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Tornado Crash Puzzle

From: David Clarke <crazydiamonds@compuserve.com>
Date: Sat, 16 Oct 1999 06:33:09 -0400
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Subject: Tornado Crash Puzzle

For those following the debate over the imaginary "Tornado crash" in the English Peak District during 1997, the following may be of interest.

On the morning of Thursday, October 14, 1999 a REAL Tornado GR1 ground attack aircraft crashed into a field near Kirkheaton in Northumberland, killing both the pilot and the co-pilot.

Witnesses told of seeing an "horrendous fireball" as the Tornado - which had been involved in a low-flying exercise - impacted into the ground, leaving wreckage strewn some 400 metres across the area and a hole five to six feet deep in a field.

Please note these details: many witnesses, enormous fireball, wreckage strewn 400 metres, six foot hole in the ground.

Furthermore, within minutes of the crash police, fire fighters, ambulance, RAF military police and mountain rescue - not to mention dozens of Press - were swarming around the area.

You can take a car and drive to the scene today as the wreckage could take weeks to remove while the MOD inquiry kicks into action.

Last night military personnel were openly guarding the crash site, 20 miles from Newcastle-upon-Tyne awaiting an air accident team to arrive.

Note also that within hours of the tragedy unfolding, the RAF Press Office had released the names of the pilot and co-pilot, Flight Lieutenant Richard Wright and navigator Flight Lieutenant Sean Casabayo, both 30.

Within minutes of this information arriving, colleagues of mine had obtained the addresses and phone numbers of both men's families and had spoken to the devastated girlfriend of Casabayo, who is three months pregnant.

The grief of the families of these two brave fliers, both of whom had ten years experience, was very real and puts into context those claims that the death of an airman could be successfully concealed for more than 2 years.

This is real life;

This is how news breaks about real aircrashes - and the facts are that it would be impossible for a 20 tonne Tornado jet to crash into an area sandwiched between two of the largest and heavily populated cities in northern England without the Press hearing about it.

As John Rimmer has pointed out the Peak moors are not the Nevada Desert - they are criss-crossed by roads, and literally hundreds of people from Sheffield and Manchester hike across them every weekend.

On the night in 1997 we are discussing, police and civilian mountain rescue teams were scouring the area within minutes of the reports of a low-flying aircraft being received.

Hundreds of mountain rescue volunteers, all of whom are highly skilled and are familiar with every nook and cranny of those moors, were present and found nothing to indicate a crash had taken place. It is also clear the RAF did not take the incident seriously, as it took them over an hour to authorise a single search and rescue helicopter to join the civilian search effort.

All the civilians involved including PDMRO chief Mike France, a personal friend of mine, noted the "half-hearted" attitude of the military to the whole incident.

If there had been even a whiff of suspicion that a military jet had been really been lost, those area would have been crawling with RAF personnel.

Heat-seeking equipment was used to scour every inch of the moors - equipment which can pick out a man smoking a cigarette on the ground, that is how sensitive it is (I have seen this equipment in operation).

No signs of any wreckage were found - no signs of any fire either.

When I arrived at the scene early on the morning of March 25 it was clear from all the evidence given by the police, fire fighters and mountain rescue that there was no possibility that a crash site could have been overlooked.

None of the 500 plus team had seen any evidence of ground activity by military personnel, other than the single RAF Sea King (and that had been directed by civilians from the ground!).

When a privately owned Hawker Hunter jet crashed into that same area of Peak District hole it left an enormous crater in the peat and smoking debris scattered over hundreds of metres (testimony from Brian Jones, senior Peak Park Ranger, January 1998)

This, Roy Hale, is the evidence. It is not necessary to produce the names of every single RAF/NATO pilot who was flying that night to "prove" they all returned safely. Only a fool or the ignorant would continue to claim such nonsense in the wake of expert evidence.

These are the facts which lay to rest once and for all the claims made by ignorant people who have used the imaginary deaths of others to promote their lurid fantasies.

But at the end of the day, the Northumberland Tornado crash contains one interesting and significant detail which may be relevant to the Howden Moors event.

Witnesses have told Press reporters how they saw a light aircraft flying very low in the area seconds before the Tornado jet came over.

Horse-rider Gale Brown, 37, said: "We get jets over all the time, but the little passenger plane was like a stranger in the camp. It looked like a ten-seater aircraft with windows down the side."

Another witness, Jeremy Bolam, said: "It was not a fighter plane, it looked like a small passenger jet. It definitely had the RAF markings on it, though.

It flew over the village of Belsay and disappeared."

The RAF have so far denied that any other aircraft were in the area at the time.

But drawing comparisons with the events of March 24, 1997, those who have followed the case will remember that a number of people in Sheffield reported seeing a low-flying aircraft with

unfamiliar lighting configurations just minutes after the low-flying exercise by Tornadoes ended.

One of them, Police Special Constable Marie France Tattersfield, told me:

"It was the weirdest thing I have ever seen..it was big and it was well below the legal altitude for night-flying. All its windows were lit up which made it look even more odd as no pilot would fly blind at that time of night over these hills."

The Northumberland incident makes me suspect more than ever that the aircraft which triggered the 999 calls to Sheffield police on March 24, 1997, belonged to the RAF and had been involved somehow in the low-flying exercise over the Peak which had finished minutes before.

Max Burns was right about one thing - there has certainly been a cover-up over this incident.

However, the cover-up did not conceal evidence of ETs, but simply a clumsy training mission by the military.

Full background details about the Howden Moor case can be found at:

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

and

www.iun.org/index2.htm

All best wishes,

Dave Clarke

"The Skeptick doth neither affirm, neither denie any position; but doubteth of it."

- Sir Walter Raleigh

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