

# SPECIAL ANNIVERSARY ISSUE

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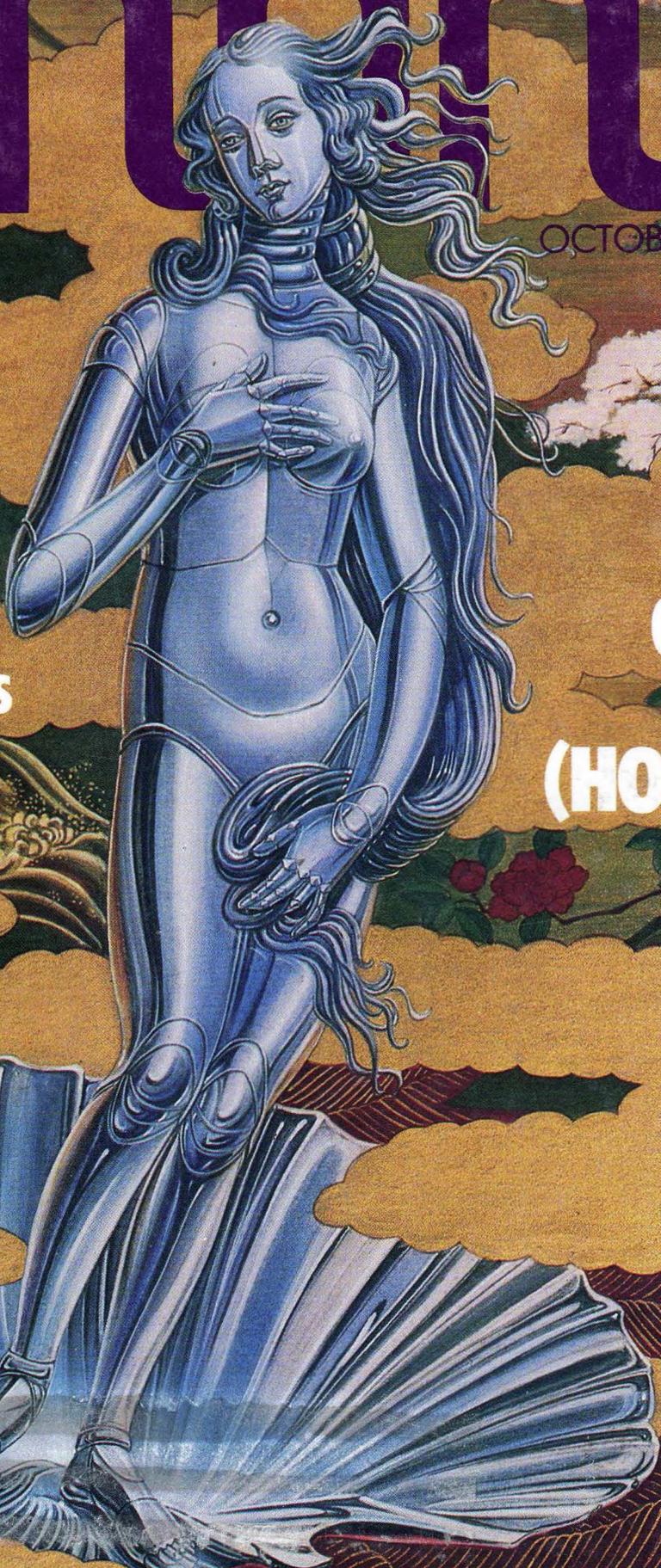
# ONLINE

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## LONGEVITY:

**EXCLUSIVE REPORT ON**  
**YOUTH PILLS**  
**LASER FACE-LIFTS**  
**BORN-AGAIN GENES**  
**SOULS ON ICE**  
**ARTIFICIAL SKIN**  
**SURROGATE BRAINS**  
**AND MUCH, MUCH**  
**MORE!**

**WIN**  
**A**  
**TRIP**  
**TO**  
**OUTER**  
**SPACE**  
**(HONEST!)**



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## ANTI MATTER

Films of UFOs in flight are rare. Rarer still are those films that survive technical scrutiny, apparently providing evidence of some unknown object in the sky.

That's why the 20-second film made by British building surveyor Peter Day has achieved such celebrity status in the world of UFOs. It was January 11, 1973, at 9:10 A.M., on the outskirts of the village of Cuddington, when Day spotted an orange ball of light. He just happened to have a super 8 camera along in his car and filmed the pulsating object as it passed over some treetops about a quarter of a mile away (simulated version above, at right).

It didn't take long for the film to come to the attention of the British UFO Research Association (BUFORA). The segment, the group announced, was both "genuine and puzzling." A later examination by UFO-photography specialist Peter Warrington, in conjunction with the Kodak-UK Laboratories at Hemel Hempstead, backed up the BUFORA conclusion. "There has been no trickery," Warrington declared. And Peter Sutherst, technical-information consultant for Kodak-UK, agreed. "Whatever the film shows," he said, "it is a real object in the sky."

Just recently, though, BUFORA asked a team headed by ufologist Ken Phillips to investigate the film again. The new finding: The object in the film was a U.S. Air Force F-111 jet, presumably ablaze. The jet had taken off from nearby Upper Heyford Air Force Base, developed a malfunction, and circled the area for 40 minutes to use up fuel. Before the pilot could make an emergency landing, though, the crew para-



## UFO UPDATE

accept that these investigators have a respectable case," he says. "But we studied the film under considerable magnification, and at no point was an aircraft detected."

Day, who says he has filmed many an aircraft, is even less pleased with the BUFORA report. "I would be quite happy if someone could tell me what I filmed that day," he says, "but I don't believe I filmed an aircraft. A dozen other people, including a schoolteacher and several schoolchildren, also saw the UFO. They were closer to the object than I was, and their descriptions tally with what is on the film."

The controversy over the Day film will continue to rage, and it's only a matter of time before someone suggests that the F-111 crash was caused by the UFO. But to serious UFO investigators the concern is that yet another prime case has been thrown into doubt. The hunt is still on for a piece of film that defies rational solution. After nearly 40 years its failure to arrive offers little solace to those who champion the existence of UFOs.—JENNY RANGLES

chuted to safety and the plane crashed in a field. The time and date of the crash: 9:46 A.M., January 11, 1973.

"The chances are against two highly unusual but unrelated phenomena occurring in the same area at around the same time," the team declared in an official written statement. "The inevitable conclusion is that there was only one unusual phenomenon, namely the troubled F-111, and it was this which was observed and filmed by the witness." Adds team coordinator Phillips, "The conclusion seems hard to refute."

Warrington doesn't necessarily agree. "I