

356

MAPIT SKYWATCH

MANCHESTER SCENE

Issue: 2

UFO

October 1973

EDITORIAL: "The first breakthrough" ::

As an organisation we have only been functioning a matter of weeks and really we are not yet on our feet, but already we have made a breakthrough which should give us all heart to redouble our efforts. Although only a handful of sightings have been investigated so far; on alignment on the FSIT maps, both national and local, a significant pattern emerges. Two flightpaths can be drawn North-South and East-West which encompass almost all reports and a good many others from the past. These paths follow closely the national airways Amber 1 and blue 1, crossing several radio beacons and INTERSECTING on the beacon in Heaton Park. Of course much more will have to be done before these paths can be confirmed, and a good plan which is worth considering is a skywatch centred on the intersection. The fact which eclipses all this however comes when the North-South line is extended southwards. It outs EXACTLY the cen of WARMINSTER. The idea is not new and Aime Michel discovered 'Orthofeny' in 1958, which showed the alignment of sightings in France. Recently attempts have been made to connect 'Leys', which are straight tracks between bronze age artifacts dotted around the country with UFO sightings - with some success. Perhaps this is connected with them, and we are trying to find such evidence. The N-S line passes through Heaton Park and Congleton beacons and E-W through Oldham, Heaton Park and Wallasey (extended to Valley, Anglesey). You can draw these yourselves and perhaps let us know about any sightings or other unusual events along them. Does anyone know, for example, if Heaton Hall is haunted?

FSIT NEWS:

:: As you can see we have extended the newsletter this month, and the hope is that this will be a continuing policy. With the introduction of a subscription it might be worth considering issuing a magazine (say 20 pages) monthly or quarterly which is professionally printed. Obviously we would have to charge (probably about 15p) but there would be much more room for articles or comments from YOU, more room for detailed reports and most importantly we could sell it to the general public, so gaining more publicity. This idea might be better on a national scale. Any thoughts on this?

:: Moving on to the question of subscriptions you will no doubt have been made aware of this by your area controller. I hope that you back our reasons for imposing it. It will provide funds for regular meetings, lectures and most importantly the purchase of equipment (ie geiger counters, radiation meters) for use on sky watches which we hope to regularly hold. I don't think £1-50 per year is too much and I am sure we can come to some arrangements when we all meet to cover younger members who do not work and may find this figure a little difficult to find.

:: Plans are well underway to hold a lecture/meeting in early November. This will serve the purpose of being a meeting point for all members and also gain us more publicity since we shall hold the meeting first and then have a lecture open to the press and public with an open forum question session afterwards. As soon as details are finalised you will be informed. It is also hoped for the future to attract some of the big names in ufology to give talks to our group.

:: As forecast in the last issue the area we officially control is large, in fact the whole of Lancashire, Yorkshire, Cumberland etc. Obviously this is not possible for us at present and advertisement has been placed in Leeds and Liverpool for help there.

:: Just a last comment about reports. These are very slow to come in to say the least. If everyone put in some effort to uncover old cases as well as scanning all the papers they get every week - something may turn up. We can't produce sightings from a

FOOD FOR THOUGHT:: (by David Rees)

When we hear a light aircraft crossing the skies at night, showing its lights and sounding its engines we take it for granted it is an aircraft. But need this be so? Perhaps it is a UFO. For one reason nobody takes a second notice of this form of travel nowadays and so aircraft are taken for granted. It would provide an ideal way for exploration or invasion by an extra-terrestrial force. They could well have instruments capable of giving off sound effects beyond our ken - so why not simulate aircraft. When you look at the stars does it ever cross your mind that one of these stationary points of light might be a UFO which arrives at dusk and leaves at dawn? Not a bad way for undetected observation.

(David Rees is a security officer at Ringway airport and knows a great deal about aircraft. He has supplied much useful information regarding flight details from Ringway and is of course area controller for the South West area. With regard to this point it might be worth noting that John Keel has recorded in his books many cases of UNIDENTIFIED aircraft, seemingly normal in all ways but with no origin. So who knows?)

FSIT NATIONAL NEWS::

:: A new branch is shortly due to commence operations in the Isle of Wight. Operations are spreading - but slowly. If you know any people in other parts of the country interested in the phenomena try to get them to form a branch. If they are interested put them in touch with me and I will be able to give some advice.

:: The Nottingham group recently held their first skywatch and although the details are still being processed and are necessarily confidential I can say that the results were far from negative and SOMETHING was detected on their instruments. A full report will be included in a future issue - but this should give hope for success in such ventures when we are able to arrange one.

COMMENT: 'A Pattern of Fear'

In the national dailies of October 15th it was recorded that another event of the type becoming all too familiar in Ufology had allegedly occurred. Two Mississippi fishermen were picked up by a craft surrounded by a blue haze (This last point is significant and will be discussed in a future issue) Up to now this case has all the ringings of the Hill or Villas Boas but the difference comes when we hear that the creatures had 'claw like grips and wrinkled skin'. Clearly we must ask two questions. 1) Do we dismiss this case, with all others similar, as mere fantasy. Conveniently forgetting the many little but Ufologically consistent points, such as the blue haze, which creep in? 2) If not do we accept that there are several types of creatures, or one type capable of changing shape, or that the whole thing was psychosomatic?

I think the last point is worth considering. If we imagine a plan whereby discovery of motives is not acceptable to the UFO's then it would certainly be wise policy to instill fear into our populace. Such events as this, along with the many events of hostile nature David Rees is collating for future publication, would fit this policy. There is a quiet period, very few public sightings (ie they have been doing their job well). Then a mistake, they are spotted, so rather than make it just another UFO incident they add a bit of spice. 'Let's hypnotise these folks into seeing us as nasty looking things.' This gives the residents of Mississippi a bit of a shock and UFO's are not a popular subject for a while (ergo they get on with a better job)

Certainly it is possible and usefully explains the inconsistency in attitudes of some UFO's to humans. Perhaps there is more than one type of creature, though. Or perhaps they are not creatures in that sense, but the phenomena simply responds to a stimulus directly (ie the fishermen trigger one defence mechanism whilst in other cases a different mechanism is triggered and different events are 'seen' by the witness.

IF YOU HAVE ANYTHING YOU WANT TO WRITE FOR PUBLICATION, PLEASE SEND IT BY 18th OF MONTH.

TALKING POINT: 'Statistics Part 1'

Statistics is a difficult subject to apply to the UFO phenomena, largely because we are dealing with so many unknowns. Nevertheless attempts have been made in the past and it must be admitted that it is something everyone with access to details of a large number of sightings can do, provided the intricacies of the maths are left alone. What has been done so far? Well quite a lot actually, notably by Michel, Vallee and Saunders. Probably the most remarkable was the discovery of BAVIC (a line between Bayonne and Vichy in France along which a group of independent sightings can be fitted). Obviously we must deal with a large number of sightings because it is easy to draw an arbitrary line between one or two. Also it would be distinctly advantageous to find some reason (ie a Geological fault line) why such an alignment should follow. The way is open for the discovery of a similar alignment in Britain (see editorial). The advantages of such a discovery are not only that some order is set to seemingly random data but a concentrated effort can be made to sight UFO's in a restricted area. Imagine an air enthusiast looking for aircraft high in the sky if he didn't know where the airways were. Remember too there are probably many more aircraft than UFO's. It would be even better to know WHEN to look as well as WHERE and Vallee has worked out laws to deal with this aspect. His data shows: 1) Contrary to expectations most sightings occur in isolated areas where there are less possible witnesses. True people in the cities spend less time looking at the sky but the vastly greater number of potential witnesses at least cancels this out. 2) More sightings occur in Winter (more people indoors), midweek (not weekend as would be expected) and night and early morning (more people in bed). These facts go a long way to prove that there is a real problem, because if it was all due to misinterpretation or hoaxes it would follow our normal social patterns and NOT go against them. I set out to look at Vallee's second law using first 70 well known cases and then the data from 400 USA landings (FSR 17/5 & 6). I looked at classification by MONTH, DATE, DAY OF WEEK and TIME OF DAY. The results were surprising and will be discussed in detail with the relevant tables etc over the next four months.

INVESTIGATIONS SECTION

NOT A BUSY MONTH TO SAY THE LEAST WITH ONLY ONE NEW CASE. LETS ALL TRY A BIT HARDER BUT PERHAPS WE ARE GOING THROUGH A QUIET SPELL. WE SHALL KEEP GOING SO DONT DESPAIR

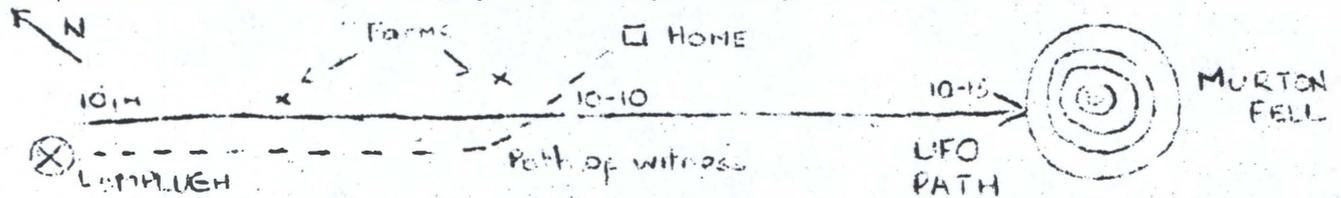
REPORT 73 f 001: 0/JUNE/1973 Lamplugh, Cumberland. SE3 Mr Stephens

WITNESS: 20 year old forestry worker, used to being outdoors and with a good accident background. He is very objective as one would expect from his background.

AREA: Open country dotted with a few farms.

REPORT: It was a fine evening with dusk falling around 10pm. The witness was walking home across the fields from Lamplugh Cross (approx 1 mile). He heard a droning noise which seemed to penetrate and cause a pounding sensation. It did not sound like a helicopter or aircraft. It slowly caught up with the witness and a visual sighting was made at 10-10 with the object overhead. Dogs in nearby fields were disturbed and barked. The object was a large cylinder with rounded ends. It was metallic reflecting the setting Sun and had no markings or exhaust. It moved slowly, estimated at 10mph and just cleared a hill to the South (Murton Fell height 1500 feet). A very accurate assessment can be made of the dimensions of the craft since the object was in view for so long (at least 15 minutes) and distances and heights are known. The size of 330 feet is consistent with the witness's description of 'as big as a railway carriage' and fits well with the previously reported large size of cylinders or cigars (see last month).

CONCLUSION: This is certainly one of the most interesting cases which we have on file to date. It is a pity that the scene and witness (plus others who heard the sound) are so far distant. Nevertheless Mr Stephens has supplied a full report of the witness's statement including maps and diagrams which is very comprehensive. There seems little to exclude the possibility that this was a real unknown. An object in view for so long would surely be identifiable if it were something ordinary. One can only think of a balloon or airship following the speed and flight pattern indicated but the noise and other descriptive factors do not agree. I suppose it is possible that some experimental airforce vehicle was being tested & but it seems strange that they should allow themselves to be seen if they did not intend to, and if they did why no mention of it!



REPORT 73 d 001: 18/April/1973 Haslington (nr Crewe), Cheshire SW1 C Randles

WITNESS: There were several witnesses to this case, all young boys about 11 or 12. It must be admitted that this case does not rate nearly so highly in strangeness or credibility as the previous one, but is included since it displays some useful points. The witnesses were interviewed and seemed mostly trustworthy, and NOT overconvinced that they had seen anything strange. Their teacher was also seen, and he said that he believed their story, but thought (as I do) that they had embellished it somewhat.

AREA: A small village three miles outside Crewe. Mostly new housing estates with much open ground and farmland.

REPORT: The boys describe a sharp bright red light which appeared at 8-30 pm and seemed to be an aircraft landing in the distance. A second similar light appeared above it and travelled in the opposite direction. When they crossed the first light went out. They watched the second for three or four minutes before it disappeared behind a tree. They made remarkable estimates of its dimensions (size 25', speed 100mph, distance 25 miles although one claimed 19', 108mph, 25 miles). I doubt if such a small object could be seen at such a distance, however. There were other exaggerations. One boy claimed that the first light fired a LASER beam at the second and that this one then disintegrated. I have little doubt that this was an embellishment, since none of the others will go so far as that.

CONCLUSION: On looking at the area concerned one is struck by the fact that the direction indicated for the UFO's is exactly that of Ringway (25 miles away). But aircraft are very difficult to see going into that airport and in any case I feel that these lights were much closer. Other aircraft are seen overhead not going to Ringway, and it is possible that these were such - but two so close together? Although there is nothing to rule out aircraft in this case it does show that when dealing with witnesses such as these (of whom perhaps you are not quite sure) such embellishments to a story and minor disagreements are natural (perhaps our psychology experts will confirm this) and lend more support to its basic validity than would four or five EXACTLY SIMILAR stories.



FINAL REPORT ON LANDING IN BLACKLEY STILL AWAITED. NEXT MONTH IMPORTANT SIGHTING IN ALTRINCHAM WHICH MAY HAVE SEVERAL OTHER WITNESSES IN RHYL.