

WINCHESTER ENCOUNTER

UFO landing, EM effects and occupants
See page 3

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An international journal devoted to the study of Unidentified Flying Objects

ABIDING INTEREST

STRICTLY SPEAKING the interest shown by *Flying Saucer Review* in reports of high altitude pass-overs of alleged unidentified flying objects has been minimal in recent years. Here and there a space-filler, occasionally a "puzzler," but generally speaking that interest has only heightened at times of vigorously reported low-level activity of other kinds, which includes alleged close viewings and closer encounters. For that is where most of the intriguing mysteries and burgeoning problems of this subject are to be found.

That too may have been the impression that many guests and newcomers gained at the recent successful conference of the British UFO Research Association (BUFORA), held in the forward-looking industrial and commercial city of Birmingham during the weekend November 5 to 7, 1976. For the very welcome guest of honour was FSR's old friend and contributor, Ted Bloecher, the vastly experienced researcher of CSI, of NICAP, and presently of MUFON and the Center for UFO Studies, who is also well-known as historian of the 1947 wave. And the paper which Mr. Bloecher gave, entitled *The Humanoids; an analysis of UFO Occupant cases*, was well-received and evoked great interest. Even the members of the Press who were present — whose colleagues earlier in the day had headlined the advance announcement of the meeting with a predictable gem, "Flying Saucer folk in town" — put aside their little green spectacles and stayed at least until Ted had shown his slides. One verdict, which appeared in the *Birmingham Evening News* of November 8, 1976, under the headline "Down to earth sky watchers" was that the people who had gathered together for this conference "...do not look like 'weirdos'" — for which small mercy we suppose we must be thankful. To be fair, the writer of the article presented a resume of Midlands incidents, and official reaction thereto, which she had gleaned from interviews with members of UFO Studies Information Service (UFOSIS), the Birmingham group which hosted the conference.

Judging by the rest of the newspaper report, which contained precious little about the conference, it is doubtful whether the newsmen — or women — heard the wide variety of technical and other papers which included contributions like "UFO waves and their prediction" by B. Delair; "The vehicle interference effect" by Anthony Pace; "A unified extra-terrestrial hypothesis in explanation of the UFO phenomenon" by Tim O'Brien; "A projected study of fluid vortex rings and plasma phenomena as an explanatory hypothesis for the UFO" by M. Stenhoff, and "They shoot UFOs, don't they?" a UFO-photography paper by Robert Digby. It is open to doubt too that they would have taken account of the considerable attention that BUFORA pays to data processing, photo analysis and investigation and assessment of reports of UFOs which include a large number which fit into the high pass-over category. Also they may not have seen the BUFORA publication *UFO Investigation — a handbook for UFO investigators** which devotes a large proportion of its space to the

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assessment of reports in the last-mentioned category.

Indeed to the casual reader among the newcomers to the subject, it might well appear that investigators are devoting an abnormal amount of time to astronomy, meteorology, plane spotting, balloon spotting, satellite watching and so on, especially when the summary of suggested hypotheses starts by stating, quite flatly, that the sightings involve mis-identifications of manmade or natural objects, or unknown new inventions, or un-studied, little-known natural events, or hoaxes.

All this may prove faintly discouraging to the newcomer, particularly if that newcomer has taken note elsewhere of the more spectacular events that have been reported. However, it is very necessary to "sanitize" the scene if the subject is to be treated scientifically, and to clear away the dead wood or extraneous items which so often find their way into the press and only serve to confuse the issue. For there are other more pressing matters on hand if we consider the remaining hypotheses in the BUFORA list: that the sightings could be of devices of alien advanced technologies either from elsewhere in our universe or beyond, or from unseen universes parallel to ours in space and time, parallel in space

but not in time, or parallel in time but not in space; that they could be mental projections by, or received by, the witnesses; that the sightings are of intelligent processes beyond our space-time continuum, but not explicable in the other categories.

It is within the bounds of those last groups of hypotheses that the real abiding interest in this subject is to be found. Here fit the shortish-range observations, the great radar/visual reports, the strange hints of materialisation and dematerialisation, the occupant reports and the mysterious CE-III cases. If there are any doubts about that, then witness the interest in Ted Bloecher's address, in the articles, reports and features which FSR carries regularly, and in the alacrity with which the BUFORA and other investigators jumped into action when the news broke about the recent alleged UFO sighting, car interference and CE-III case in the Winchester by-pass area.

We'll close with an exhortation to all our readers and friends to maintain the abiding interest, to investigate reports objectively and carefully, to watch out for the many traps and pitfalls and — in the vein favoured by many of our correspondents in their letters — to "keep up the good work!"



Ted Bloecher centre with Jenny Randles and Roger Stanway

NEW EDITORIAL CONSULTANT

I am delighted to announce that Mr. Jonathan M. Caplan, MA (Cantab) has accepted an invitation to join our team as an editorial consultant. Already a member of the Board of Directors of FSR Publications Ltd, Mr. Caplan is well-known to readers for his contributions to our pages during recent years. He was a member of the Cambridge University group (CUGIUFO) of the 1960s. A Barrister-at-Law, Mr. Caplan is also a free lance journalist, and author of a new book *The Confait Confessions* (a critical study of the prosecution process in England) which is due for publication in April 1977.

STANWAY RESIGNS

A bombshell could hardly have had a more shattering effect than Roger Stanway's sudden resignation from his post as Chairman of BUFORA had on November 25, 1976.

Roger was always a good friend of FSR, ever since we first met in 1966; a welcome outcome of this friendship has been the growing collaboration between the Association and FSR, particularly during the last four or five years.

For some months it had been known privately that he had expressed a wish to resign, and that this was due to growing pressures in his private affairs which severely restricted the time he could make available for BUFORA affairs.

Now, without further warning, the threat has materialised in a sudden abandonment of BUFORA altogether, for Roger and his wife have found themselves caught up in the "...massive Christian revival sweeping throughout the world, the magnitude and nature of which most people seem quite unaware." Those are Roger's words, and at the end of his letter he states quite simply: "...I wish to put Christ first in my life and to devote more time to my wife and family. Furthermore, I now believe that the UFO phenomenon has satanic origins."

Roger's wise counsel, his devoted and unrelenting work, will be sorely missed by everyone associated with ufology. I am sure everyone will join me in wishing the Stanways well in their new life.

C.B.

UFO & SILVER-SUITED ENTITY SEEN NEAR WINCHESTER

This is a report based on investigations by John Ledner and the contributor who, as representatives of the Bournemouth Unexplained Phenomena Research Group, were the first UFO researchers to speak to the witness after the news of the incident broke on a regional TV programme. Mr. Harris, who has been a frequent contributor to *Flying Saucer Review* and *FSR Case Histories*, is editor of the Bournemouth Group's journal, *Scan*.†

Leslie Harris

SCAN was alerted to this case by a BBC television interview of the witnesses on the *South Today* news programme of Monday, November 15, 1976. My colleague, John Ledner, 'phoned the Southampton studios and obtained the telephone number of one of the witnesses, whom he then rang. She agreed to see us, and we visited both witnesses for about an hour, tape recording the interview. After leaving the witnesses, who were expecting a reporter to call, we travelled to the location of the encounter and examined the area. A further interview was conducted on Sunday November 28, and from these conversations the following report has been compiled.

The witnesses

Joyce Bowles, of Quarry Road, Winchester. 42 years old. Employed by British Rail as a powder room attendant.

Edwin (Ted) Pratt, of Nether Wallop. 58 years old. An ex-farm manager. Forced into early retirement by a heart condition.

Both witnesses appeared to be reliable, their stories remaining consistent throughout. They gave the impression of people wishing to relate a real experience in as concise and truthful a manner as possible. On our second interview they displayed a little impatience, but this is understandable as they have been subjected to much pestering by the media and various UFO people. In spite of this their accounts remained as originally stated, their conviction in the reality of their experience as strong as ever after two weeks after the event. The witnesses stated that they had not had any previous UFO experiences, although Mr. Pratt had read a Shuttlewood book, the title of which he could not quite remember but which appeared to be *The Warminster Mystery*.

The event

Mrs. Bowles (JB) and Mr. Pratt (EP) left JB's house at 8.50 p.m. on Sunday, November 14, 1976 to go to Chilcomb Farm, a distance of about three miles, to pick up JB's 17 year old son who was visiting his girlfriend at the farm. They were in a *Mini Clubman* belonging to JB, and she was driving. Turning on to the A272 they noticed an orange

glow in the sky. After a moment or two it disappeared, then reappeared, although this time only JB saw it, and she thought it dipped down towards the low-lying road they were to turn into.

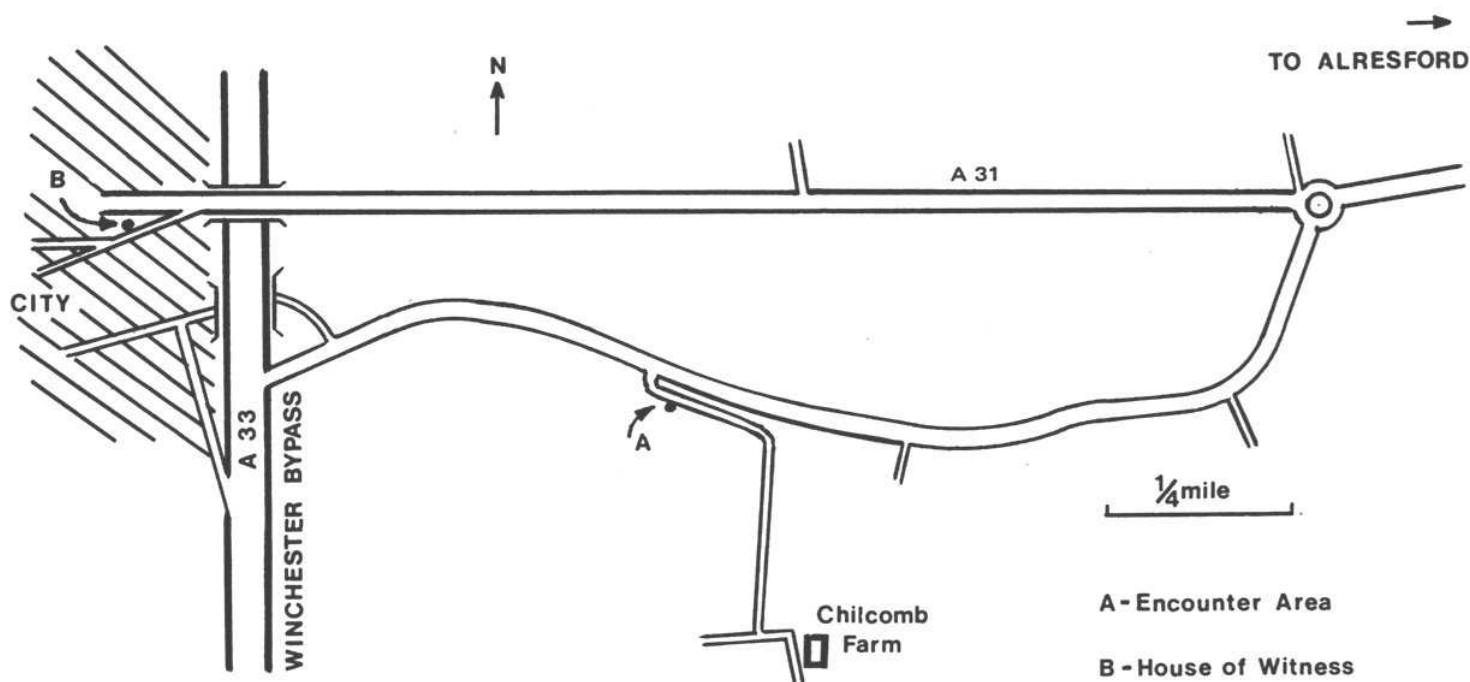
They then turned left into the Chilcomb road (map reference: SU 505290: also see Fig. 1). This is a narrow lane bordered on the right hand side by a grassy area about 15 yards in width, then bushes. Immediately on turning into this lane, the car began to "shudder and shake as though it were coming to pieces." JB could not keep control of the vehicle, and EP grabbed the wheel in an attempt to stay on the road, but to no avail. The car careered *diagonally* off the road, they said, and on to the grass verge where it eventually stopped. EP stated that it then started again by itself. Throughout this episode the engine of the *Mini Clubman* was roaring — although JB said she had removed her foot from the accelerator pedal — and the lights were blazing at four times their normal intensity.

As the car came to rest the witnesses observed a glowing, orange, apparently cigar-shaped object, 15 feet long, about 12–18 inches off the ground, and about 5 yards in front of the car. The engine was still "revving," so EP reached across and turned off the ignition. JB was now very frightened. The object appeared to have "jets" beneath it from which a "vapour" was issuing. In the top left portion of the object was a "window" with three heads looking out (see Fig. 2).

A "man" emerged from the object, although no door was evident — he just passed through the side of the object. This man was about 6 feet tall, of fairly slim build and was wearing a garment, silvery in colour, rather like a boiler suit made of cooking foil, with a zip-like device straight up to his chin. This garment seemed to flap although there was no wind. The man walked towards the car, reaching it in four to six stride. His hands and feet were not particularly noticed. He wore nothing on his head, and the witnesses could see that he had long, blonde hair, brushed straight back from his forehead, curled up at the back, and a beard that was dark, reaching to his sideboards. His skin was pale and clear (see Fig. 3).

As he approached the car, JB heard "a whistling noise, not as loud as a whistling kettle," but EP did not notice this. Reaching the car, the man bent over, placing one hand on the roof, and looked

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Above: Fig. 1: Sketch-map showing the area of the encounter.

Below, left: photograph showing the section of the lane where the occurrence took place.



inside (see Fig. 4). His nose was not over-long, but pointed. His eyes were pink "like an albino rabbit," the whole eyeball being that colour, iris and pupil not discernible. JB recalled how the pink eyes of the individual had been so penetrating that, as she turned away, she could still see spots of light, rather like the effect of looking at the sun.

As he looked into the car, JB, in a state of intense alarm, grabbed hold of EP. She noticed that his clothes were unusually hot. EP said: "The man looked at me and I think transmitted some power which calmed me."

The man stopped at the side of the car for about 2 minutes, and then moved away to the rear of the vehicle. EP said he would get out but JB would not let him. The man did not reappear, and when the

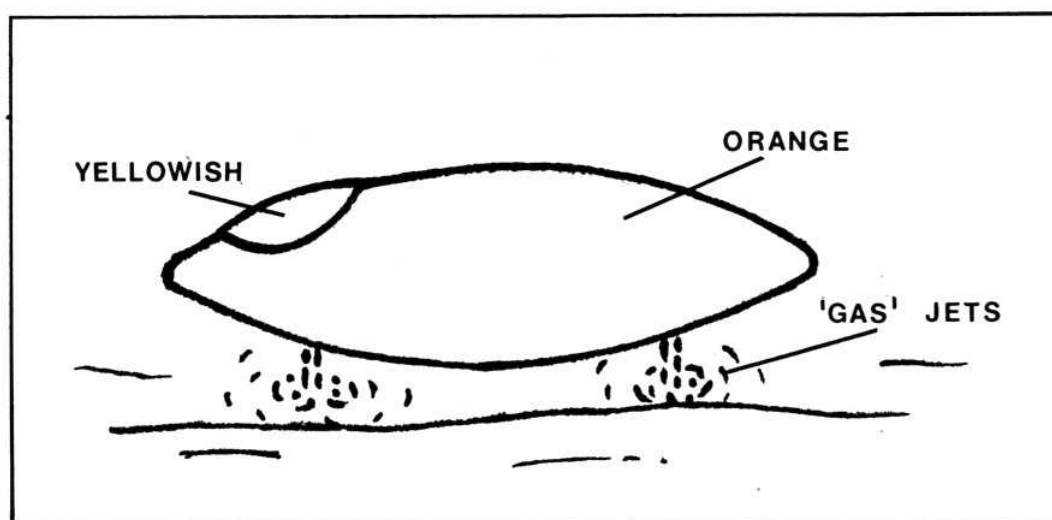
witnesses looked again to the front, the object had disappeared.

EP offered to drive as JB was considerably shocked and shaken by the experience, but she would not let him, as this would mean one of them getting out. So JB started the engine and tried to move forward, but the car would not move. It was as though they were pushing against an invisible wall which restrained them. The wheels spun and the engine stalled.* JB tried a second time, and this time was able to move off without difficulty. She stopped on the road, lit a cigarette, then drove on to pick up her son, a further $\frac{1}{2}$ mile, arriving at Chilcomb Farm at 9.02 p.m. The incident had lasted about seven minutes.

On the return journey EP pointed out the tyre marks on the grass verge. He drove home that night at 60 mph very calm. He had not driven at more than 50 mph since an accident three years ago. The next morning he took his wife to see the tyre marks, but they had been almost completely obliterated, whereas the night before it had been possible to see where the car had "jumped from the road" to the verge.

Our investigation of the site proved inconclusive. The object itself had left no marks, and the area was soft and muddy with many tyre marks. The lane is a quiet one running close to the busy A272, but below it, and therefore out of sight of passing traffic (see photograph).

* [We had had two months of extremely wet weather to compensate for last summer's drought, and I suggest that soft earth and mud could have been the reason: I had a similar problem on a grass verge early in November — EDITOR FSR].



Left: Fig. 2
Sketch showing the
object as it appeared
to the witnesses.
Below, right: Fig. 3
The "man" as
described by the
witnesses.

After-effects

EP felt calm and relaxed for a week after the incident.

JB told us that her car now performs better than before the incident, and she no longer needs to use the choke. She was unable to eat for three days after the incident, and remained very shaken for some time. She now occasionally suffers from a rash on the right hand side of her face, especially after visiting the location of the incident. The watch she was carrying in her pocket on the night of the encounter has begun to gain considerably. She says she now feels "a different person" with renewed inner strength.

Follow-up investigation

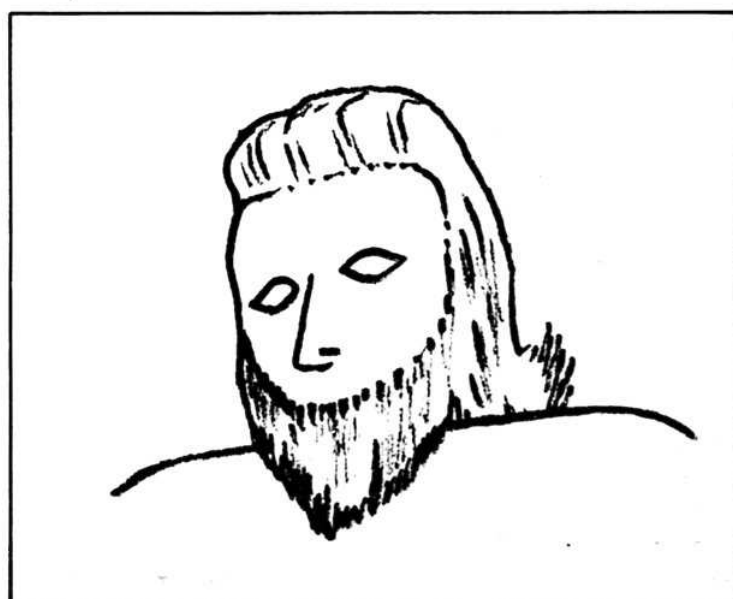
Our second visit to the home of Mrs. Bowles produced further interesting information.

On Saturday, November 20, Mrs. Bowles received a telephone call from a well-spoken man telling her not to speak to anyone about her experience, and she would shortly be visited by a man from the government. She says she told the caller, in no uncertain terms, what she thought of his warning, and hung up. A few hours later the same man rang again, but as soon as she recognised his voice Mrs. Bowles put down the receiver. She had received no further calls from him on the date of our visit, nor had she been visited by any governmental representative.

Her telephone, however, is sometimes giving an "engaged" signal when answered, which persists even if the receiver is replaced then picked up again. Also, the telephone extension bell in the kitchen sometimes now tinkles a short time after a call has been terminated, although a call was received during our visit and no such effect occurred on that occasion.

Psychic effects

In answer to questions during our initial visit, Mrs. Bowles revealed that a form of poltergeist manifestation frequently occurs in her presence. This information came to light through our questioning — Mrs. Bowles did not volunteer the information, nor did she appear anxious to discuss it. On our second



visit we raised the topic again and were able to take it a little further.

Since childhood, says Mrs. Bowles, she has been accompanied by psychic manifestations. These occur in her home, at her place of employment, even inside her car. They take the form of objects moving themselves about or flying through the air. On one occasion some polythene bags moved from the rear seat to the front seat of her car, Mrs. Pratt also witnessing this event.

Mrs. Bowles indicated chips in the paintwork on her sitting-room door, and told us that these were caused by some small candlesticks on her mantelpiece flinging themselves across the room. These phenomena only occur when Mrs. Bowles is present and seem to follow her wherever she goes.

Mrs. Bowles also frequently sees the ghostly figure of a white-robed lady, which she describes as a nun. Other people have also seen this lady, but none see her as clearly or in such detail as Mrs. Bowles. However, Mrs. Bowles was insistent that the silver-suited man encountered by Mr. Pratt and herself at the roadside, was totally different — far more "solid" than the nun, who has been seen in Mrs. Bowles' home, her garden and her place of work.

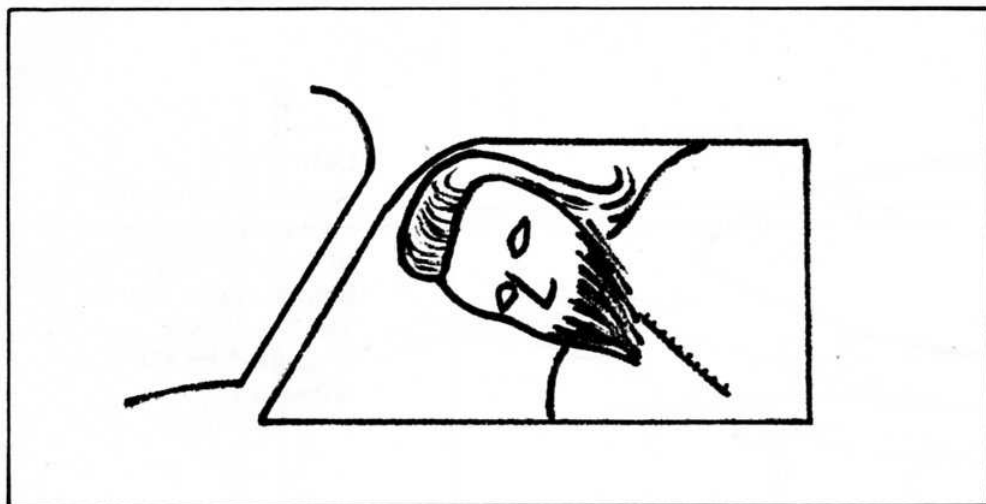


Fig. 4. The "man" places one hand on the roof of the car and looks in.

Mrs. Bowles feels that this spiritual force is benevolent towards her, as she finds her car door locks by itself should she forget to do it.

Mrs. Bowles also told us that she is a healer, and the psychic activity tends to build up until she uses her healing power, at which time the phenomena cease for a while, then gradually build up again. There has been none of this activity since her UFO experience.

Supplementary reports

During the weekend of the Winchester incident the following were reported:

Mr. and Mrs. Haines saw a silver-suited man near the Chandlers Ford hypermarket, seven miles from the scene of the Winchester sighting.

Mrs. Sandra Wheeler of Horton Heath saw a hovering orange object, which then went away.

Mr. and Mrs. Norman Boise of Eastleigh saw "two suns" in the sky at Alresford, 5½ miles from the scene of the Winchester sighting.

Mrs. Atkinson of Portsmouth was driving home from Swindon with a car full of people when they saw a large object in the sky with "lots of lights."

Mrs. Maureen Lovley of Winchester watched an unknown aerial object for twenty minutes.

Mrs. Josephine Rose and family at her mother-in-law's house at Alresford saw a bright object hover for ten minutes.

P.J. Baker of Shirley, Southampton, saw an orange-hued disc at about 7.00 p.m. on November 14, while visiting Curbridge. A friend also reported the same phenomenon.

The foregoing reports have not been investigated by *SCAN*.

Conclusions

Although there is no proof of any kind that the story told by Joyce Bowles and Edwin Pratt is genuine, the supplementary reports would seem to support it. Also, it is hard to see what motive there could be for fabricating it; indeed, the publicity it has

received has resulted in considerable ridicule aimed, not only at the witnesses, but also their families. Their impatience with the whole affair was quite evident during our second interview.

The psychic aspects of the case may have some significance. Mrs. Bowles evidently possesses such latent psychic energy that it manifests in apparent poltergeist activity, and only by using this energy for healing purposes can it be reduced sufficiently to stop these disconcerting occurrences.

If this is so, her UFO experience could be an extension of this phenomenon, her psychic energy either *producing* the event in some way, or a force of which we know nothing *using* the power latent in Mrs. Bowles to manifest and become visible to the two witnesses.

Whatever the answer, we feel it should no longer be doubted that psychic power and manifestations have some connection, however tenuous, with UFO experiences and their associated phenomena.

However, care must be exercised in this study which has no precedents or guidelines. There are many pitfalls on the road to Magonia.

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UFO AND OCCUPANTS REPORTED NEAR WINCHESTER

Richard Nash

THE proceedings commenced with Mrs. Bowles giving a description of the entity (B = Mrs. Bowles, P = Mr. Pratt; N = Nash)...

B: Roughly about 6ft 4ins. Like a fringe of hair on the front. With the hair flicked up at the back. Pink eyes. A longish nose. Sideboards more or less adjoining the beard. He was just looking into the car at me."

"I would say that it was a boiler suit he had on... It was silvery. Very much similar to 'bacofol.' It was sort of shimmering all of the time... and like on a windy day when your clothes are just sort of blown outwards... that's exactly how it was. N: Did it have any fastenings? B: There was a seam up through the neck. That is what I think. N: Was there a zip? B: No. Not to my knowledge. N: Was it a high neck collar, or did it have lapels? B: No lapels at all. It went right up and sort of had an extra thickness. N: Rather like a polo neck? B: Yes.

Mrs. Bowles now gave a basic description of how the car was affected when it confronted the object... B: The car started to shudder and slide. The steering wheel appeared to lock. Ted (Pratt) grabbed the steering wheel because it appeared as if the car were lifted off the ground, but whatever he did he could not move it. The car gradually drifted right across near to a hedge, and we felt a bump which I gather was our car stopping dead, without turning off the ignition, when we saw this thing that we call a UFO. N: Did you apply the brakes? B: No. I never touched the car at all. N: Why do you think the UFO was the cause of the car's failure? B: The way that the car reacted... N: How far away from you was the UFO when the car failed? B: Roughly five yards. N: Did the UFO display any unusual lights when the car failed? B: No, but my lights did... after we saw the UFO, and the gentleman got out, my lights were four times their (normal) power. They just lit up. Mr. Pratt turned off my car ignition because the car had stopped dead. Now without the ignition being turned on the car engine started up. N: During the malfunction of the vehicle was the UFO still in sight? B: Yes.

N: When you restarted the car did you notice anything still not working? B: When I started the car to go it was like an invisible barrier. Like hitting a brick wall. We could just not move. As I put it into first gear to move away whatever I did I could just not move the car. N: Was this after the UFO had disappeared? B: Yes. N: Did you see the object descend and land? B: To me it did not land. It appeared to be hovering. This is just my theory of it. It seemed like steam or vapour coming out from jets underneath. N: Did the man appear from the object itself or was he just there? B: No. He appeared from the object. There were three people in it. I could see their heads and shoulders. The gentleman I saw appeared from the object. N: How did the man come from the object? Did a door open? B: No. He just more or less stepped out, as though he were walking through something, and walked over towards my car window. We both think, but I am not sure, that he must have put his hand on the roof of the car, because he had to bend down to look in... N: Did he have to pass through anything like a hedge or open a gate? B: No nothing at all... N: Could you describe the object? B: I don't think that we saw it all. I only think we saw part of it. What I did see was a large cigar with little windows, not round but more oval. N: How big was it compared with the car? B: What we could see of it - 15 or 16 feet. N: Could you see another rim? Was it possibly circular? B: I do not know. N: Did you hear anything? B: The only thing that I heard, al-

A summary taken from the tape recording of an interview with Mrs. Joyce Bowles and Mr. Ted Pratt conducted by Mr. Nash of the Wessex Group (WATSUP) on behalf of the British UFO Research Association. The date of the interview was November 16, 1976, one day after the first interview of the witness by Leslie Harris and John Ledner, and two days after the incident. This summary, which contains some additional details, was prepared for FSR by Jenny Randles.

EDITOR

though Mr. Pratt did not, was when this gentleman was walking towards the car. It was not so loud as a whistling kettle, though it sounded very much like one, but much quieter. As he was walking it appeared as if there was a faint whistle."

Mrs. Bowles then describes the completion of the experience...

B: What happened to my knowledge was that he looked at me, and then glanced at the dashboard. You could see his eyes move. Ted said that he also looked at him. I did say to Ted 'He has gone around your side,' but I just saw a movement. I thought he was going around the side of the car. Mini Clubman estates are all glass and consequently Ted was looking back behind the car, looking all around I think. It would be my guess. That is when they went. Joyzey had her eyes shut tight clinging like hell (NB: 'Joyzey' is herself, Mrs. Bowles) N: Did you see it take off? B: No.

N: Did either of you get out of the car after the UFO had gone? B: No. I drove to fetch my son. What do you think I am getting out of the car! My car started on its own, without the ignition key being switched on, when this man glanced along the dashboard. The car was in neutral gear.

Mr. Pratt now was interviewed. (I had no option but to conduct this interview—RN). He described the object... P: The craft looked to me cigar shaped. I might have been wrong because it was at an angle to the position of the car. It was glowing orange in colour. The cockpit or control room had a curved glass window. It was dull golden yellow inside. I would not say if it had a line around it. After that my attention

was drawn to that man or humanoid, or whatever he was. If a door had opened I would have seen this yellow glow. If we had had a camera we could have certainly photographed it, because the glow of this thing and that of our lights, which were almost white, would have given a beautiful picture. I think it was glowing orange, and not actually coloured so, because when this man disappeared from the car it went completely black.
 N: Was it in front of anything?

P: No. After I looked around to see if this man was looking around my side, and then looked back again, the orange glow was gone. It was just like looking into the void of space.

Finally Mr. Pratt described what he considered to be a power given him by the entity...

P: He looked at me with those piercing pink eyes. He gave me a power. I am sure he did. I was cool,

and not frightened. My concern was for Mrs. Bowles. He gave me power to console her. I am positive because I suffer with angina (heart condition). If I had not had this power, and had been really frightened, I am sure I would have had a heart attack. Through this power I had no ill effects.
 N: Do you now have an unusual power of calming people?
 P: Yes... I am still calm and able to make decisions.

QUESTIONS & COMMENTS ON THE NASH INTERVIEW

Jenny Randles

Miss Randles is BUFORA research co-ordinator* and secretary of NUFON

AFTER listening to the recording of the interview by Richard Nash, transcribing it, and preparing the foregoing account, I would like to ask a few questions and make a few points...

1: Note Mr. Pratt refers to the entity as a *humanoid*. Do we know how he was familiar with this term just 36 hours after the event? [*He had met Messrs. Harris and Ledner less than 24 hours after the event* — EDITOR].

2: Are we certain of the sequence of events which concern the start and restart of the car? Presumably Mr. Pratt turned the car off and put it in neutral *before* the entity looked at him and allegedly calmed him. Yet this seems a remarkably cool and calculated act under the circumstances.

3: I am not quite sure how the car

can have been so close to the object on a grass verge by the road side and yet the object was supposedly *not* in front of anything (such as trees, hedges etc in the adjacent fields).

4: If the orange glow was as strong as suggested by Mr. Pratt would it not have been immediately detectable if it had disappeared even if he were not looking directly at the object? He claims to have only noted the disappearance on looking back. Is not the eye very sensitive to such things?

5: The report from Frank Wood states that *both* witnesses were looking back to see the entity walk around the car, yet Mrs. Bowles quite clearly states that she had her eyes closed and was huddled close to Mr. Pratt.

6: There also seems to be uncertainty about the size of the object. On the tape it was described as 15–16 feet. Yet Frank Woods gives a smaller estimate. [*According to Harris and Ledner it was 15 yards!* — EDITOR].

7: Can we check which direction the car drove *off* the verge? If it were so close to the object did it pass over where the object *was*? If the report is genuine it would appear possible that the object and force field were still present after the 'disappearance' (possibly invisible) before the car would move.

* BUFORA enquiries to: 23 Sunningdale Drive, Irlam, Gtr. Manchester M30 6NT.

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1	+			+	+	+	+	+	+	+
2	+	+		+	+	+	+	+	+	+
3	+		+		+	+	+	+	+	+
4	+		+	+		+	+	+	+	+
5	+	+	+	+	+	+	+	+	+	+
6		+		+	+	+	+	+	+	
	1965 Vol 11	1966 Vol 12	1967 Vol 13	1968 Vol 14	1969 Vol 15	1970 Vol 16	1971 Vol 17	1972 Vol 18	1973 Vol 19	1974 Vol 20
1					+	+	+		+	+
2					++	+	+		+	+
3			+		+	+		+		
4			+	+	+	+		+	+	
5				++	+	+		+		
6					+		+		+	

Also available: First German edition: 1964; Design for a Flying Saucer by R.H.B. Winder; The Humanoids (Special Issue No.1 August 1967); Special Issue No.2 Beyond Condon 1969; Special Issue No.3 September 1969, 2 copies; Special Issue No.4 August 1970; Special Issue No.5 November 1973

Case Histories: Supplement No.1 1970; Supplement No.2 1970; Supplement No.3 1971; Supplement No.5 1971; Supplement No.11 1972; Supplement No.12 1972; Supplement No.13 1973; Supplement No.14 1973; Supplement No.15 1973; Supplement No.16 1973; Supplement No.17 1973; Supplement No.18 1974.

Reply to Box No: 20, FSR.

ALLEGED CE-III AT WINCHESTER: VEHICLE EXAMINATION

Together with a few other matters of interest

Frank J. Wood, B.Sc.

This contribution is based on two reports prepared for the British UFO Research Association (BUFORA) on November 17 and 20, 1976.

FOLLOWING preliminary investigations of the close encounter with UFO and occupant, claimed to have been experienced near Winchester on Sunday, November 14, 1976, by a motorist, Mrs. J. Bowles and her passenger Ted Pratt, it was essential to learn as much as possible about the vehicle which was involved in the incident.

The first inspection took place at Mrs. Bowles' house in Quarry Road on Wednesday, November 17. I used the BUFORA Questionnaire on Vehicle Behaviour, and the answers which follow are in the order the relative questions appear in the checklist.

I

1. Name of driver: D. Joyce Bowles aged about 40-45, married with at least 3 children. Employed at Winchester railway station.
2. Owner of vehicle: as in 1.
3. Vehicle details: British Leyland Mini Clubman, registered July 1976, 'P' registration. Engine, believed to be model 10H* (1098 c.c.) with manual gears. Colour of body: white with horizontal metal strips of simulated wood grain (brown) as trim.
4. Dashboard instruments
 - i Speedometer
 - ii Mileometer
 - iii Fuel gauge
 - iv Temperature gauge
 - v Ignition light
 - vi Main beam headlamp indicator
 - vii Oil pressure warning light
 - viii Trafficator/hazard light repeater lamps.
5. Electrical generation by alternator, probably fitted with integral transistorised regulator.*
6. Instrument readings noted. Driver reports she was just accelerating away from a sharp corner, in third gear, at an estimated speed of 15-20 m.p.h. when the first malfunction occurred. A few seconds earlier she had dipped her headlamps on the main road before turning off, and had then returned to full beam to negotiate the corner. She had no recollection of any abnormal functioning of the warning lamp. She would have used her left trafficators to turn off the main road, and these would have automatically cancelled by the time she emerged from the bend. The incident occurred some 100 yards beyond the bend. On this car, the instrument panel light comes on with the side and tail lights and there is no option to switch it off.

Mileometer reading has not yet been checked.

It is estimated at under 2,000 miles, but will check this on return visit November 20.* Mrs. Bowles drives the car about 12 miles per day every working day. 7. Gear Changes: Turned off the by-pass probably in second, but changed up to third before the incident, and was in this gear when car stopped. Will recheck* whether engine has stalled or raced at this point, before Mr. Pratt switched off the ignition and put the gears to neutral. After the encounter, Mrs. Bowles tried to drive off in first gear, but the car would not move. (She was by this time on a fairly wet and muddy grass verge.) At second attempt the car moved off.

8. Answered under 6 above.

9. Car had been driven for about 5 to 10 minutes before the sighting, having been taken out of its garage. Choke was used for starting, but Mrs. Bowles was sure it had not been left out. Performance was quite normal up to time of incident.

10. Nature of malfunction: Car become jumpy, and rattled before stopping dead. Before stopping the steering locked solid, and car appeared to move sideways, lifting off the ground before coming to rest on grass verge.

Mrs. Bowles did not think the car had a lock on the steering wheel, but on studying the manual, I find that it has. The jumpy action and the locking of the steering appear consistent with the possibility that in operating the dip-switch on the right hand steering column stalk, the driver may have inadvertently touched the bunch of keys suspended from the ignition switch and turned the ignition off without realising it. It is also consistent with the less probable possibility of an external influence inhibiting the operation of the ignition circuit.

Mrs. Bowles confirmed that there had been frost earlier in the evening at her house (on high ground) but that it had melted by the time she went out. It is possible that the road could still have been icy on the lower sheltered ground where the incident occurred (about 170 ft. lower, according to the O.S. map, although only ½ mile away as the crow flies). In view of the ungated fields along the lane, and evidence of recent tractor and/or lorry tyre marks in these fields, there might well have also been mud on the road on Sunday night. Either factor could have caused the car to skid when the engine suddenly stopped. It has been noted by Richard Nash that there were no skid marks at the

* Indicates points to be checked out on Saturday, November 20.

point in question, and that the wheel marks on the grass verge did not extend to the edge of the roadway. A skid on ice would not leave any rubber deposit on the road, and if the surface of the grass verge closest to the road was harder than that further over, it might not have been affected as much by the weight of the car.

Lights: Mrs. Bowles did not notice what happened to the lights initially, but she did attribute the ability to see the face of the "stranger" to the moonlight and the light from her car lights. When the stranger looked towards the instrument panel, the headlamps are said to have increased in brilliance to "four times their normal brightness," but without burning out any bulbs.

I would suggest that consideration be given to the possibility that a wisp of mist or smoke passing through the beams of the headlights could cause such an apparent effect.

Mr. Pratt had already switched off the ignition (or, being unfamiliar with a new car could he have switched it on instead of off?). When the stranger looked at the instrument panel, the engine started up, although Mrs. Bowles' feet were nowhere near the accelerator and the engine raced very fast. (This might also have contributed to the brightness of the headlamps.)

Instruments and other mechanisms: Nothing unusual noticed. Radio not in use.

11a. Restarting of engine. As recorded above, it appeared to start spontaneously when the stranger looked at the instrument panel. Not yet checked how the engine stopped after this phenomenon. Will ask Mrs. Bowles or Mr. Pratt November 20.

11b. When restarted conventionally, the ignition switch worked normally, engine started in neutral gear. When first gear was engaged car would not move, but no report of it stalling. (Wheelspin on the wet muddy grass?) At the second attempt it did move. Mrs. Bowles was in no state to observe in detail precisely how it performed. I may be able to get more details from Mr. Pratt.

12. Heater and boost fan were not being used, but the normal position of the heater control knob is with hot water fed into the heater, so I will re-check this point. Mrs. Bowles does not use fan because of load on battery, but this would not apply to the hot water valve.

13. Petrol Engine, water cooled, front mounted.

14. Four star petrol always used. Tank was apparently nearly empty, as Mrs. Bowles filled up on Monday mornings. (Possibility of rain water in bottom of tank causing engine to stall, especially after negotiating a corner! I will check at what point on the petrol tank the petrol line emerges.* I could also check contents of tank with a siphon, to check for water.*)

15. Petrol pump is mechanical (S.U. model).

16. Ignition is by conventional coil/contact breaker/distributor.

17. Last serviced by a mechanic friend of the family 6 weeks ago.

18. Battery has given no trouble before or after the incident. I could check its voltage and specific gravity, but doubt if it would be relevant.

19. Mrs. Bowles has been driving for 6 years, probably something around 10,000 miles.

20. Metal Objects: i. Vehicle is largely of metal construction, no obvious signs of damage during cursory inspection in failing light, but will carry out closer examination on Saturday. Some signs of magnetisation noted with a compass needle, but not knowing what signs are normal cannot as yet express much opinion.

ii. On person: Less metallic material carried on the person, my thoughts immediately turned to her jewellery, a gold wedding ring and an eternity ring on the wedding ring finger. I asked her whether she had noticed any discomfort connected with the rings. She looked astonished and said yes, she had but had not connected it with the incident. On Monday morning she had been unable to wear her eternity ring because her finger was sore under the wedding ring. She showed me, and it did look rather red, and seemed to be peeling in the manner of the after effects of too much sun. She had attributed this to the detergent she used for washing up, but never having had trouble with it before had been puzzled. Before jumping to the conclusion that high frequency magnetic fields had induced eddy currents in the ring and burned her slightly, we must consider her nervous state and the possibility of unconscious fidgeting with the ring causing abrasion, or merely a nervous reaction of the skin. Note that on Monday [Nov. 15] she also had a pronounced rash on the right side of her face and body, the side nearest to the stranger. If only a nervous reaction, would it have been confined only to that side. What a pity she didn't consult a doctor while the rash was in evidence. Do we have any medical practitioners in BUFORA?

21. Body of the vehicle, including roof, is mainly metal. I will check with magnets on Saturday how much of it is steel.

22. No changes of air temperature felt by witnesses. Mrs. Bowles, who clung in terror to Mr. Pratt during the incident, thought he felt hot — or was it that fear made her cold? Either way these temperature changes were likely to be emotional rather than atmospheric.

23. Mrs. Bowles has the impression that the performance of the car has improved since the incident. It starts very easily even at 6 a.m. when she sets off for work, and runs more smoothly than before. It is sometimes recommended to race the engine of a new car occasionally to polish the cylinder bore. Perhaps this happened when the engine raced spontaneously. No damage to wiring detected so far but will check thoroughly on Saturday.

24. No modifications have been made to the car which is in showroom condition.

25. Will check that regulator functions correctly on Saturday. This is one item where the opinion of a Mini expert or Lucas expert would be useful.

II

I revisited the scene of the incident in daylight, and the home of Mrs. J. Bowles to examine her car in more detail than had been possible on November

17. I also had to ask Mrs. Bowles a number of supplementary questions which had arisen during study of the results of the first interview.

A: Further information relevant to the Questionnaire on Vehicle behaviour

Question 3: Confirmed that engine type is 10H. Engine Number 10H791AA-44177. Registration number of vehicle SAA 749P.

Question 5: There are three leads from the alternator unit, two of which connect to the live side of the battery supply at the starter solenoid. The handbook is not explicit as to whether the alternator has an integral transistorised regulator, and short of stripping it down it was not possible to check. It is thought likely that on a 1976 model car it would be.

Question 6: Mileometer reading on Saturday November 20 was 3571, therefore on Sunday November 14 it would have been about 3500 miles.

Question 7: Gearbox is manual, with 1, 2, 3, 4 and Reverse gears. On leaving the main road, the corner (a virtual hairpin bend) was taken in second gear. Mrs. Bowles changed up into third gear, and was in this gear when the car stopped. The road at this point was straight and downhill with a gradient which I estimate at about 1 in 20.

The sequence of events was as follows: Mrs. Bowles saw ahead of her and to the left, quite high in the sky, an unfamiliar orange light. She remarked to Mr. Pratt; "Good God, whatever is that," and while her attention was attracted to it, the car engine cut out, the steering locked and the car vibrated violently as it came to rest. As it came to rest the car is said to have moved diagonally forward and to the right, apparently floating through the air, and came to rest on the grass verge. Mr. Pratt grabbed the steering wheel saying: "Look out girl watch where you are going," or words to that effect. The engine having cut out, Mr. Pratt switched off the ignition and put the gear lever into neutral. Mrs. Bowles cannot remember whether or not she set the handbrake.

The ignition switch on this model is on the right hand side of the steering column, with the axis of rotation of the key pointing towards the driver's door. Mr. Pratt normally drives a large Vauxhall, so the ignition key, as well as being on the far side of the steering column from him, might have been fairly unfamiliar, the car being only 4 months old. It is therefore possible that he could have turned the key on, while thinking he was turning it off. This presupposes that by some means, as indicated in my original report, the ignition key had been inadvertently turned off already. Mrs. Bowles was sure that he had in fact switched it off.

I tried to simulate the inadvertent switching off of the ignition while operating the dip-switch and came to the conclusion that unless Mrs. Bowles clenched her fist behind the dip-switch stalk when operating it, or her hand slipped, it was not possible to touch the keys while operating the dip-switch.

While carrying out this experiment, I noted that the ignition switch was in fact faulty, it being possible, in at least one position, to push the barrel

down at least 1/8" in its housing. This suggests a distinct possibility that a faulty switch could have caused the engine to stop.

I suggested to Mrs. Bowles that she should get it repaired under guarantee, and I asked Arnold West to repeat this suggestion when he visited her on Sunday, because if this was the cause of the car suddenly stopping, it might be on a main road next time with far more dangerous consequences.

A faulty switch could also explain the spontaneous restarting of the engine when the "stranger" looked through the car window. In her fright, Mrs. Bowles cringed away from him, and clung desperately to Mr. Pratt. The sudden movement in the car might have been enough to cause an intermittent contact to make, and the surge of current in the coil could cause a cylinder to fire if its piston had stopped at Top dead centre.

Assuming that the engine had turned over a few revolutions after the ignition first went off, the mechanical petrol pump would continue to supply petrol to the cylinders which could well have become overcharged with petrol, so causing the engine to race once it fired again. There is a capacitor in a transistorised regulator, so if the engine came on suddenly and ran up to high speed, it is possible that there would be a delay in the regulator taking effect, the alternator would feed excessive volts to the circuit and the lights might become unusually bright for a second or so.

If it was for only a second or so, perhaps they would not have time to burn out before they returned to normal brightness.

The car has a front wheel drive. Mrs. Bowles and her husband told me that this is the third successive front wheel drive car which she has owned, the others being an older Mini and an Allegro. She prefers a front wheel drive, having been taught to drive with one.

When the engine stopped, all the braking effect would be on the front wheels; the car was descending a hill, the rear end would tend to lift, and in fact may even have lifted off the road. If, as was quite possible, the road was icy, the car would also have tended to skid, slewing round, but presumably the front wheels are linked through a differential gear, so they would not necessarily have equal braking effects.

Mrs. Bowles insisted that the car continued to point in a forward direction but moved diagonally on to the grass verge, which at this point is some 50 ft. wide, being more of a picnic area than a grass verge.

Question: Lights. At the suggestion of Arnold West, I checked whether the headlamps were interlocked with the ignition. They were not.

I suggested to Mrs. Bowles that the apparent increase in brightness of the lights might have been due to a wisp of mist or smoke passing through the beams. She insisted that such was not the case, there was definitely no mist about, and the brightening had the effect of illuminating the road ahead more brightly, not of throwing back reflected light.

Question 11: Restarting the engine. Mrs. Bowles could not say how long the engine ran when it

restarted spontaneously, but it stopped again spontaneously without any attempt to switch it off. She reminded me that it had already been switched off.

Question 12: When I examined the car on Saturday, the heater control was in the normal (in) position, which according to the handbook would supply hot radiator water to the heater.

Question 14: I did not have time on Saturday to check for water in the petrol, but in view of the faulty ignition switch and the locking of the steering wheel, I do not think we need to look in that direction to explain the engine cutting out. I did, however check the location of the fuel pipe emerging from the petrol tank. It emerges from the front of the tank (which is located behind the back wheels) at a height about 2" up from the bottom, and about 6 inches to the offside of the centre line.

Question 18: I did not have time to check the battery, but when I tried the starter, it seemed lively enough. At only 4 months old, it has no reason to be suspect.

Question 21: On checking with a small magnet, it was found that the bodywork of the car was all made of steel except for the front grille which was probably an aluminium alloy.

Question 23: On Saturday, the engine and wiring under the bonnet were inspected, and no signs of damage or overloading were apparent.

B: Other general observations not related to the vehicle

Following my Wednesday visit, I went, after dark, to what I believed to be the location of the incident, and drafted a number of observations about it.

Unfortunately I subsequently discovered that I had been to the wrong place, and therefore my original observations relating to this, some of which I have reported by telephone, are incorrect.

The following observations relate to the correct place, and include the results of conversations with Mrs. Bowles on Saturday as well as Wednesday. They also include notes on curious visits and telephone calls received by Mrs. Bowles on Saturday and Sunday.

The glow in the sky

Immediately before the car stopped and behaved unusually, Mrs. Bowles had seen a strange orange light in the sky ahead of her and about 45 degrees to her left, and it was this that had distracted her attention at the time the car stopped. It should be noted that she had descended about 150 yards down a sloping road, from the main road which sloped in the opposite direction. Therefore the main road was about 50 feet above her up a 45 degree slope. The hedges and undergrowth hid normal vehicles on the road from her view, but it is possible that the top of a high vehicle such as a double decker bus or a tall pantechinon might well be visible, and if such a vehicle (a crane or excavator for example, especially if carried on a lorry) had an orange hazard light on its top, this might have been visible to Mrs. Bowles in the appropriate direction.

Apart from that possibility, there is another one which appeals more to me, being a more unusual phenomenon, and more likely to appear inexplicable. This is the possibility of a mirage. About half a mile from the point in question, and in the correct



The Winchester area and some nearby places

direction, a quarter-mile stretch of road with two major junctions has a total of about 100 sodium lights aligned end on towards where Mrs. Bowles stopped. If there was low cloud these could throw a strong illumination on it and perhaps give the impression of a glowing orange object. Mrs. Bowles insists, however, that it was a clear night. If we take this to mean there was absolutely no cloud at all, we are left with the possibility of low flying aircraft, particularly a helicopter reflecting the lights, or a mirage refracting them. Bearing in mind that Mrs. Bowles said there had been frost on high ground earlier but that it had thawed by 8.45 p.m., it is possible that a warm air stream had come in over the hills, leaving a large pocket of cold air in the valley. This I think would be the right conditions to give a mirage whereby an image of the lights on the main road could be thrown up into the clear sky and cause the illusion which Mrs. Bowles may have seen. Mrs. Bowles has driven this way many times, both by daylight and after dark, and if it was normally possible to see the lights directly, she would have been familiar with the fact. She knew these sodium lights quite well and insisted that the orange light which she saw was of a different colour to the sodium lights although orange, but definitely not pink. Sodium light is essentially monochromatic, but these particular ones may contain other components, modifying the pure sodium colour. If so, it could be expected that the refraction of the light due to a mirage would also cause dispersion, as in the case of raindrops causing a rainbow, and therefore the colour which Mrs. Bowles saw could well have seemed different from that she normally associated with the sodium lights.

After the car had stopped, lower down the hill, the orange light could have been shining through the hedgerow, giving the illusion of windows and people sitting in them. Mrs. Bowles told me that the windows were like bow windows (presumably projecting out from the surrounding wall) but were oval in shape.

I asked Mrs. Bowles about the apparent size of the object when she saw it "on the ground." She estimated its distance from the car as being about "5-6 yards," but was vague as to its size. When I suggested a car, she said smaller; when I said a baby's pram, she said larger. The windows were in the side and the "occupants" were sitting one behind the other as in a bus. She had no recollection of how or when it departed, because the stranger had moved towards the rear of the car, and they were both looking back to try and see him. When they looked forward again, the object had disappeared, and they never saw the stranger again either.

The pink eyes of the stranger

Although Mrs. Bowles had been quite sure on Wednesday that the pink eyes of the stranger indicated that he could not be of this world (not even an albino?), she was having second thoughts on Saturday because one of her children had once learned at school that blue eyes could look pink in the dark. I haven't heard that one before, but can

well imagine that blue eyes could look pink when reflecting sodium light.

Mrs. Bowles' lack of previous knowledge about UFOs

On Wednesday, Mrs. Bowles told me that she knew nothing whatever about UFOs, not often watching the television, and presumably not reading science fiction. She hadn't the slightest idea that they might contain "people." When asked if she was sure the stranger was human, she said oh yes he was human all right, he was no ghost. She had once seen a ghost and that was quite different. Although human, they were unlike any humans she had ever seen before, especially with those penetrating pink eyes.

On Saturday, having heard that John Cleary Baker [formerly editor of *BUFORA* journal—ED] was acquainted with Mrs. Bowles, and was visiting her next day, I mentioned the fact, and she volunteered the information that J.C.B. used to work at Winchester Station, where they all knew him; "whenever there were reports of UFOs he would down tools and rush off to investigate them." General office gossip under such conditions would surely have acquainted her with some general ideas about UFOs.

Check for any lost item

Mrs. Bowles and Mr. Pratt left home about 8.45 p.m. with the intention of collecting her son from Chilcomb at about 9.00 p.m. As far as any of them could remember she did arrive there at about the right time, so the incident seems unlikely to have lasted more than five minutes. When asked whether she described the experience to her son, or to his girl-friend's family, it transpired that she didn't stop. She made only a cursory reference to the incident on passing the spot on the return journey. If she was as frightened as she said she was, I am very surprised that she drove back that way when there was an alternative. Although the alternative route might not have been known to her, it would surely have been known to her son.

Other events on Saturday and Sunday November 20 and 21

At about 12 noon, while I was with Mrs. Bowles, the telephone rang and she answered it. She came back into the room and said that it was a caller apparently from Guildford who said he had read about her experience in the *Sun* on Thursday morning, and was calling to tell her that the Government were very displeased with the publicity she was getting, that an official would be visiting her, and that she must not talk about it to anyone.

The same caller rang again about 15 minutes later and repeated the warning. He also warned that next time "they" might take her away and connect her up with wires, so she must not have anything to do with them. He rang again during the afternoon. Each time she took the same line, saying "this is a free country and I shall talk to whom I please, and neither you nor the Government will stop me." I advised her to tell the caller that she had reported him to the

police, in the hope that a hoaxer would be scared off.

A real call from a Government office would hardly be made at mid-day on a Saturday when there had been all the week during which they could have contacted her following the first TV broadcast.

I immediately tried to contact Ken Philips by telephone, but getting no reply from his telephone, I rang Richard Nash and warned him what was happening.

On Saturday afternoon, Mrs. Bowles had a visit from a young man from Fulham, in London, who called himself Richard Lawrence. He claimed to be interested in UFOs but to be "sceptical." Mrs. Bowles told him about her experience and found him quite pleasant.

While he was with her, she received a telephone call from another young man, who gave his name as Richard Lawrence. She said, "but you can't be. Richard Lawrence is with me now."

It turned out that both young men were named Richard Lawrence, and both came from London specially to see her. They met at her house, apparently for the first time. I felt somewhat uneasy about this incident.

Final Observation

So much for reporting on actual events of the past few days, and my attempts to explain them by rational explanations. I now come to an equally factual observation which may arise from an extraordinary coincidence, or may give a clue to a possible non-rational factor, which is common to this sighting and to others of which we have read reports. This is concerning the subject of leys.

I recently read A. Watkins' book *The Old Straight Track*, and have found that there are many alignments of the type he describes in my home county of Dorset, indicating ancient routes between various landmarks on the coast and known ancient centres of population. Winchester is such an ancient centre, and there are many others within a 30 mile radius. I noticed that the location of this sighting was not unlike the sites of some of Watkins' tracks, particularly if one observed the nature of the terrain through scrubland forming an extension to the line of the section of dead straight road on which the event occurred.

To cut a long story short, about 11 miles ESE of Winchester is Old Winchester Hill, noted for its hill fort and tumuli.

Winchester itself is a very old city, certainly having been there in Roman times, and it has at least six Roman Roads converging on it. The original alignment of four of these Roman roads is such that they would miss the city centre and pass along the city boundaries. This suggests that at least these four roads were there before the Romans came. Three of them meet at a point about half-a-mile north of Winchester, and if this point is also joined by a straight line to Old Winchester Hill, we find on this line, the following....

2½ miles from Old Winchester Hill on the opposite side of a valley: a tumulus;

4½ miles from Old Winchester Hill, connected by a footpath to the last one: another tumulus;

6¼ miles from O.W.H., probably visible from the last one, and connected by a road: another tumulus;

8¼ miles from O.W.H., probably not visible, but on the same ridge: another tumulus;

10¼ miles from O.W.H. more tumuli visible from the last one;

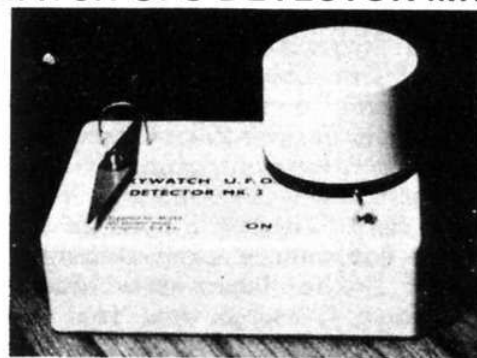
11½ miles, the junction of three Roman Roads from which the last tumuli are probably visible;

9¾ miles from O.W.H., the piece of road on which Mrs. Bowles had her experience is exactly aligned with and is on the same line, and the tumuli either side of it should both be visible from there.

I have seen some good alignments on maps but never one more striking than this one. I doubt very much whether there is another piece of road in Hampshire with a more obvious association with a ley.

Note also the nearby place names: Fawley Down (overlooks Chilcomb), Crawley, Brockley, Eastleigh, Downleaze, Hazeley, Hursley, Baddesley, Ropley, Hattingley, Summerley, Ashley, Botley, Oakley, Bramley, Durley, Lockerley, Tytherley, Netley, and so on.

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UFOs AND MYSTERIOUS DEATHS OF ANIMALS

PART I: THE ANIMAL DEATHS IN PUERTO RICO

Sebastion Robiou Lamarche

Our contributor is an engineer who lives in Puerto Rico. He sent the text and photographs to Gordon Creighton, who had already commenced translating the version that appeared in the Spanish magazine *Stendek*, No.22, December 1975. The second part was published in *Stendek* No.23 of May 1976.

FREQUENT attempts have been made to correlate the appearance of UFOs with the mysterious deaths or disappearances of animals in certain regions of the world.

A famous case is that of "Snippy", the horse found mutilated at Alamosa in the State of Colorado, USA, in November 1965, and whose mysterious fate has been linked by various investigators with UFO happenings in that part of the country.

The year 1973 saw, both in the USA and in the whole of Latin America, what was possibly the most important UFO Wave of recent times. During the following year, 1974, it was the turn of Europe to have abundant UFO sightings.

Following a similar pattern, mysterious deaths of animals began to be reported, from January 1974 onwards, from various American States, notably Kansas, Nebraska, Iowa, South Dakota, Colorado, Oklahoma, and Minnesota. (See *APRO Bulletin* Vol. 23, No.4, January-February 1975. Also Jerome Clark's article "The Strange Case of the Cattle Killings," in *Fate* for August 1974.)

More recently, on March 4, 1975, the influential newspaper *The New York Times* reported "numerous mutilations of animals in the northern part of Texas and in Oklahoma", and stated that Governor David Boren of Oklahoma had launched an enquiry into the question of mysterious deaths of animals.

In many of the cases the dead animals have been found to lack an organ (an ear, the tongue, the nose, the tail, or the reproductive organs) and the mutilations have been carried out "with the skill of a professional." Such, in fact, was the conclusion of professors of Medicine in the University of Minnesota after they had performed numerous autopsies on the carcasses of such animals (see *Replica*, Miami, Florida, March 19, 1975). Furthermore, it was noted that the dead animals all appeared to be "completely without blood" as though the body had been drained by a needle."

Here in Puerto Rico, between February and July of 1975, numerous cases occurred of deaths of animals in almost identical circumstances and coincidentally with the occurrence, in the selfsame geographical region as dozens of UFO cases and of cases of other phenomena held to be related to UFOs.

In the course of our enquiries we have conducted scores of interviews, made many laboratory studies, and spent months of time on analyses and sifting the material. What follows below is, in concentrated

form, the gist of our work, which may well throw an entirely new light upon the UFO phenomenon.

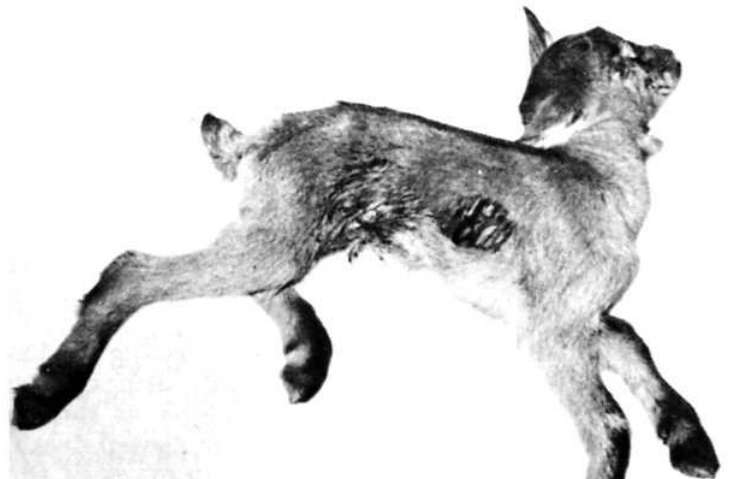
The Mystery Killings

The first deaths took place before February 25, 1975.

Then, from that date onwards, innumerable strange killings of animals began to be reported from the area around the town of Moca in the North-western corner of the Island of Puerto Rico. Then, at the end of March 1975 there came the first report from nearby Aguadilla, and cases began appearing gradually in other areas too.

Already in March the term "The Vampire of Moca" had been coined and was current among the people, this being the alleged cause of the strange animal killings. These reports were headlined in the chief daily papers. One journal, *El Vocero*, which gave extensive publicity to the killings, called upon the Government, in an editorial on March 15, to investigate the enigma, and reverted to the same theme in its editorial of March 21.

As a possible explanation for the deaths that had occurred up to then consideration was at first given to snakes. Dr. Juan A. Rivero, the herpetologist at the University of Puerto Rico, investigated the cases and stated on March 22 that the deaths of cows, goats, and birds "definitely were not caused by any snake." On the same date, Saturday, March 22, Senator Miguel A. Deynes Soto, President of the Agricultural Commission of the Puerto Rico Senate, visited the Moca district, together with Attorney-



Case from Moca, February, 1975