

The UFO conspiracy

by DEREK MANSELL

UFOs have been reported for thousands of years, but no-one took much notice until World War II.

British, American, German and Japanese aircraft were being bugged by unknown aircraft, they were known as Foo fighters.

Service personnel, police, airline pilots, plus the public have been reporting UFOs ever since. All reports are sent to the Ministry of Defence at West Drayton.

If any person wants details of the report, they are referred to West Drayton, saying they will give details. But when you write asking for details, they tell you they cannot help, or refer you to another Ministry of Defence department which sends out a standard reply saying that if there were no defence implications to the country, they are not interested.

This is known as the great UFO cover up, not only here, but by most other governments.

The most interesting cases which we believe have been covered up, involve crashed UFOs. In Britain there have been five known cases in 1922, 1961, 1978 and 1981. In Scotland, Cambridgeshire, the River Thames, Essex and an unknown area, but Southern England.

The Essex case was recently in the News of the World. Other crashes have occurred in Spitzbergen, the coast of East Germany, Korea, Sweden, Argentina, Brazil, Canada and the United States.

In Spitsbergen, Argentina, Brazil, United States, the American Air Force, CIA and FBI have all been involved.

Between 1948 and 1968 in America, there have been at least 20 crashes, but trying to get the facts is very hard. The Freedom of Information

DEREK MANSELL helps run the UFO group Contact International, as well as the UFO Data Research Centre, from his home at 48 Crown Road, Wheatley. He is also a laboratory technician at Oxford University.

He has believed in UFOs since 1958, when he was a technician in the New Zealand Air Force, and was in a plane followed for five miles by a disc-shaped object.

Act in America is beginning to help, but only just.

Three American cases follow:

1 A recovery unit from Carswell Air Force Base, Fort Worth, Texas, was sent out in 1948 to recover a crashed craft.

It was a disc, 90ft in diameter, but had exploded on impact. Several burnt bodies were recovered. They were humanised and about 4ft 6in tall.

Information was leaked out by the Provost Marshal involved; but not until 1977.

2 A radar specialist was on duty at Edwards Air Force Base in California during 1952 when he reported a UFO on radar to the captain in charge. The object was descending rapidly and went off the screen. Presumably it had crashed.

The Captain said: "You have seen nothing, make sure you understand."

A recovery unit was sent out straight away to the area of crash. They retrieved a craft over 50ft in diameter. It had a row of windows, but the craft had burnt out on impact. Four bodies 4ft 6in in height, humanoid in appearance, were recovered.

After being taken back to Edwards Air Force Base, bodies and craft were removed by truck with armed escort to Wright-Patterson Air Force Base.

Several other important witnesses, including military personnel, have since come forward.

3 Another case was discovered by an important American UFO

group. It involved an affidavit being signed by a major witness. His name: Fritz Werner.

It went: "I Fritz Werner do solemnly swear that during a special assignment with the U.S. Air Force on May 21, 1953, I assisted in the investigation of a crashed unknown object, in the vicinity of Kingman, Arizona."

The affidavit went on to explain the craft. It was constructed of an unknown metal like aluminium and was oval in shape. There was an entrance hatch, inside an oval cabin, two swivel type chairs and a display of instruments.

In a tent nearby, was one body, the only occupant. He was about 4ft high, had a dark brown complexion and had two eyes, two ears and a roundish mouth.

For the cases mentioned and all others, crack recovery units were used, all being armed. Any local police, sheriff department and state police were kept out. Civilian and other military experts who were taken in were always blindfolded to the site and back again.

Private research groups have always suspected the crashes but are only just beginning to get scraps of information, mainly because of the new Freedom Act.

Samples from important landing sites have disappeared after being sent away for tests. The same applies to photographs.

There is no doubt whatsoever that there is a huge cover-up.