

LINCOLNSHIRE UFO AND "CAR CHASE"

Nigel Watson

A report prepared for UFOIN and *Flying Saucer Review* by one of the founder members of the network.

SEVENTEEN-YEAR-OLD Anne Kirk is a shop assistant. During late June and early July of 1978 she paid a holiday visit to Skegness, a popular local seaside resort. However, the weather was rather typical of an English Summer and by Monday, July 3rd, she decided enough was enough and rang home to Scunthorpe to say that she intended to return.

At her home when she called were her 20 year-old brother, Mark, a steelworker, and his wife Tina, also aged 20, a supermarket cashier. They decided to bring Anne home and set off in their 1972 *Austin 1100* car.

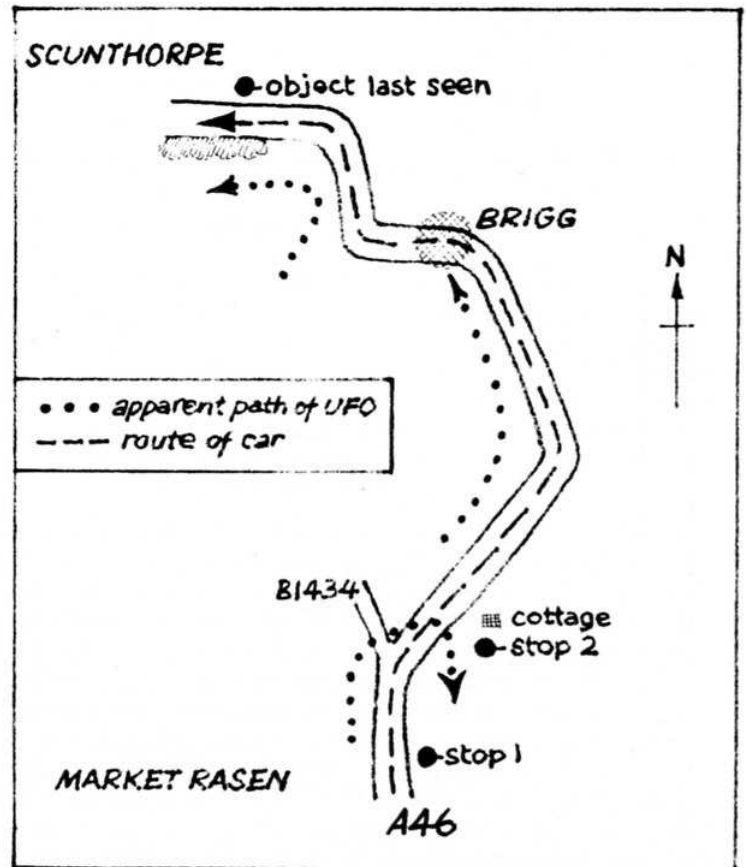
At about 10.00 p.m. that night they had collected Annie and were ready to set off on their 60 mile return journey through the Lincolnshire countryside. All went well until they reached Market Rasen between 11.00 and 11.15 p.m. The sky was largely overcast with only a few stars visible, and conditions otherwise quite mild.

Driving north on the A46 out of the town Tina, occupying the front passenger seat, was the first to notice something unusual: "What's that?" she asked. Her husband took a quick glance outside and said, "Don't be daft. It's only the lights on the farmer's plough in the field by," and he added: "Can't you see the stands?" Tina said she could not. Anne, however, could see vague shapes underneath the main lights.

Thinking that there was a possibility that it might be a hovering *Harrier* jet from one of the air bases in the area, Mark stopped the car to listen for the noise. There was none, so he got out and walked past the front of the car and looked out over the fields. The object was about 150 feet away looking west, and at an estimated 50 feet off the ground. He knew immediately it was not an aircraft or helicopter and dashed back to the car yelling to his two passengers, "I don't know what the bloody hell it is, but I don't like it."

The Kirks drove off down the road with the object now in a position slightly ahead of them. When they levelled with it it seemed to move alongside the car and travel at the same speed (about 40 mph).

All three witnesses were consistent in their descriptions of the object. It seemed to be travelling "sideways on", and possessed two very large white lights which did not illuminate the ground but were bright nevertheless. The shape behind them was roughly oval but with a "dip" between the lights. In many respects the object resembled the one reported at Mytchett in Surrey (FSR Vol. 24, No. 1).



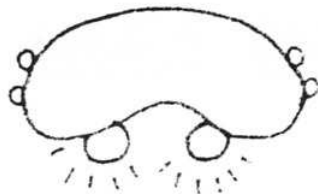
The witnesses at this point were becoming agitated, and as they approached the junction of the B1434 and A46 roads they decided against taking the normal short cut down the B road and turned right on to the main road instead. As they did so they said the object veered towards them.

As it did this a series of coloured lights came on, two on either side of the main lights (although Mark thinks there were more). These were coloured red, orange and green, and reflected a kind of tinny or metallic light. They did not seem to be self-luminous. They curved around the back of the object, seemingly surrounding the curvature of the surface. The object swept overhead and with the girls desperately trying to see if it passed straight over, Mark decided to stop the car beside a farmhouse ahead of them. He was very worried because the object was now out of view. He said: "I'm going to stop here and I'm going to be in there if it does anything."

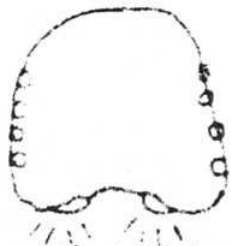
As soon as the car was parked Mark got out and saw the object streak into the distance southwards



Tina Kirk



Anne Kirk



Mark Kirk



P.C.'s sketch

Sketches of the object by the three witnesses. also sketch from the policeman's notebook — with a certain benign quality!

from a position overhead. It moved very fast and the lights were seen to recede until barely visible. The coloured lights disappeared. Then the main lights themselves just twinkled away. Deciding that it wasn't a good idea to call at the farmhouse at that time of night and to tell complete strangers that he'd just seen a flying saucer, Mark drove off. He hoped the UFO had gone for good, but it hadn't.

About half a mile down the road it reappeared, exactly as before, again to the west. Realising now that it was something very odd Mark accelerated to about 70 mph and nearly put the car into a ditch at one point (he had only passed his driving test two months previously and was unaccustomed to driving fast, especially under stress). Whenever they passed through a population centre — mostly villages, except for the town of Brigg — the object would fade away temporarily. At one point, after passing through Caistor, they passed through rain for a few minutes, but the UFO remained in view. Tina also noticed that when they were passed by a car, although traffic was light on the roads at that time, the lights on the object dimmed to an orangey line.

After passing through Brigg they caught sight of the object again directly ahead of them (still in the west) but hovering over the A15. As they drove towards it they saw it start to move and accelerate across the fields, getting bigger all the time. The road

curved off to the north and the object again paced them. As the road swept to the west to head into Scunthorpe the car passed through woodland. The object remained to the right of the car but was now in the south. It could be seen shining between gaps in the trees. As they approached a roundabout where construction of the new M180 motorway is under way, they lost sight of the UFO for the last time.

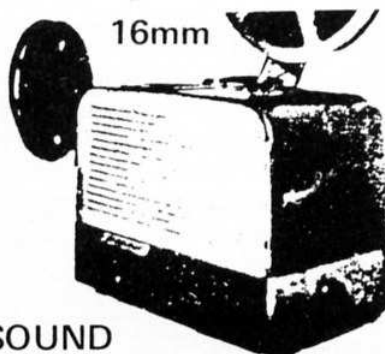
They arrived at Anne's home in Scunthorpe at 11.50 p.m., the journey having taken 1 hr. 50 mins., despite Mark's protest that he drove at near 70 mph for the latter half of it. I have personally driven the Skegness-Scunthorpe journey in 1 hr 30 minutes averaging about 60 mph. I can't think this has any significance.

Anne's parents were impressed by the three witnesses' consistent stories, and at just after midnight on July 4th called the police. The policeman who interviewed them had a sketch in his notebook of a UFO which looked quite similar to the one they had seen. He gave no details of this, except that it was reported in Grimsby. The local air base was contacted, but they reported no aerial activity.

Anne was interviewed by myself and David Johnson of the local Scunthorpe UFO Research Society on July 5th. Tina and Mark were interviewed separately the next evening. It should be noted that there were no effects on the car or occupants, other than intense fear at times. Tina and Mark had their dog with them throughout the journey. He slept most of the way and showed no reaction whatsoever.

Comment by Jenny Randles

I think it is worth noting that during early and mid-June NUFON had several reports from West Lancashire of two bright hovering lights seen in the west. They turned out to be two stellar objects in a close conjunction and quite bright. One must consider that the bright freshness of the Lincolnshire country air, the unusually flat terrain prevalent in the area, and the intermix of some human psychology might have led to a misidentification of these astronomical bodies. I do not know if they would still be visible at that time, although it seems unlikely, and the coloured lights, the shapes, the reported movement, when the object was apparently in the south seem to militate against this. However, the coincidence seems to me to be worthy of note.



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UFO PLUS BEAM OF LIGHT

Paul Murray MA

Paul Murray is a UFOIN member and investigator for Central Scotland. He works on a freelance basis and this is his first report for FSR.

THIS report came to our attention because it seemed to bear a resemblance to other accounts of UFOs with multiple beams of light (e.g. FSR Vol.18, No.3 of 1972). It was even more similar to events during a recent Winter wave of low-level UFOs which have seen a number of closely related incidents at locations as far apart as Greater Manchester, Derbyshire and Surrey (see *Low Level UFO at Mytchett* by Omar Fowler, FSR Vol. 24, No.1, 1978).

The witnesses were members of the one family, Mr. John Fisher and his wife, their thirteen year old son Roger and their young daughter Audrey. They were travelling from Edinburgh towards their home in Blackwood, Lanarkshire, on the night of January 29, 1978. It was 11.00 p.m.

The route they took was along the M8 motorway, which bisects Scotland. It was a clear night with no moon visible, and no stars that they can recollect. Just before the turn off to Livingstone, some 8 miles west of Edinburgh, Roger spotted what at first he thought was an aircraft. A flight path into the City airport does pass over the motorway and so it was natural that he should think this. However, as the car came closer to the object all four members of the group saw it for what it was, and they describe it in very similar fashion.

Roger is an intelligent and articulate boy. He has some interest in UFOs and it was his enthusiasm that led to the sighting being reported (at first to the *Daily Express* UFO Bureau):—

“The most noticeable thing was the intensely bright white ‘searchlight’ at the ‘front’ shooting a beam downwards and scanning the ground. Plainly visible underneath were four red lamps whose brightness was rather less than the white light. There was no sound, and we had the window wound down. There was no change in colour or fluctuation in brightness throughout the whole sighting...”

Mrs. Fisher is a lady who would seem to have an eye for recording details:—

“Its size was at least as big as or bigger than a family saloon car. I could discern no specific shape behind the lights except that it seemed to be circular...” (The witnesses were subsequently shown the drawing of the Mytchett UFO and thought it was similar.)

Mr. Fisher is a lecturer in economics at Motherwell Technical College. Because of his job he has trained himself to be factual in the extreme. He does not believe in UFOs and tried to convince the rest of his family (unsuccessfully) that this was a natural phenomenon. He has doubts about this himself and is now

‘tolerant’ to those who tell UFO stories:—

“I was concentrating on driving so did not really get a chance to see it as clearly as the others. Its size was difficult to estimate but it was about 120 feet off the ground. At first I was convinced it was some kind of helicopter but when I saw it closer I thought it was, maybe, some construction work by the roadside, but where? There are only desolate open fields in the direction that we saw this thing...”

“Even little Audrey was adamant about what she had seen. In fact she was rather perturbed that I could not do something about it!”

The only slight disagreement over details concerns whether or not the object was stationary. Mr. Fisher thinks it was hence his conjecture that it was lights on some construction tower. The others maintain that it moved very slowly on a path from the north to the south, although occasionally appearing to hover for a while. The car eventually went past it, although it was in view for a total of about four minutes. Even Mr. Fisher agrees that it was a most puzzling sight and does not now believe that it could have been a ground-based light. He is very sorry that he did not stop the car so they could have a closer look.

The Fisher family certainly saw something unexplainable. By their accounts we can dismiss aircraft of a conventional nature and astronomical objects. Like a lot of aspects of the UFO phenomenon relating to light, and especially to beams of light, we seem to be at a loss to explain such things. Our own ideas of light are, of course, fairly restricted. Perhaps this UFO, like the one at Mytchett, was purposeful in its flight. I can only conclude that the Fishers saw a low-level UFO, and that it must remain ‘unidentified.’

UFO INVESTIGATORS' NETWORK

UFOIN was launched in March 1977. It now has 45 members operating throughout the British Isles, and enjoys active liaison with several respected groups at home and abroad. Hundreds of reports have been investigated, several — including CE3 cases — have been published in FSR, and there are other CE3's in the pipeline.

If you have a report to make get in touch with UFOIN's Secretary: *Miss Jenny Randles, 23 Sunningdale Drive, Irlam Salford M30 6JN, or telephone 061- 775 4749*