



# THE WESTCOTT UFO

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**T**he following is my Report of my interview, on September 1, 1992, with the witnesses, Mr. & Mrs. Peter Mackrell, of Dorking, Surrey, regarding an experience of ten years before (Saturday, April 17, 1982).

**Mr. Mackrell's Statement to me, dated April 27, 1982:** "Whilst driving along the A25 from Guildford to Dorking on Saturday 17.4.82., two very bright lights were sighted in the distance. The closer we got, we noticed the lights were not moving, they just stayed hovering above the trees. When we got to the trees the lights were shining through the trunks of the trees. We started going down the hill and the lights then became above us but still did not move. I slowed the car down, wondering what these lights were. As we reached the bottom of the hill and turned the corner we soon found out. There above us was a huge shape, something like a fat cigar. It had a red and green light on the front and green square lights running down the side, which I think must have been windows. I drove up the kerb with surprise. As we got to the other end of the shape we could not believe our eyes. There were two massive jet-like burners glowing. They were so big you could see into them. The shape was not moving and we heard no sound. It could only have been about 100 feet above us. I turned the car around as fast as I could and went back, but the shape had vanished completely out of sight." — (signed) P. Mackrell, HGV driver for MMB Dorking.

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Although ten years had elapsed since the events it was still vivid in the memory of the witnesses. They stated that the lights first observed through the trees were white, like a pair of car headlights, and first seen at 11.15 p.m. At 11.20 the Mackrells were directly beneath and to the left of the UFO for about 30 seconds, during which time they looked into the "burners" at the rear and experienced an eerie "cone of silence" effect. (This memory was only recalled by them at the interview with me, but was not suggested by me). The UFO was above a field on the right of the A25 at Westcott (Grid Reference TQ 134484), a location about five and a half miles from Pitch Hill, where several previous UFO events have been reported.

Mrs. Mackrell, who was at the time of the incident Ms Christine Blackmore-Davey, the witness's fiancée, made the following tape-recorded statement for me:-

"We were on the road from Abinger Hammer. In the distance, in the sky, were two bright — very bright — white lights, which we immediately thought were car headlights. I probably watched these more than Peter, because he was doing the driving. It was something to watch, down that road. It was dark, and as we kept going round the bend we lost these lights but they would reappear again later. Eventually we went round a bend and they were there on our right, through the trees. We were making jokes about it being a UFO and about stopping and buying a cornetto, and perhaps it would land and be friendly. And it was all a big joke, never actually expecting that, when we came right to it and went past it, Peter would wind the window down and shout "*Christ! It's a UFO!*".

Immediately my legs went to jelly — I felt absolutely petrified, my whole body just felt like a jelly. He was going berserk, right up on the kerb, and I said "*Go back, go back!*" and I looked behind me and I said "*Go home, just keep driving!*" but he said "*No, I'm going back, I'm going back!*" and as we went past it I looked behind me, and there were two blooming great orange jet burners and that made me feel even more scared. It was so eerie, it was horrible, unbelievable. It was an evil-looking shape. All I wanted to do was go home, but not Peter, no! He had to turn the car round and go back. Now he turned the car round at the first opportunity. We had only been passing that thing about thirty seconds before, but now, as we came back, there was nothing there! It was as if we'd imagined it, there was nothing there.

We drove on, looking, *and then the cars started to turn up again, because all this time while we had been looking at those lights there hadn't been a single car and everything was still. And when I think about it now, it seems it was an unearthly sort of stillness as well, although it was peaceful, if you know what I mean, it was a peaceful sort of stillness. I wouldn't say it was a frightening stillness, and you didn't even realise that it had been still, until afterwards, when you suddenly realised that everything was busy again.*"

Mr. Mackrell confirmed the accuracy of his wife's account and said that his own reaction had rather been one of extreme excitement, "with the adrenalin pumping". He had been actively engaged in manoeuvring the car and had been too busy to feel anything other than a desire to see what was happening. There had been no question of any "missing time" and the couple arrived home as expected.

They had felt that the happening was of importance and ought to be reported. They phoned the Police, who told them to ring "the UFO department at Gatwick airport". (There is no such department, and this was a Constabulary joke.) They did phone Gatwick, and they think they were told also that there would have been no normal traffic in the area concerned at the time in question.

The UFO seen by them seemed to fill the entire length of the field above which it hovered, and was presumably of the "carrier" or "mother

ship" type sometimes described.\*

I felt that the witnesses were honest and sincere in their accounts of what they had seen, and I was moreover impressed by their sudden and belated recollection of the "cone of silence" phenomenon, of which of course they had never heard. Despite their obvious involvement at the time and their original interview with Omar Fowler, they had not taken any steps to find out more about UFO phenomena, though they had often talked about it together and in the family.

They asked about a good introductory book to read, and I suggested Timothy Good's "Above Top Secret", which was now available in paperback.

**\* NOTE BY EDITOR, FSR.**

This case at Westcott is particularly reminiscent of the two huge things observed in Romania in 1990. (See FSR 37/1, pp.7-10) ■

# THE SPANISH AIR FORCE UFO FILES *By Vicente-Juan Ballester Olmos (C.E.I. Spain, & FSR Consultant) ©*



## Opening Up

In 1990 I started to visit and correspond with officials in such headquarters, mainly the Public Relations Office and the Air Safety Section, bringing to the attention of the Chief of the Air Force Staff memoranda, reports, and arguments proving that (1) UFOs pose no threat to the national security and (2) UFOs represent a legitimate scientific problem, not a military one. In consequence, I argued, existing UFO documents should be declassified and the corresponding material should enter the public domain.

Over two years I developed multiple and close contacts with the Air Force at various levels, through personal meetings, mail, fax, and telephone. I provided a great deal of documentation showing that reliable, scientific treatments of UFO data existed beyond journalistic and popular coverage.

Finally, in May 1991, the colonel in charge of the Air Safety Section prepared an internal memo to the General, Division of Operations. The memo

Since 1988 I have been engaged in a research project with my colleague Joan Plana dealing with (a) the history of the involvement of the Ministry of Defence and other state institutions in Spain with the UFO problem and (b) the collection and analysis of UFO experiences reported by military personnel, Civil Guard, and police.

An essential objective in this work has been to establish good contacts with the authorities, especially the Air Force, Army, Navy, Civil Aviation, and other bodies, in order to identify the UFO cases they might have in their archives, attempt to have them publicly disclosed, and offer a consultant role in their relationship with the UFO phenomenon.

The Air Force, of course, holds responsibility for control of the nation's air space, and it receives UFO reports from aircraft pilots, ground radar stations, and like sources. In Spain UFO reports of official origin were classified as "reserved matter" — secret, in other words — since March 1979. Until then UFO information was graded as confidential.

Official UFO files were known to exist in the Air Safety/Air Space Section, Air Force Headquarters, Madrid.