into an airship sighting over Sheerness dockyard. This acted as a spark, like the police statements during the phantom helicopter scare, and by the end of February 1913 thousands of people in the north and all along the strategic East Coast were 'seeing' strange lights and phantom airships in the night sky. Media headlines and scare stories spread the rumour like wildfire through the population in the tense period leading up to the outbreak of the First World War. A similar process seems to be in operation today in the generation and propagation of UFO waves. However, the process now seems to have gone a step further in that we are now producing our own subjective imagery - the close encounters - with all the trappings of the space age.

None of this completely rules out the possibility that an unusual stimulus may give rise to some of the waves in the first place - for as the saying goes: "where there's smoke there's fire". In 1915 Naval Intelligence agents in Devon were unable to account for the many unusual lights, though at the time to have been signalling apparatus used by German spies, seen by many over the Dartmoor area.¹⁵

At 9:30 pm on September 4th 1915, Lieutenant Colonel W.O.Drury, sent to track the 'spies' to their lair, saw: "a bright white light, considerably larger than a planet, steadily ascend from (a) meadow to an approximate height of 50 or 60 feet" whilst observing Dartmoor from a spot near Dartington Point. Its course was clearly visible against the dark background of wood and hill," said Drury in his official report "...we were within a mile of the light and saw its ascension and transit distinctly."¹⁶

Strange lights were also observed by members of the Royal Flying Corps defending London from Zeppelin raids on the night of January 31st, 1916. On the

night in question, orders were sent to the fighter aerodromes to the effect that Zepplins were approaching London. At 7:40 p.m. Lieutenant R.S. Maxwell arose from Hainault Farm aerodrome, near Romford in Essex. At 8:25 his engine was "missing regularly and it was only by keeping the speed of the machine down to 50 mph that I was able to stay at 10,000 ft. It was at this time that I distinctly saw an artificial light to the north of me, and at about the same height. I followed this light northwest for nearly 20 minutes, but it seemed to go slightly higher and just as quickly as myself, eventually I lost it completely in the clouds."



At 8:45 p.m. another aeroplane piloted by Flight Sub-Lieutenant J.E. Morgan may have observed the same object after arising from an aerodrome at Rochford, some 22 miles east of Hainault Farm. Morgan reported that at 5,000 ft he had seen about 100 feet away from his aircraft: "a row of what appeared to be lighted windows which looked something like a railway carriage with the blinds drawn." In the belief

that he had chanced upon a Zeppelin, Morgan fired at the object with his Webley Scott pistol, whereupon "the lights alongside arose rapidly" and disappeared!

As on this particular night none of the raiding airships came as far south as Essex, what was it that the two pilots both independently reported in the sky in the same area and at the same time?

Notes & References

1. PRO Air 1/565/16/15/89- Telegram dated 16/8/14.
 2. Ibid, Telegram dated 19/8/14 from War Office.
 3. PRO Air 1/565/16/15/89 list of Suspected Aircraft seen or heard in Cumberland" 25/8/14 pg.3.
 4. Ibid. Special Report on Aircraft Rumours 6-7-9/1914.
 5. Northern UFO News No.118 pg.8.
 6. PRO Air 1/187 15/226/4-Diary of patrols, Felixstowe Air Station 6/9/14.
 7. PRO Air 1/565 16/15/89-Anti-Aircraft Dept; Zepplins over England by K. Poolman pg 36.
 8. Letter dated 30/8/84.
 9. PRO Air 1/720 36/1/6-GCHQ Home Forces Intelligence Circular No.6 May 1916.
 10. PRO Air 1/826 204/5/150-RFC Reports re Hostile Aircraft in NW of Scotland.
 11. In Scotland Again by H.V. Morton.
 12. The War in the Air by H.A. Jones vol.3.
 13. PRO Air 1/720 36/1/4-GCHQ Home Forces Int. Circular. March 1916.
 14. London Daily Mail 26/2/14.
 15. Spooklights by Clarke & Oldroyd pgs 7-9.
 16. PRO Admiralty 131/119 pgs 345-6 6/12/15.
 17. PRO Air 1/611 16/15/288.
 18. The German Air Raids on Great Britain 1914-18 by J. Morris.
- Special thanks to Granville Oldroyd for supplying the material used in this article.
- *****

M. I. B. ENCOUNTER IN BRADFORD

By Martin Dagless

Encounters with Men In Black (M.I.B.'s) were abundant in America in the 50's and 60's. The U.K. however, has had very few in comparison, certainly in recent years there has been a noticeable drop in MIB encounters. The most recent I can remember was a few years ago in 1980 when the PROBE team of UFO investigators received a number of mystery letters and telephone calls warning them to 'Cease UFO study, do not meddle or else'. Through diligent and practical investigation the PROBE (SCUFORI) team finally discovered the threats to be coming from one of their own investigators.

The pattern for an early MIB encounter would often take the form of a witness to UFO sighting being approached by a smartly dressed business man dressed in black and driving a large black American car, usually a Cadillac. The MIB would tell the witness that he or she must not tell anyone of their sighting or else. Often this would prompt the witness to speak to a newspaper reporter. There is no record of any witness being harmed after such an event.

The following incident which occurred on Thursday July 10th 1986 at about 09:45 BST was recounted to us just a few days later....

ACCOUNT AS TOLD BY WITNESS

"I was on my paper round delivering the 'Bradford Star' and was walking down Sticker Lane towards Laisterdyke traffic lights. I had just reached Portland House when suddenly everything went quiet there were no people about nor any cars either. A large black shiny car a bit like a Cadillac drew up to the roadside to the left of me from behind as I was walking, and stopped. I thought it was someone wanting directions. The window of the car came down halfway and a person inside I could see was dressed in black. He shouted to me 'Hey you! Forget everything you know about UFO's. Dis-associate yourself with anyone to do with UFO's'. I just smiled. Then the window came fully down and he said 'You'll never know anything about UFO's anyway.' I could see in the car that next to him was a partition of what looked like black glass. This slid down and there was another man, similarly dressed who must have been the driver because he was holding a small mini-type steering wheel, it was a left hand drive car. He shouted 'You've been told, just do as you're told'. The partition went up the window went up and the car drove away noiselessly. There was still no traffic about. When the car got to a distance of about 150 yards away all normal background noise, people and traffic returned as the car went out of sight. It was funny because I was on a different route that day and also that road is very

busy at that time. I also felt a tingling sensation all over, like pins and needles. It all lasted for about three minutes."

DESCRIPTIONS



Passenger- Tanned skin, black collar length hair, mid-fourties, well built, black suit type jacket, with black shirt and tie, clean shaven had three prominent scars down right hand side of his face, pocked skin and had a croaky voice as if he was having trouble speaking. No distinct accent.

Driver- Identical appearance apart from smooth skin, a scar which ran from ear to ear, he had a waistcoat and open jacket and was wearing black gloves.

Car- Large Cadillac-type, black, shiny new, single headlights which stick out, a black grill with no chrome at all, had a black number plate which had white strip down the middle on front and rear. half way down the rear of the car were two squares of red which could have been lights also had four long doors.



WITNESS DETAILS

Mr Raymond Field is in his mid-thirties and married with two children and lives in Laisterdyke Bradford. He was the treasurer for W.Y.U.F.O.R.G. for almost two years, before resigning in November 1986. He had a healthy interest in UFO's and had many paranormal experiences such as being teleported up the steps to his house, seeing a ghost in his bathroom and having numerous UFO sightings.

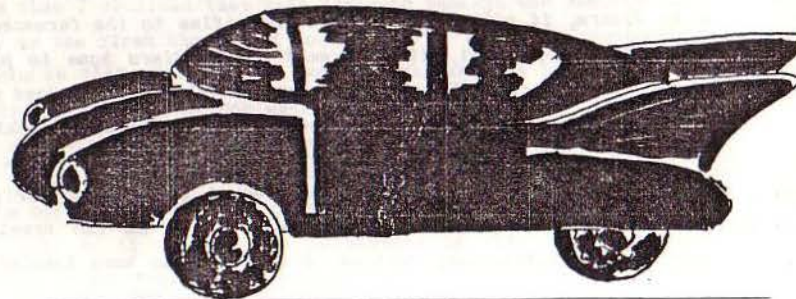
Although he is what one may class as a subjective witness Mr Field was always ready to accept a rational explanation for something, especially his UFO sightings, many of which turned out to be bright stars exaggerated by autokinesis. He also suffers form T.V. epilepsy, a condition in which he undergoes a seizure when near strong magnetic fields, such as those emanating from a TV set. This condition is enhanced by television with either a 'snowy' or rolling picture. The result of which is a mild form of pins and needles followed by violent shakes. As such he is under minimum medication and has not suffered an attack for about ten years.

COMMENTS

Raymond spoke to a number of WYUFORG members at length and he was convinced that his encounter did happen, yet at first he had thought it was friend playing a joke on him. It was decided that after our initial interview with him he should be interviewed again a week latter, this time over the telephone by Nigel Mortimer as he had not spoken to Raymond previously and had not been informed of any of the details other than an outline of the events. When the notes were collated it appeared that each time the story was recounted it was done so in minute detail and each time there was little variation. The only change was that the number of scars on the passengers face altered from two to three. During further interviews the number remained constant.

Raymond's account contained an incredible amount of detail for such a short encounter of three minutes and had much in common with the American MIB's of the '50's and 60's although in this case Raymond had not seen a UFO prior to this experience. He readily admitted to us that the week previously he had purchaesd a book by Albert Bender dealing with MIB's; this to us was a vital factor in coming to some conclusion over the case. It was already establishedd that Raymond was a subjective witness, he had read of UFO's and MIB's and had a history of TV epililepsy. Linked together we felt that his reading of the MIB book combined with his subjectivity could have brought on a complex hallucination which may or may not have had something to do with his epilepsy. It is interesting to note that a mild symptom of Raymond's epilepsy is pins and needles, which he also experienced during the event.

Of course, we shall never know whether the incident was real or whether it was a complex hallucination brought on by the factors mentioned above. Whatever the answer to the witness it was a real event which will not be easily forgotten.



THE AERONAUTS OF VICTORIANA

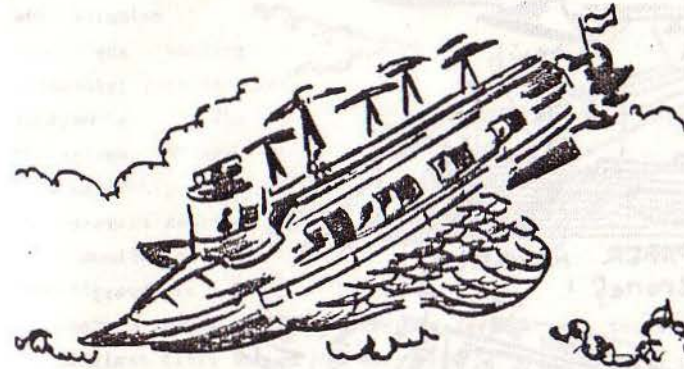
By Iain Johnstone

The sun was dazzling bright and seemed almost blue. Shielding our eyes with our hands to protect them against the glare of the sun and the brightness of our surroundings we could see the stars and planets which were also for the most part tinted blue. Neither stars or planets twinkled, which made them like silver capped snails studding the black firmament.

The above paragraph is from 'On the moon' an 1882 tale of fantasy, by Konstantin Tsiolkovsky (1857-1935). The reason we start with a quotation from one of his works is that like Kepler before him this redoubtable slav described surface details of the moon long before the first probes. In his scientific work 'Dreams of the Earth and the sky and the effects of Universal Gravitation' he conceived of an artificial Earth satellite for scientific purposes in 1895. Long before Arthur C. Clarke. He also invented for his spacecraft solar motors and cells, interplanetary signalling by light rays, reaction motors and workable space suits. In his manuscript 'Free Space' he proposed a jet-propelled space ship, a small projectile cannon on the nose slowed the flight in vacuum and a larger cannon at the rear propelled it. The ship was spheroid in shape. Much like the globular UFO type seen today. Ignored by the Czar but recognised by the Soviets, this early astronomical engineer received his honours at his death.

Another East European, this time a native of Hungary, Maurus Jokai (1825-1894) in 1886 wrote a novel which envisaged a practical flying machine powered by electricity. He said of the coming of the airship which he believed would reform the world: "This invention will force the millions prepared to destroy each other to disarm, it will return cannon and rifles to the furnaces to cast them into industrial equipment, it will send the soldiers home to plough the fields..." Another Hungarian, Frigyes Karinty (1887-1938), envisaged suspended animation, self-reproducing machines and beings and cybernetic machines. One supposes that with all these concepts already being worked out would it not have been possible to have built a practicable powered airship as early as the 1850's? There certainly appears to be numerous models on the drawing board together with other revolutionary devices. Actually we do have knowledge of an airship to revolutionise the trans-Atlantic crossing in 1869, patented by Doctor Mariott, a rather mysterious figure of New York and Chicago. This was never

knowingly constructed. If it had been we might now be living in an entirely different world.



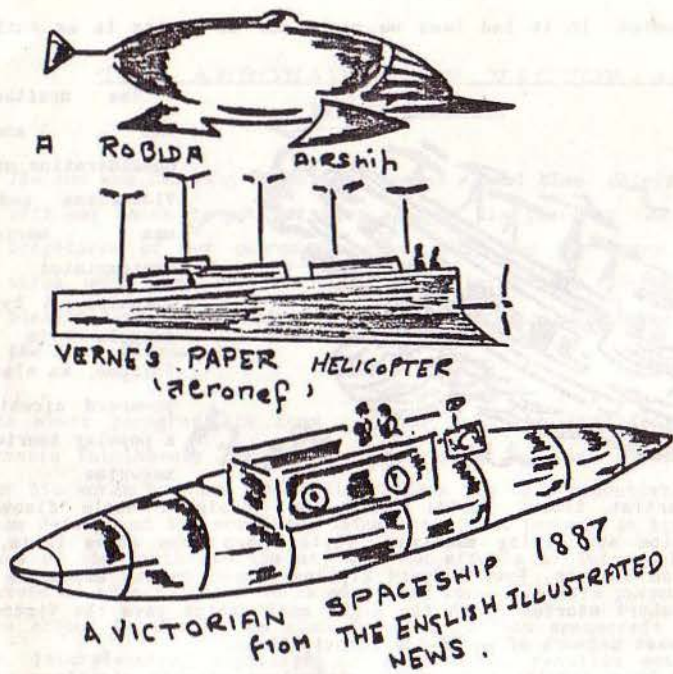
The ornithopter was another consideration of the Victorians and it was seriously contemplated for airships. A typical example is the Eclipse, an electric powered airship in a popular American magazine

The French artist Albert Robida (1848-1926) designed whole fleets of commercial airships and flying machines, flying aero cabs above Paris, air traffic control and beacons. Even Rudyard Kipling jumped on the bandwagon with the imaginative short stories 'With the night mail' which gave the Victorians the vision of a vast network of worldwide airship lines.

I have always been intrigued by those mysterious airship sightings in the 1890's so I occasionally leaf through any books I can find on the subject of those so-called 'Scareships'. Always something nagged at the back of my mind, something that reminded me of those early reports. I was one day reading Stan Gooch's 'Creatures from Inner Space'. In the chapter on UFO's he states that: "The epidemic of sightings began in 1886, when the brazen notes of an aerial trumpet were heard by many in the neighbourhood of Lakes Ontario and Erie in Canada. Observatories round the world cautiously admitted the possibility of an unusual electrical phenomenon"

It was then I realised that this abridged passage was exactly the same, word for word, as the first chapter of Jules Verne's 'Robur le Conquesant', published please note in 1886. The English version published in 1886 was titled 'Clipper of the Clouds'. In chapter one entitled 'Mysterious sounds' we have practically word for word what Mr Gooch describes in his book.

Let's look at the possibilities either Jules Verne heard reports of mysterious aerial phenomena and used what he heard in a work of fiction, an old trick of his, or if not we have an example of life copying science fiction. Either it was a genuine series of sightings or the product of someone's vivid imagination.



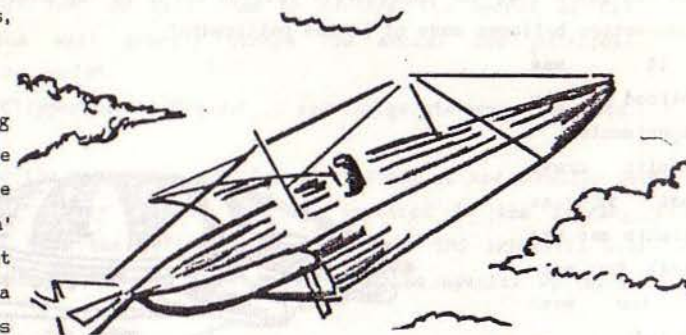
I would be grateful if anyone could add any information to this matter. If Verne wrote his book in say 1885, before the sightings it would indeed be significant.

Actually in the 1880's and 1890's stories abounded

in popular fiction of aerial warfare and of revolutionary airships and flying machines. For interest I have marked down a few I have read: 'A Star Fell' by L.J.Beeston; 'The Outlaws of the Air' by G. Griffiths; 'Hartmann the Anarchist' by E.D.Fawcett and H.G.Well's 'The War in the Air'. If you compare the descriptions of aerial craft in these stories with the descriptions of the Scapeships, I think you will be amazed. One can also compare them with Albert Robida's drawings done in the 1880's to see the startling similarities.

If we consider the early age of flying, of the attempt to achieve powered flight, whether heavier than air or lighter, the first experiments must have been done not by governments but by private individuals working in the utmost secrecy. As in Well's own words: "A small deflated airship could be easily hidden in a barn or a wood. A flying machine would be less conspicuous. The building of an airship would be fairly simple, even easier than the construction of a wooden boat a hundred years earlier."

So we have private inventors, probably authoritarian sponsored, working with primitive equipment. The mysterious 'Wilson' whose airship kept appearing in America in the 1890's was probably such an



inventor. A photo exists of Graf Von Zeppelin with the Union army staff during the American Civil War of the early 1860's, surrounded by officers, one of whose names happened to be Wilson. Could it be the same Wilson, a student of the great airship inventor?

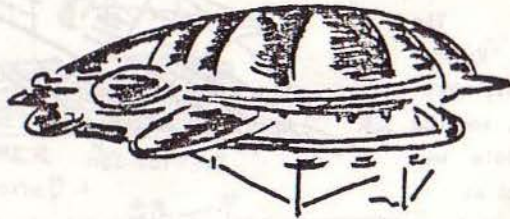
Navigation in those days would probably have been much of a hit and miss affair. At night search lights or lanterns would be used to pick out landmarks. One can imagine tragedies and disasters amongst these early pioneers. Once an airship became disabled or powerless she would be as helpless as a balloon, being at the mercy of the elements.

It would be interesting to find reports of mysterious wreckage and bodies in the late 19th century. Accidents could be through many reasons, as for example, the R 101 and the Hindenburg, caused presumably by electrical storms and fire. Most people in the 19th century did not believe that heavier than air flight was possible. Therefore the tendency was for inventors to build some type of navigable balloons. That such vessels would be used in warfare was not realised by the inventors, at best they conceived of an airship as a mere scout.

In the early airships the low temperatures at high altitude would have also been a problem. The aeronauts would probably be equipped with cloth, fur lined clothing and head gear, similar to the mysterious men in the Lethbridge case of May 18 1909 (see p.22 of Bowen's 'The Humanoids'). I presume that the first experimental airships would be small, carrying crews of between two and five aeronauts. The machines themselves were of light wood or metal, possibly aluminium. A silk gas bag containing helium, and no inflammable material would have been necessary. Baskets of light wood for gondola cabins, which would house the steering devices, engines etc. Any type of silk would do for the gas bag if

one considers that the confederate Balloon Corps in the American Civil War used observation balloons made of ladies petticoats!

It was noticed by experimental Zeppelin crews that if an airship man was aloft for over a two week period, he would sometimes experience a sensation similar to divers bends.



Again I am reminded of the classic old report of a strange vessel appearing above a town and having a grapnel caught in a church steeple. When one of the crew dropped down to disengage it he fell into a contorted heap, gasping for air, which seems to indicate this type of seizure.

H.G.Wells indicates in his work "The War in the Air" that an actual power struggle was going on between the great states in what I shall term 'Victoriana'. The countries being France, Germany, America and Britain, as to who could first produce a practicable airship or flying machine. Victorian adventurers were as obsessed with air travel as much as post WWII people were with space travel. It is conceivable that such a struggle existed and that the scareships seen in the skies of Victoriana were such secret novel devices.

In closing I would like to draw the readers attention to the opening chapter of Well's book, in which the hero meets a soldier who intimates of the spying and secret work going on in the latter half of the 19th century, and the number of casualties and lost craft. I believe that these secret inventors were responsible for the Scareship flaps. What do you think?

"And now, who is this Robur? Shall we ever know? We know today Robur is the science of the future, perhaps the science of tomorrow! Certainly the science that will come! Does the 'Albatross' still cruise in the atmosphere in the realm that none can take from her? There is no reason to doubt it. Will Robur the Conqueror appear one

day as he said? Yes! He will come to declare the secret of his invention, which will greatly change the social and political conditions of the world".

Taken from Verne's 'Clipper of the Clouds'... and change the world they did...!

Editors note: Part of the preceeding article, which looks at how Airships were dealt with in 19th century science fiction, appeared in the Jul/Aug UFO BRIGANTIA last year. Iain has revised and updated it. UFO BRIGANTIA will be covering mystery airship sightings in the north in the special spring/summer edition.

ADVERTISEMENT

Iain Johnstone, author of the above article and UFO BRIGANTIA's artist is selling high quality colour enlarged versions of his hand-done cartoons and magazine covers. All done on high quality art paper and suitable for framing or mounting. Only £5 each inc. p&p. from Iain Johnstone, 41, Langley Road, Bramley, Leeds 13 West Yorkshire. These are extremely good value for money.

CAT FLAPS!

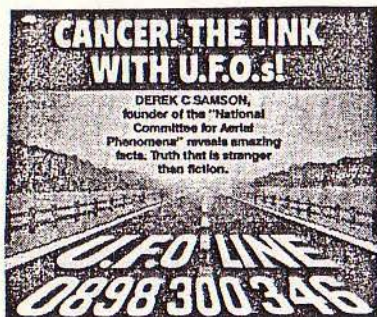
CAT FLAPS! is a new booklet from the editor of UFO BRIGANTIA. It covers sightings of 'mystery cats' in the north of England from the earliest record in AD 940 to the present day. Aspects of the phenomenon covered include, witness observation, media reaction and involvement, folklore and UFO connections, wildcats and rumour. Sightings include The Harrogate Panther, The Rossendale Puma, The Thorganby Lion, The Skegness Cougar and many others too bizarre to mention. This is the first time that so information on mystery cats from the north has been brought together in one place.

A second, updated and revised edition has just been published, with further information on the 1986 Durham puma scare. The new edition also features an introduction by author and cryptozoologist, Micheal Goss.

If you are interested in strange phenomena this booklet is an essential addition to your library.

CAT FLAPS is now 56pp, A5 with a stiff card cover, and well illustrated with both photographs, cartoons and maps. It is available from the editorial address for £2:25 inc. p&p.

RUBBISH- THE LINK WITH UFO'S



The cutting on the left was taken from the Daily Express of 23rd February 1986, apparently it appeared in quite a few other newspapers as well. Being the sort of editor who like to keep his readers up to date with latest news on things ufological I thought it was my duty to look into this, also according to the ad there seemed a good chance that we were going to have secrets revealed to use regarding cancer and UFO's. On Monday 23/2, purely in the interests

of the magazine you understand, I dialled the number.....

"Hello, my name is Derek C. Samson and this is UFO line where I tell you extraordinary stories that defy belief"

They sure did. Lets do it day by day. On Monday Mr Samson claimed that Wilhelm Reich had discovered a thing called Orgone, which besides being a cure for cancer apparently surrounds 'flying saucers' and destroys the atmosphere around them. This is of course the reason why they are never tracked on radar. Samson also claimed Reich was shunned by scientists not just for his eccentric beliefs but because of his knowledge of 'flying saucers', and we were left on Monday with the tantalising hint from Samson that Reich had been shunned by Einstein for the same reason. Before he finished Mr Samson assured us he *knew* about flying saucers and that he wasn't an eccentric.

On Tuesday we were told how Reich and Einstein met for five hours in 1910. Reich lent Einstein, who was very interested in Reich's work, an orgone accumulator (ed. A box-like construction made of alternate layers of organic and inorganic material, said to trap and concentrate 'Orgone' and be beneficial to the user- Hawkwind wrote a song about them and author William Burroughs uses one) Einstein sent it back soon after, showing little enthusiasm. Samson posits a conspiracy for this as well, and tells us that orgone is as important a discovery as Einsteins theory of relativity. Samson dropped into his 'talk' that he had been led to Reich's work by the 'space people'.

On Wednesday Samson expanded on how he had been contacted by the space people and asked to act as an ambassador. He was apparently given a document entitled 'Declaration for World Peace' which was to be given to the United Nations. He jumped back to Reich then and noted that Reich had discovered a disease called E.P. (Emotional Flaugue), which was to do with repressed sexual and emotional

desires. Samson saw this as being comparable with AIDS (??!!) and left us with the thought that if Reich had been taken seriously AIDS would not have existed. He also implied that AIDS had originated in outer-space.

By Thursday Samson was telling us about his first UFO experience. He was aged 11, in 1938 and gardening with his parents when he felt compelled to look up and upon doing so saw a silver 'cigar shaped' airship vanish behind a cloud. It didn't re-appear and Samson concluded that it had been a spaceship. This inspired him to study space and later UFO's.

Friday was basically a rehash of the previous days stuff with promises that future UFO HOTLINES would include, stories of Atlantis, the UFO that crashed etc etc. We were told that we are not descended from apes and that the first man was, yes you've guessed it- a spaceman.

Saturday's lecture informed us that UFO's had been scientifically proven to exist in rock paintings on the rationale that primitive man only drew what he could see (how do we know?) and therefore if he drew something which we think resembles (our conception of presumably) a UFO, then he must have seen one. Still on a golden age theme Samson let us into the secret that Pythagoras, Plato and the Kelts, to name but a few, were all far more educated than anyone today and concluded the treat with 'tomorrow I will talk about angels.

That was more than I could stand and Mr Samson and I terminated our relationship, British Telecom or whoever was running the scheme (should that be scam?) being £1:50 better off. At first I wasn't sure wether to bother writing it all up. But what the heck, UFO BRIGANTIA does try to chronicle Ufology in Britain today, warts and all. This was a wart. With Ufologists attempting to gain some credibility this sort of garbage is just not wanted. 99 per cent of people 'phoning UFO HOTLINE will know little about UFO's and after hearing Mr Samson will know even less. The whole thing was just a mish-mash of every Von Daniken type sensationalist connection with UFO's he could think of. Wilhelm Reich's work (whatever you may think about it) was taken totally out of context and had additions to it which would have made Reich turn in his Orgone Accumulator (read Colin Wilson, John Sladek or Peter Reich's accounts of Reich for instance).

1987 will no doubt see the media zooming in on UFO's as it is the 40th anniversary of Arnold's sighting. If we are not careful this, along with the likes of the Aetherius Society and the other rubbish, such as the El Legion's, is what they will be churning out. If that happens we all might as well be back in 1947. Lets talk about angels.....

Editors Note

The following article by Jenny Randles is in direct response to accusations levelled both at Jenny and MUFORA by CONTACT UK and YUFOS in the latest issue of QUEST. Should any readers be unfamiliar with the details we will supply a photo-copy on receipt of an s.a.e. We have made room for this reply by changing our line spacing for a few pages, sorry for any inconvenience caused but we wished it to be printed in its entirety at the first available opportunity. Some readers may think WYUFORG are merely continuing the YUFOS/rest of the world split but this is not the case.

YUFOS/QUEST denied Jenny and MUFORA the right of reply and UFO BRIGANTIA therefore offered space here. UFO BRIGANTIA is not interested in petty squabbling but we will be pleased to print the true facts of a UFO case if, as in the Cheshire case and the Cracoe affair, it can be backed up with hard facts and if it would otherwise stop a hoax, IFO etc from being popularised as a an Unidentified case. Exposing hoaxes, resolving cases and exposing sub-standard investigative work is as much a part of ufology as is speculating on the origin of UFO's and we make no apology for doing so if and when necessary.

THE CHESHIRE PHOTOGRAPHIC CONTROVERSY- MUFORA RESPONDS

By Jenny Randles

I have no need to remind members of WYUFORG or readers of UFO BRIGANTIA that the past few months have seen some extraordinary public statements by the Yorkshire UFO Society, particularly in their journal QUEST. Most of this has centred around their belief that the photographs taken in March 1981 by off-duty policemen at Cracoe Fell, North Yorkshire, do indeed represent genuine UFO's. This has always been a contentious statement, since the evidence in support (if it exists) has hardly been well presented. The independent (and excellent) field studies which WYUFORG were forced to develop, thanks to the YUFOS attitude, have effectively demolished any claim these pictures can have to UFO significance.

Now it would seem that any individual or group who has shown support for the WYUFORG stance (which I believe was a stand for honesty, integrity and objectivity) is to suffer some degree of character assassination. This has been personally levelled at me. It is quite ironic that at the March 1986 YUFOS conference in Leeds I was very unexpectedly humbled by their presentation of a "Certificate of Appreciation" which according to attendant commentary, was in recognition of my services to serious ufology. Six months later, because I had backed WYUFORG over Cracoe, I receive letters informing me that at emergency YUFOS meetings it has been decided nobody must talk to me! My letters will not be answered, exchange of Northern UFO News for QUEST has ceased, and I am no longer a 'serious ufologist'.

That is either the turnabout of the century or quite a demonstration of humbugitis. I leave it up to you to decide.

I have little concern what YUFOS care to say about me. That is for them to say and others to decide upon my record. I am not frightened of letting that do

my talking. However, in January 1987 they set their sights on MUFORA at a rather coincidental time. MUFORA had just decided to cancel its group subscription to QUEST, as a token gesture of its support for WYUFORG and deploration of what YUFOS have been up to of late. This has brought down the wrath of QUEST in a move that some might regard as petty and others as pathetic. Nevertheless our group is grateful of this opportunity to set the record straight.

Firstly, although YUFOS quote a letter from CONTACT UK (a group suddenly in their favour again-although not so long ago they broke off from their parent in some haste!) much of its claims (none of which YUFOS bothered to check with MUFORA) are to be disregarded. For example, MUFORA is described as a bunch of 'cowboys from a Randles outfit'. This utterly misrepresents the truth. I am ordinary member of the group (which has eight or nine individuals selected out of dozens who apply to join on the basis of commitment to investigate reports objectively-the only function of the group). MUFORA was in fact formed in 1963-when I was in primary school! Peter Warrington became chairman about six years later. I joined in 1974- when the group was already over a decade old. I have never held any official rank or controlling position. There has been a secretary, librarian and chairman- but I have never had any of these roles. But I have been a loyal member. Peter Warrington retired as Chairman about three years ago, because he had become gradually disillusioned with ufology. Since he quit, and Peter Hough was elected chairman in his place, he has retained a degree of interest in the group and has attended perhaps a couple of meetings a year. He also co-authored 'Science and the UFO's' with me, published more than a year after he 'quit', and in late 1986 worked with me and other MUFORA members on my BBC radio programme about UFO's. He is also a life member of the group a position he has never sought to recind. Consequently Peter Warrington is hardly 'anti-MUFORA'.

It is not my place to answer charges for Peter Warrington. I know he is less than happy with the use of an out-of-context quote from a private letter he sent to Mark Birdsall, printed in QUEST, totally without his knowledge or consent. I suspect he will respond to it. But I should stress one thing about the QUEST 'Editorial Comment' on page 3 of the Nov/Dec 1986 issue (published I believe in February 1987- although we had to obtain copies of the relevant material by the back door, since YUFOS obviously had no intention of MUFORA being allowed right of reply!). It contains what we might call misleading inferences.

After stating that MUFORA "used to be a well-respected group, from the likes of high ranking police officers, solicitors, and other persons such as Peter Warrington" it claims Peter Warrington "suddenly left" and many people in world ufology were asking for "reasons". These are then given by YUFOS, because "Peter Warrington wrote to Mark Birdsall in 1986". This implies that in the interests of world ufology YUFOS sought out these reasons from Peter quite recently. Barring the fact that world ufology would neither know nor care about MUFORA, this representation of the facts is inaccurate.

Peter Warrington (whom as I stated has never left MUFORA anyway!) wrote his letter to Mark Birdsall on 23 January 1986 - over a year before YUFOS chose to quote from it. This was in reply to a 1985 letter from Birdsall on the subject of radar cases, something Peter has always been interested in. There was some talk of Peter lecturing at a YUFOS conference and almost the entire two pages of his 1986 reply discusses radar. The couple of sentences YUFOS extract for QUEST come from introductory remarks about why he has reduced his level of involvement in ufology. He says that he 'was' finding his views polarised from some MUFORA members and these were, primarily the specialist team set up by the solicitor (only one of whom was ever a member of MUFORA, despite the YUFOS editorial 'exaggeration'). YUFOS imply that the loss of these individuals (who are best

known for their hypnotic regression work) depleted MUFORA. In fact they were asked to leave by the unanimous vote of the group, because MUFORA was not happy about their policy of selling witness stories for several thousand pounds to Sunday newspapers. This was a perfectly legitimate decision on ethical and moral grounds and whilst MUFORA has never made a song and dance about it (we leave such actions to other groups!), the loss of these people has not, despite the absurd and uninformed comments of YUFOS, harmed the group. In fact, by a bizarre twist, it was these people (whom YUFOS praise) that Peter Warrington was primarily criticising in his letter, and so QUEST is biting on its own tail in an effort to use both these things against MUFORA!

It is typical of how you can distort the truth by quoting out of context a letter which is very old and has never been queried in any way with either its sender or those it relates to. In fact YUFOS completely ignored a letter sent by Peter Hough, on behalf of the group, following up our letter cancelling QUEST subscription. We did this because we had heard through the grapevine that they had plans to claim that Peter Warrington was not a member of MUFORA. This letter, which YUFOS must have received before circulating the Nov/Dec QUEST, was carefully thought out. It simply reiterated our views and was endorsed by all members present at the most recent 1987 meeting. Peter Warrington had been one of them and his name duly appeared. Consequently YUFOS knew that he was a member and effectively lied to all their readers by alleging that he was not.

Lie is an emotional word, I know. But I would be interested to know what word you might choose.

Turning now to the other attack on MUFORA in this issue of QUEST. It consists of the reproduction on page 34 of an entire letter to YUFOS (dated 16 Jan 1987), signed by Geoff Ambler of CONTACT UK on their headed notepaper. He is described as 'Vice President' and CONTACT as, in the view of QUEST, "one of the worlds most respected UFO organisation".

After two paragraphs about Cracoe, which describes WYUFORG as "cohorts of Jenny Randles...carrying out what amounts to a McCarthyite style witch hunt" on YUFOS (ludicrous and also very unfair to WYUFORG, because it seeks to invest some of the honour for the groups efforts onto me-which I do not deserve). There then follows two lines censored out of the letter. From the context it appears these must make serious charges against WYUFORG or myself - and anything regarded as too hot to print by YUFOS has got to be hot!

We then have two paragraphs discussing the activities of MUFORA (although never actually named - beyond the 'Randles cowboy outfit insult'). Briefly these refer to a "case in Cheshire" being followed up by "one of our most experienced people". The witness is described as "an elderly man over 70 years old" who "photographed a glowing object when out photographing the eclipse of the moon on Oct 17th 1986" CONTACT immediately published these photos in their journal AWARENESS, apparently without waiting to assess the case! This premature action is compounded because, as the letters say, the witness did not state he had a UFO on film".

What did the big, bad MUFORA get up to? Hardly had CONTACT begun to look at the case when our cowboys "declared the photos fake on evidence from Manchester University" and "in a letter to the Warrington Messenger" we "denounced the elderly witness as a hoaxer". Even worse, "the last paragraph of this letter was so disgusting that it was omitted by the paper". However, CONTACT "have on record from Oxford University that the photos are genuine".

Neither MUFORA nor the investigator who handled this case and personally addressed the letter to the Warrington Messenger (Peter Hough as it happens) are

named in the CONTACT letter. It is a clever use of the familiar YUFOS dirty tricks tactic to get at me personally - as the only individual named in connection with the case. CONTACT then say that although it is against their policy to take part in "muck-raking" they intend to comment in AWARENESS...because "public denunciation of witnesses as hoaxers must be avoided by all responsible groups".

Now any fair-minded person reading that, and the one sided presentation by YUFOS in their usual arrogant tone, would conclude quite reasonably that I, and my 'hired thugs' picked on this poor old bloke, stole a CONTACT case in the process, and then on irrelevant and incorrect evidence, publically held him up to ridicule. I am not sure whether to be angry or to laugh my socks off at that incredibly distorted version of what happened. It is probably even slanderous - although who in their right mind would sue! Nevertheless, it is reasonable that the facts of this affair be published, so that anybody not already brainwashed by liberal doses of what QUEST calls the truth might be able to decide for themselves.

For a start - the case was originally submitted to the Warrington Messenger by the witness, Mr J B Langley, and published in their letters column on 7 November 1986. Langley never claimed to see a UFO and merely stated that he photographed the bright area of light whilst waiting to film the moon and it happened to pass over his home at Grapenhall, Warrington, Cheshire. The caption read "Can you solve the mystery?" The entire tone of his letter was a request to readers to explain the photographs in any way they could. It was a challenge. He was asking to be exposed.

This mode of initial presentation of the case naturally makes a complete mockery of the CONTACT/YUFOS inference that we set out to expose him. Under normal circumstances MUFORA would never publicise an investigation in the press. In this case it was demanded of us, both by the press and the witness. I was present at the group meeting when the decision was taken to answer the appeal and present our findings as a letter to the newspaper. It was not done without much debate and forethought but I entirely support that decision. We felt that it was our duty to ufology to prevent a myth from being foisted on the world. The same motives were, I am sure, at the heart of the WYUFORG moves over Cracoe and it is ironic that we were doing these things simultaneously on different cases.

What did MUFORA do after seeing the letter in the Messenger? Since I lived only about four miles from the witness I called Mr Langley. He was extremely helpful, in fact over helpful. He went to incredible lengths to avoid using the word 'UFO' and I was instantly suspicious. Yet he made plain that he wanted to explore every option to have the photographs assessed. He mentioned that CONTACT UK had been to see him already, but he wanted us to look at the pictures too. To be honest, my feeling was that Mr Langley (whom we quickly discovered to be a semi-professional photographer) had set up the whole business as a sort of field rest for investigators and was deliberately being both over co-operative and over cautious in how he described what he saw.

Of course, this was a gut reaction. But you do not investigate hundreds of cases over more than a dozen years without gaining some intuition about witnesses. Naturally I made no such comments to Mr Langley and said I would put the matter to MUFORA and we would see what we might do.

Before the next MUFORA meeting when we were to discuss the case, I suggested to Peter Hough that we talk to the witness and independently suss him out. Peter did so and immediately noted the precise same thing (which even CONTACT mention

in their letter and which is obvious from the way the letter to the newspaper was written by the witness). He was bending over backwards not to call what he saw a UFO. This was no mere foible. It seemed very deliberate. Both Peter and I had independently concluded the case was a set up, either for personal or more sinister reasons. WE knew for instance, that it was not beyond some organisation like CSICOP (committee for scientific investigation of claims of the paranormal) to 'seed' a fake case inot the UFO environment to gauge investigational competence. Whilst you cannot go around suspecting this all the time, a suspicious mind is healthy for a field investigator and this case was not hanging together. Were such a move planned by an outside body sticking it into the Warrington paper (where I would almost certainly see it) might be more than coincidence.

However, MUFORA put the matter in the hands of Peter Hough (he wanted to handle it and I felt it wise if I kept slightly apart). On 17 February (just 12 days after Langley's letter was originally published) he sent to Peter prints of what he called our 'Mystery Object'". He again repeated that he wanted to know "if you do find anything out about the 'object'".

The photographs were studied at the next MUFORA gathering and there was hardly a dissenting voice amongst the members thnat the case was a phoney. We came up with a number of reasons, beyond the curious behaviour of the witness (whom we had further tested by inviting to a public lecture given by Peter Hough and myself - but, extremely atypically, the witness professed no interest in UFO's).

Some of the problems with the two pictures of the object (essentially a comet like glow not unlike the aircraft headlight photograph reproduced on the cover of my book 'UFO Study' are as follows. The two pictures were not entirely consistent with each other. The photographs were far too steady and 'set up' for the witness account of an object moving in and out of view, the relative brightness and size compared with the moon was hard to accept. And, of course, the apparently huge object (half a dozen times the size of the full moon) was not seen by anybody else in Warrington. I had been looking at the moon myself at that time and ought to have seen it. certyainly the stock answer about witness selectivity cannot be applied, since the object was 'real' enough to turn up on the photographs. Overall the photographs were far too good to be true, were inconsistent with themselves and the story and that story was just too restrained to be plausible. MUFORA unanimously decided the case was a hoax.

However, we did not just leave it at that. We sent the photographs to Tony Marshall from Sheffield, a professional wildlife photographer associated with the SSPR and who has acted as analyst of our cases for some time. His work has always been spot on before. He has no connections with Manchester University and the CONTACT UK statement that our analaysis of the pictures had anything to do with here is utterly without foundation. It rather makes one question their further comments about Oxford University proving them genuine - something MUFORA would dearly love to see the evidence for. We would happily swallow humble pies if this case is bona-fide, but we have no reason to believe so at this stage.

Tony Marshall, in his written report (25/11/86) says (unprompted) "I am 99% certain that this is a hoax" His main reasons were that the moon is too clear and distinct and too white for the proffered film and camera type. Evidence of the grain texture supported this (indeed it was suggested later that the moon might be a 'cut out' burnt into the negative). Marshall was convinced due to technical features of the UFO image that it was "added during enlargement of the prints".

This - supporting so strongly what we felt and the peculiarities of the witness behaviour - was good enough for us. Peter Hough wrote the letter on advice fromn the next group gathering and submitted it to the Warrington Messenger on 1/12/86. A copy was sent the same day to Mr Langley for his comments and he was informed that we were asking the Messenger to publish it in response to his and their request. Langley never replied to us.

The letter was published, with some tidying up, on 5 December. I visited the Warrington Messenger offices beforehand to speak directly to their photographer and the person who edited the letter. I did this to ensure that they had spoken to Langley for his attitude towards publishing our comments. The photographers told me that they had been suspicious themselves but "it was a good story". I got a firm assurance that the Messenger were not party to any hoax. The editorial reporter told me that Langley had not tried to prevent the letter from being published but also (and the paper found this odd) had nothing to say in his defence. Indeed he asked to waive all right of reply until "after Contact UK come back to me with their conclusions". To be honest this rather fits our theory and makes little sense if the witness is genuine. He had every opportunity to stop our letter going into print or at least defend his own integrity or deny the charges. he chose not to do so. In the four months since our letter was published we have not seen any comment in the Warrington Messenger from either CONTACT UK or Mr Langley. One more curious thing, you might say.

I visited the editorial offices again about six weeks after the MUFORA letter was published. The paper had received no comment from anyone, but promised to contact us if Langley ever did take up the option to respond.

Peter's letter, incidentally, simply recounts the facts, summarises what MUFORA did, gives some reasons for our suspicions and then quotes from the Tony Marshall analysis. Far from the last paragraph "being so disgusting it was omitted by the paper" (to repeat the words in CONTACT UK's letter) - the final paragraph pof Peter's letter contains four sentences. Two of those were printed verbatim. The final one merely says that we hope they will print our comments. Only the first sentence is missed out - so this must be the disgusting 'paragraph'! It says only that "Mr Langley, for reasons best known to himself, has set out to hoodwink the public". Although this is immediately followed by the (printed) comment that he "never claimed the object was a UFO". To call that disgusting appears something of an exaggeration.

MUFORA is happy to leave it in your hands as to whether we have behaved in an outrageous or disgusting manner, as CONTACT and YUFOS allege, or whether we have simply responded to a public appeal to assess a story with the kind of investigational integrity that ufology requires. the kind also displayed by WYUFORG over Cracoe. the kind apparently lacking at YUFOS and at CONTACT UK.

HELP!

Editor of UFO BRIGANTIA still requires any information pertaining to FOO-FIGHTERS for a future publication. I am particularly interested in obtaining obscure and rare sources such as old UFO magazines from 50's, 60's & 70's. Or even better, perhaps you have a relative who served as air crew in WW11. If so why not ask him if he saw or remembers anything about the phenomenon...and then let me know. Any help whatsoever gratefully received. Editorial address.