

one thing seems clear — namely that all of us — Soviets and Westerners and others alike — are today cowering beneath a nasty “*Sword of Damocles*” which may mark the beginning of the end of the reign of this conceited and myopic creature *Homo Sap.*

POSTSCRIPT BY EDITOR, FSR

I wrote this article in the summer of 1990. Since then, I have not seen a single report about any more such deaths in any British newspaper! I therefore recently asked Mr Tony Collins what he thought about this, and it seems that he too knows of no new cases. But, since the only official “explanation” for such cases so far has been “STRESS”, the situation now becomes astounding. For there has been a continued severe deterioration in the British economic situation

over the past year, and consequently “STRESS” must now be far more prevalent here than ever! Mr Collins admitted that he had not thought of this, and found my suggestion startling.

If, then, “STRESS” has truly been the cause, we would then have to accept that, since the end of 1988, the British authorities have been censoring the situation so closely that not one single further report of the suicide of a British scientist has got into our newspapers!

But, is it conceivable that such a drastic censorship can be in force and can be sustained? Personally I doubt it very much. Therefore it looks as though the situation is even more mysterious than ever, and one is still left to wonder whether an alien influence is responsible? — G.C.

SPECIAL REPORT TO FSR (MAY 1991)

B.A. PILOTS REPORT UFOs OVER CONTINENT AND NORTH SEA. R.A.F. “TORNADO” TAKES EVASIVE ACTION AS UFOs “FORMATE” ON PLANES OVER THE NORTH SEA

By Paul Whitehead, FSR Director and Consultant

IT was dark, early evening (6.15 pm local time), on November 5th 1990, and a British Airways passenger aircraft was en route to London, flying over the Alps at 31,000 ft. The crew heard a nearby Lufthansa jet report and query “traffic ahead”. The BA captain peered intently ahead into the night sky. What he saw was hardly what he expected!

(At the time, the European press reported the incident, and the “official line” was given: the UFOs were in fact “space debris from an old satellite re-entering the atmosphere”.)

Well, *maybe!* But more details have now emerged. An airline pilot, well known to me and based in the UK, has spoken personally to the BA captain who logged the report, at the request of SIGAP (Surrey Investigation Group on Aerial Phenomena). SIGAP has agreed to the captain’s request not to make public his name, in order to protect him from publicity, and FSR respects that request. The airline pilot who spoke to the BA captain also wishes to remain anonymous.

What did the BA captain see? Here is his comment . . .

“I looked ahead and saw, somewhat to my surprise, ahead and to the right and higher than we were, a set of bright lights. One of the lights, the leading one, was brighter than the others, and appeared bigger, *almost disklike*. It was followed closely by another three that seemed to be in a V formation. As I watched, I heard another aircraft crew also reporting seeing lights!

“I watched the objects intently as they moved across my field of view, right to left, ahead and high. It was then, on hearing the report from the other aircraft, that I realised I was watching something much further away than I first thought. The other report came from France.”

Was it a satellite re-entry? The pilot stated: “It certainly didn’t look like that to me. I have seen a re-entry before and this was different.”

But it was the BA captain’s further comments that are causing amazement and intense interest. SIGAP

has released the information to UFO researcher and writer Tim Good, and we hope to have more comprehensive details this year.

That same night a colleague of the captain, in another BA aircraft, reported two “very bright mystifying lights” while flying over the North Sea. Two days later, an RAF Tornado pilot told the captain that on the same evening (5th November) his Tornado — while flying with another squadron aircraft, had been “approached by bright lights”. The lights, he reported, “formatted on the Tornados”. (The expression “formate” is apparently used to indicate a deliberate intent.)

The accompanying Tornado pilot was so convinced that they were on collision course with the lights (*apparently nine of them were seen*) that he “broke away” and took “violent evasive action”. This same pilot later added that he thought he was heading directly for a *C.5 Galaxy*, a giant US transport plane. The formation of UFOs carried “straight on course and shot off ahead at speed — they were nearly supersonic. Some *C.5*”, he said, indicating that they were going faster than the speed a *C.5* can achieve. *Some C5!*

The pilot known to Paul Whitehead commented. “*This is all a good true story, and could do with an explanation. All the pilots are adamant that what they had seen was definitely not satellite debris — and they should know.*”

It is to be noted that the North Sea lies to the east of Britain and just north of Belgium, and the Belgian Air Force have recently pursued and filmed UFOs over land close to the North Sea, and possibly over the North Sea itself. (See Reports on “Huge Triangular Craft Over Belgium” in FSR 35/2 and 35/4. The attention of readers is also specially drawn to Omar Fowler’s report of an extremely similar case, “UFO SEEN FROM ‘TRIDENT’ NEAR LISBON” in July 1976, which was published in FSR 22/4 (1976).