

the intention of telling you, and only you, about it."

Report No. 4

The informant states: "It happened 4½ years ago, that is to say on September 10, 1965. I was out alone in my boat, it was a mild night, with a starry night, and the sea calm. It had gone midnight when I saw a great big light developing very rapidly at sea-level. It rose up very high into the sky. It was red, and when I saw it at first my thought had been that it was a ship on fire, but I saw no flames or smoke from it. It was more like an immense flare, with a little vapour around it. It changed

colour, passing first from red to orange, and then green, and then blue, and then orange again. I heard no sound of any explosion, it all happened in absolute silence. Then this light or glow split up into several parts and then gradually they faded away bit by bit till the whole sky was black again. The sighting had lasted 15 minutes. I have never found out what the glow could have been or from where it could have come. I made enquiries to find out if a boat had been on fire or had exploded in the area, but I was told that there had not been, nor had there been any flares or fireworks. I never found out what it was."

Readers' Reports

Photograph puzzles

Dear Sir,—I hope the following report will be of some use to you. I feel it is sufficiently interesting to be worth placing on record.

The witness, who was alone at the time of the sighting, is Peter Baker, of Locksley Drive, Ferndown, Dorset. The incident occurred at 9.30 p.m. on March 4, 1970, when Mr. Baker was living in Derby. He was in bed, looking out of his window, when he saw a red ball in the sky. Realising it to be too large for an aircraft navigation light, and being completely unable to identify it, he took his Instamatic camera, and exposed six frames on ordinary daylight film at 1/60th shutter speed, with the lens set at f8.

The distance of the object was impossible to judge, but it was 20° above the horizon. At first it was increasing in size as if coming nearer, then it stopped for a minute or so, and at this time was the apparent size of a tennis ball. Eventually it moved away at about the speed of an aircraft. No sound was heard during the sighting.

Mr. Baker made two of his slides available to me for study. He was surprised to discover that the red ball, which had been in the centre of his viewfinder as he released the shutter, did not appear on any of his slides, but was replaced by two dots or streaks. The two slides which I received were taken consecutively within a couple of seconds of each other. A bright star is visible on each slide, and the "UFOs" have plainly changed their position in relation to the star, so there can be little doubt that a moving object was photographed.

I had the small portions of the slides which showed the moving objects enlarged. In the first they appear as meaningless streaks, but in the second they can plainly be seen as two hemispheres. It is stressed that Mr. Baker *did not see* these objects, but thought he was photographing a red ball of considerable size.

I enclose copies of the photographs, but please note that the star used as a reference point does not appear on these prints, as it was located in a

different section of the frame.

Yours sincerely,

Leslie Harris,

SCAN, 5 Grenfell Road,
Bournemouth, Hants.
February 28, 1973.

P.S.—The group named on the heading of this letter has recently been formed by myself and three friends. SCAN is the name of the magazine I publish, in which we try to cover all aspects of the UFO problem, as well as various other unexplained phenomena. Should copies be required, they are available from my address, price 18p.

Unusual objects over the Firth of Forth

Dear Sir,—Further to my 'phone call, I enclose details of my sighting of UFOs of January 27, 1973, at 4.15 p.m.

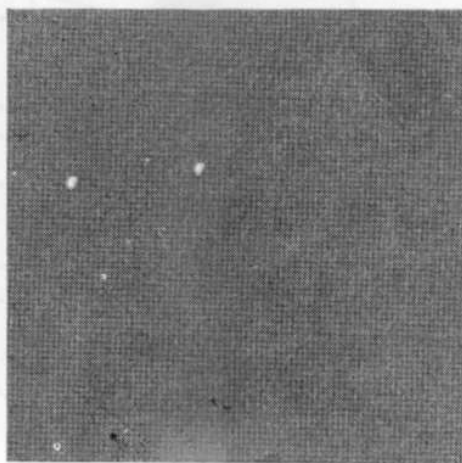
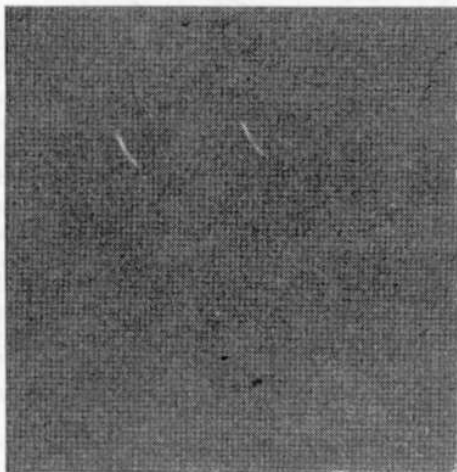
The location of the incident was the Firth of Forth, off Burnisland. We were motoring a yacht from West to East, about one mile off the harbour. The objects were first sighted stationary. They were of the same brightness as landing lights, but stayed still. No aircraft was visible, and there was no positional change, or change of brightness for several minutes—say five minutes. The objects were then in position A as shown on the sketch.

B Objects give the impression of getting closer, but angular change too small to detect.

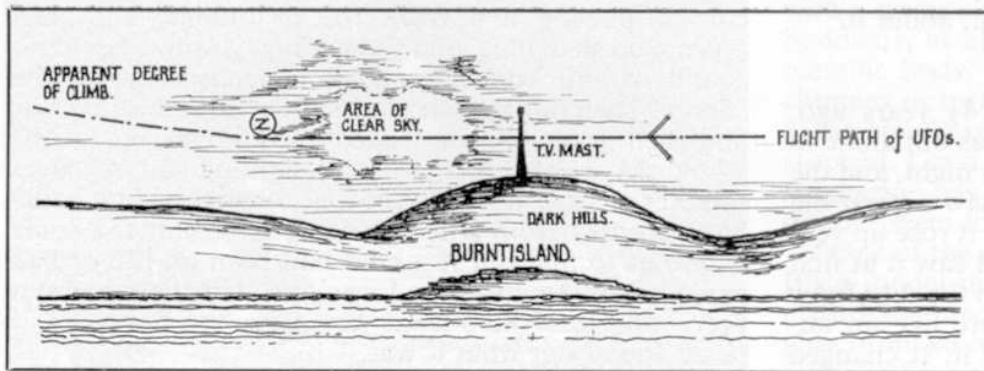
C Right-hand light slowly fades and left-hand light brightens—thus confirming our first impression of aircraft wingtip lights, with aircraft changing direction. However we are now puzzled by the movement from right to left as this would make the far "wingtip" light the brightest, which is nonsense.

D Movement steady, and at slow aircraft speed at five miles range.

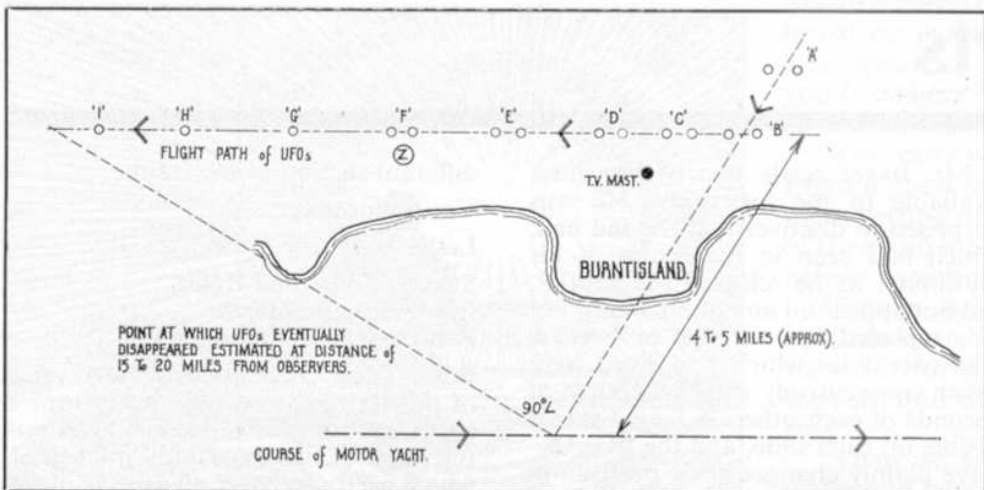
E Second light begins to catch up on first one.



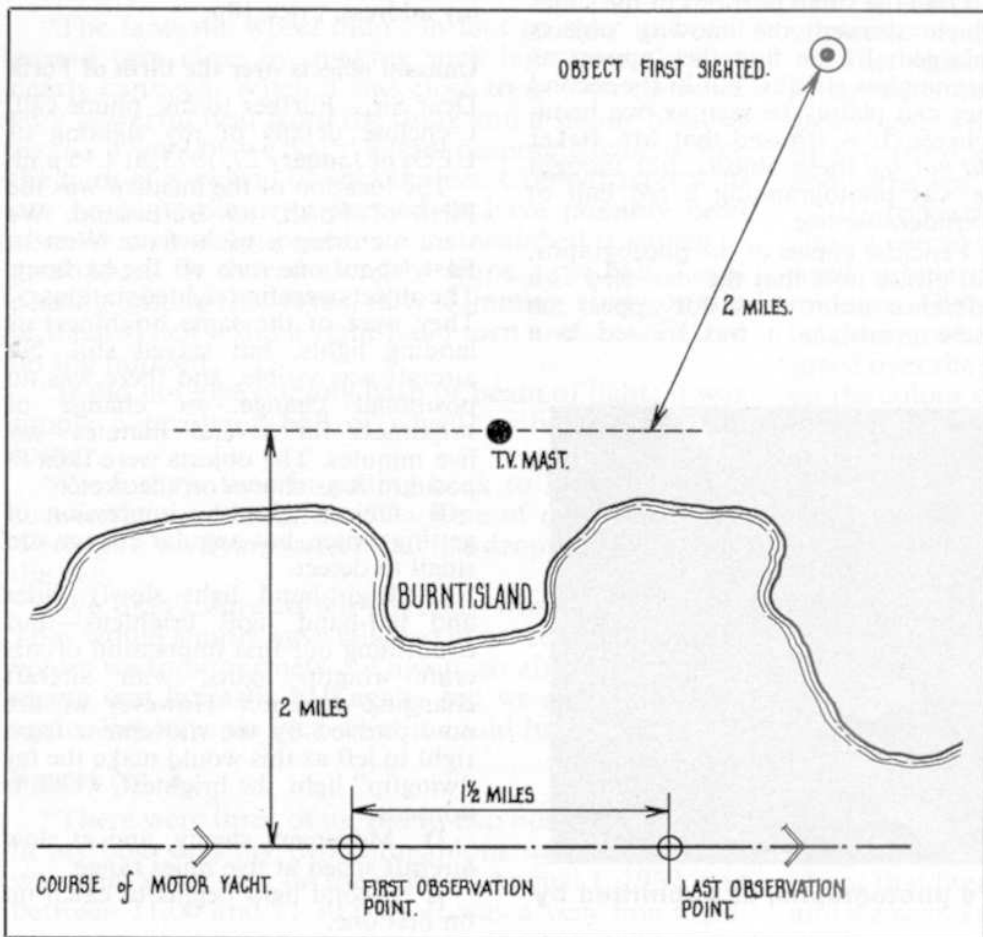
The two enlargements from Mr. Baker's photographs, as submitted by Mr. Leslie Harris.



Impression of the coastline as seen from the motor-yacht



Plan showing positions of UFOs at consecutive points along flightpath in relation to position of observers' motor-yacht



F The lights cross a patch of clear sky and are silhouetted just as lights: no aircraft visible. This, we realise, is now definitely odd. The lights are too bright and large for anything but a 'plane reflection, and a 'plane reflection would not have kept the same apparent brightness (or very slow change) for so long.

G The second light catches the first and is very faint.

H The objects pass behind and above thin cumulus-type clouds, shining through them quite well despite the increasing distance.

I The distance now seems 15 miles or so and the lights (both still visible) climb steadily at a very high speed. Our estimate was 1,000 m.p.h. horizontal. 10° angle of climb.

After lights finally disappear we see a third light stationary at point Z in plan. It is the same as the others but seems a bit nearer. We have now been watching the first lights for at least 15 minutes and there seems very little else we could do. This third light did not move and in attending to the navigation I am not sure what it finally did, if anything. By now it was quite dark and reflection of the sun was impossible for this light. This was possible for the original lights, but very very unlikely, as the sun was well below the horizon.

There was no noise heard above the outboard engine. The sea was calm. Three other people on the boat saw exactly the same and we discussed the possibilities throughout.

Hope this is of some interest to you. I have never seen any other phenomena of this type.

Yours sincerely,

Lionel Mills,

4 Rosness Drive, Kinghorn, Fife.

Aircraft spotters spot UFOs?

Dear Sir,—I have two reports to give you. They both concern what could be the same unidentified object, but there was a gap of 10 days between the two sightings.

Report 1: On Monday, February 12, 1973, at 1.15 p.m. my friend, Anthony Cooling, and I had just finished our dinners in school when we saw the UFO as we were walking around the Rugby pitch. I was the first to spot it. It was triangular in shape (as in the sketch) and was metallic in colour as it was shining in the sunlight. It was shaped like an arrow-head, but with an elliptical rear end. It was emitting no sound that we could hear, and there was no contrail behind it. We couldn't judge its altitude, but it wasn't all that high up.

The UFO was travelling in a northerly direction over Newbridge. At the time the wind was blowing from the West, so it is unlikely that it was

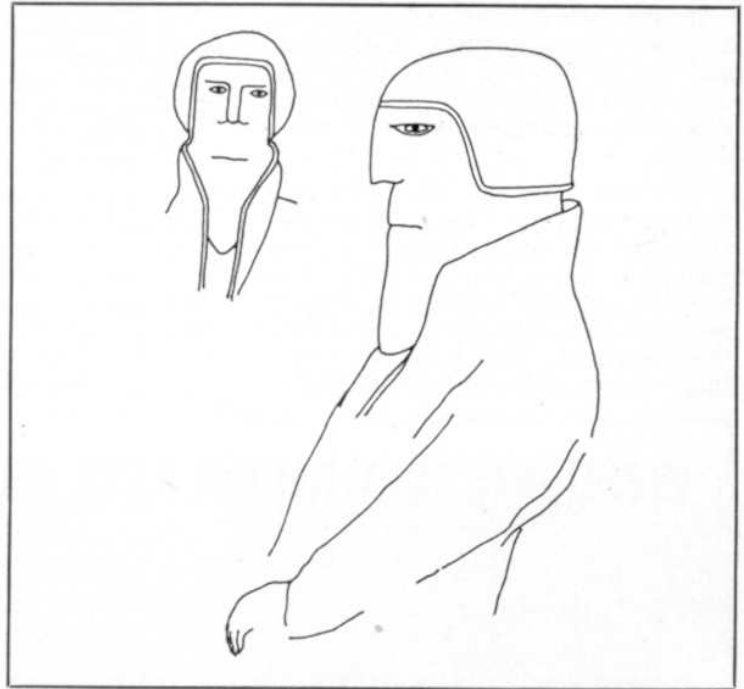
Further details about the "Hitch-hiker" from Space

WITH regard to Jane Thomas's article under the title *The Hitch-hiker from Space*,* we have now received from Miss Thomas, and from several other correspondents, further photostats and clippings about this case.

The most important of these items is an article by Alfredo Serra and Juan Fernández in the Buenos Aires review *Gente* of September 7, 1972. So far as we can see, the text of their story gives nothing of importance to add to what Miss Thomas has already reported, but they do include these curious sketches, by *Gente's* staff member Abel Guibe, based upon the description of the "hitch-hiker" given to him by Eduardo Fernando de Deugd, the man who claims to have given the "hitch-hiker" a ride for 25 kilometres in his car during the night. The precise time is now stated to have been 3.00 a.m. on the morning of Monday, August 28, 1972, and not Sunday, August 27, as stated in the earlier press accounts.

Miss Thomas stated that the face of the mysterious hitch-hiker was variously described in the press-reports as "somewhat more elongated than usual," or as having "a chin so large that it almost reached to his chest." Abel Guibe's sketches show this feature.

Casting around for a resemblance, authors Alfredo Serra and Juan Fernández point out, rather fancifully, that the elongated face and chin are very like the famous stone heads of Easter Island in the Pacific, and they add



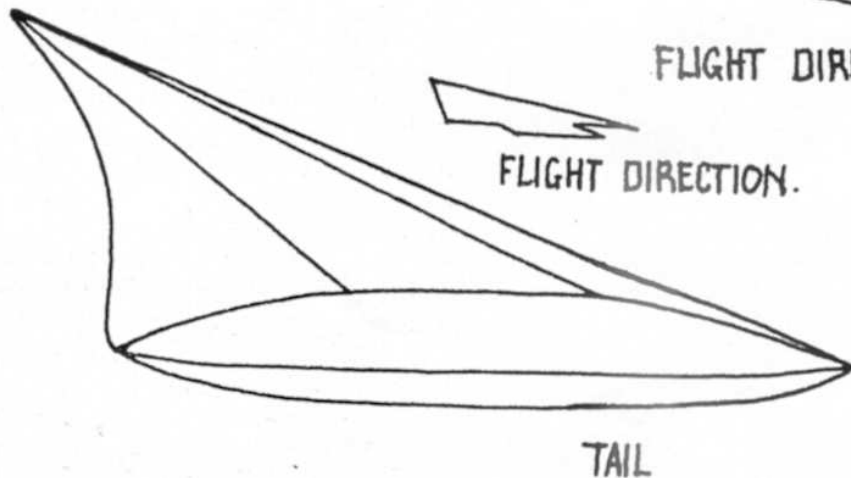
that "according to one theory these were constructed by extraterrestrial visitors."

We had not heard Easter Island's monoliths attributed to the "Space-Men" until now. But, as we have seen, the temptation to lump together all mysteries uncovered anywhere on our planet seems irresistible.

* See FSR Vol. 18, No. 5 (September/October 1972).

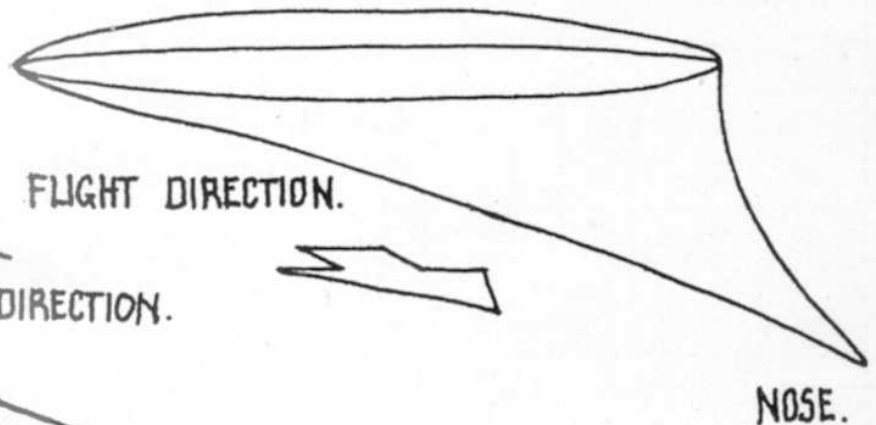
READERS REPORTS—(Continued from page 16)

NOSE.



Hypothetical sketch of the object's upper surface

TAIL.



Sketch of the object as seen from below

a weather balloon. Also it was traveling far too slowly for an aircraft, and it gave me the impression of floating

through the air. We pointed out the object to one of our teachers, and his first words were "Very interesting."

We lost sight of the UFO at about 1.20 p.m. when it disappeared into some cloud, at which point I wrote

down some details, and made a small sketch. We waited around for another 25 minutes but didn't see the object again.

Report 2: On Thursday, February 22, at 12.45 p.m., my friend, A. Cooling, and I, and also two other friends of ours, Alan Hughes and Mark Gomu-lock, were standing waiting to go in for dinner.

We were watching the aeroplanes passing overhead on flight path Green 1. As we were watching one aeroplane flying over us at a low altitude, the same UFO as before just appeared out of nowhere underneath the aeroplane. The UFO was very small compared to the aeroplane

which was a four-engined jet airliner.

The four of us watched the UFO hover below the aircraft for a few seconds, and move off in another direction. The UFO couldn't have been a Vulcan bomber, which has a large triangular-shaped wing, because it was too small. Furthermore, aeroplanes are not allowed to fly that close to each other.

The airliner was travelling along flight path Green 1 in a Westerly direction. The UFO then moved from beneath it and moved off at a very high speed, faster than any normal aircraft could accelerate, in a Southerly direction which again was against the wind which was blowing from the West at the time. The four of us watched the

UFO until it disappeared into some cloud, and the sun got in our eyes. We caught another glimpse of the UFO for a few seconds, but the sun was too strong for us to keep looking at it. Again I jotted down some notes and my friend and I who had witnessed the first sighting are sure that it was the same object. The time that the object disappeared was 12.50 p.m.

I don't know if the gap of 10 days between the two sightings and the same time approximately has any significance—all I know is that I have never seen anything like it before.

Yours faithfully,
Andrew Badham,
Newbridge, Newport, Mon.

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