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in Page Titles

Location: [Mothership](#) -> [UFO](#) -> [Updates](#) -> [1999](#) -> [May](#) -> Nick Pope On 'The Sheffield Incident'

UFO UpDates Mailing List

Nick Pope On 'The Sheffield Incident'

From: David Clarke <crazydiamonds@compuserve.com>
Date: Sun, 30 May 1999 16:25:15 -0400
Fwd Date: Mon, 31 May 1999 12:19:36 -0400
Subject: Nick Pope On 'The Sheffield Incident'

Nick Pope has forwarded the following comments with regards to the Howden Moor incident (popularly but erroneously described as "the Sheffield Incident") for publication:

"While I've had no direct involvement with this intriguing case. I've followed developments in the media, Hansard and the specialist UFO press - including the article you (David Clarke) wrote for the July/August 1988 issue of UFO Magazine. I'm very impressed with the work you and Martin Jeffrey have done in putting together this comprehensive and balanced report, which is just the sort of proper investigation that's normally conspicuous by its absence in ufology.

"I'm not sure I can offer any new insights into this case, or suggestions as to how best to take matters forward.

"What I can offer is confirmation of the sheer implausibility of the scenario put forward by Max Burns.

"If an an RAF aircraft had really crashed (whatever the circumstances), it would have been virtually impossible to implement a successful cover-up. There would almost inevitably have been a fire, and in these circumstances the emergency services and members of the public would have located the crash site very quickly. The military search and rescue operation would also have been readily apparent, as would the subsequent removal of the wreckage.

"While suggesting that the aircraft crashed into a reservoir might get around the point about the crash site being easy to locate, a search and rescue operation would still have taken place, together with the recovery of wreckage.

These are not things that would go unnoticed, especially in a situation where the emergency services were already conducting a search. Indeed, the crash of an aircraft into a reservoir would probably make a cover-up more difficult; not only would oil slicks and surface debris have been visible, but recovery of the wreckage would have taken longer, and couldn't have taken place without the knowledge of personnel from Yorkshire Water.

Whichever way you look at this, a considerable number of people from various different agencies would have been involved, or would have heard about or seen some activity.

"Clearly this is not a situation in which a cover-up could be successfully executed.

"Turning to the sighting of a disorientated man on the A57 (Snake Pass Road), I think it's ridiculous to suggest that this has anything to do with the RAF, on the basis that a pilot from a downed jet would always stay at the crash site, waiting for the inevitable military search and rescue operation. He'd be wearing a distinctive dark green flying suit that I think even a layman would realise was military issue."

Check-out the full investigation report on the Howden Moor incident on:

http://www.pufori.org/articles/howden_moor/index_nf.htm

and

http://www.pufori.org/articles/howden_moor/index.htm

and

<http://www.iun.org>

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