

THE LOST HARRIER JET AND THE CORNFIELD RINGS: EXCLUSIVE!

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COMPLETE mystery still surrounds the top-secret British *Harrier GR5* jump-jet aircraft which, pilot-less, flew on for over 500 miles and eventually crashed into the Atlantic Ocean off the south coast of Ireland on Thursday, October 22, 1987.

The machine had taken off from Dunsfold in Surrey on a test flight at 16.59 hrs. with Pilot Humphrey Taylor Scott at the controls. Six minutes later, and without any hint of an emergency from its pilot, radio contact was suddenly lost over Wiltshire to the west.

The last radio message was a routine one, to air-traffic controllers at the top-secret Boscombe Down Air Force Base near Salisbury, Wiltshire.

Filmed by Americans

Other aircraft were immediately alerted after the loss of radio contact, and an American military transporter made visual contact with the *Harrier* 90 miles to the west of the south-west tip of Ireland. The transporter was conveniently equipped with video camera, and filmed the *Harrier* in flight! The astonished American crew reported *that the jet-fighter had no cockpit canopy, and that its pilot was missing*. They shadowed the *Harrier* for 410 miles, until it finally went down 500 miles out over the Atlantic Ocean.

The Pilot Found

Despite a huge search operation, involving aircraft, shipping, life-boats and even mountain-rescue teams in South Wales, no trace of the pilot could be found. Then, on Friday, October 23, a gamekeeper, Mr Ken Pitman, came across the body of an airman lying in a field near the village of Winterbourne Stoke, near Stonehenge, in Wiltshire. A local television news programme gave this announcement as a late news item received at the end of the programme. I immediately got into my car and headed along the A303 Highway towards the village, which is just 18 miles from my home in Andover, Hampshire.

The location of Winterbourne Stoke already meant something to me, for it was in a cornfield near that village that a set of four mysterious circles of "swirled", flattened indentations had been found on Saturday, August 22, only eight weeks earlier. Photo 1 shows these large formations as they were when found, and was taken by Nigel Taylor as we flew over the area on one of our regular reconnaissance inspections of the area.

When I arrived at Winterbourne Stoke after hearing the news programme announcement, I at once made my way to the field where we had found these circles some weeks earlier.

A battery of floodlights cut into the darkened countryside, and surrounded a spot in a field just opposite to the site of our set of "mystery circles". A large gathering of Military Personnel could be seen moving around inside the illuminated area. A parachute lay nearby. In the darkness I could just make out two Army vehicles parked in the corner of that very field where the circles had been found. Whoever was in the vehicles was guarding an inflatable dinghy.

For some reason which I cannot explain (except to say that it was *intuitive* — EDITOR) I had had a

strong inner feeling that the finding of the pilot might in some way be associated with the phenomenon of the circles. And I had that feeling even before I heard where the accident had happened. Strangely, therefore, it did not come as a great surprise to me when I heard that the mishap to the pilot had taken place *above that very field where the circles had been*. It seemed only a confirmation.

I decided that the most responsible action I could take would be to contact the Ministry of Defence and inform them of my researches on the mystery rings in the cornfields throughout southern Britain in particular as well as in other parts of the world, and explain to them how this incident with the *Harrier* aircraft troubled me.

Reaction of Ministry of Defence

So on November 2, 1987, I telephoned to the Boscombe Down Air Force Base. They informed me that the *Harrier* inquiry had now been transferred to Prospect House in London, and advised me to talk to the man heading the inquiry, Squadron-Leader Graham Davis. I rang the telephone number which they had given me, and was answered by a Sq.-Ldr. Pike, who told me that Sq. Ldr. Davis was still out on Salisbury Plain conducting his investigations, and that it was he (Sq.-Ldr. Davis) to whom I should tell what I had to say.

Until that point I had made no mention of the cornfield circles. I now proceeded to tell Sq.-Ldr. Pike of our research and of our recent discoveries near this village of Winterbourne Stoke. *He was very interested, and asked me many questions*. "How do you think these circles are formed?" he asked. "What kind of energy do you suppose is involved?" "Where have you seen these things?" "Do you know of anybody who has seen one being formed?" etc., etc.

I explained that I believed the phenomenon was very rare indeed but nevertheless world-wide, but that this, the southern part of England, is experiencing a far higher frequency of reports than any other part of the entire world. And I concluded: *"What I feel to be significant is that this very field in which four circles were recently found lies directly below the area in Space where it seems that this pilot was taken out of his £13.5 million pounds' worth of Jet-fighter."*

Later on that same day I received a telephone call from the Ministry of Defence to advise me that my information had been conveyed to Sq.-Ldr. Davis, and that it had also been "conveyed to the Boss". "We will be in touch with you again soon," they said.

Pilot Changed Course

Nothing further has been heard from the Ministry so far. Meanwhile I have been carrying on with my own investigations and enquiries in and around Winterbourne Stoke, and the information I have obtained confirms that the *Harrier* changed its course by a few degrees right over the field with the circles, and that the pilot inexplicably left his aircraft at about that point in his flight. *He was not ejected by the ejector-seat with which the aircraft was fitted. That remained in the aircraft. An inflatable dinghy left the aircraft with him, as*

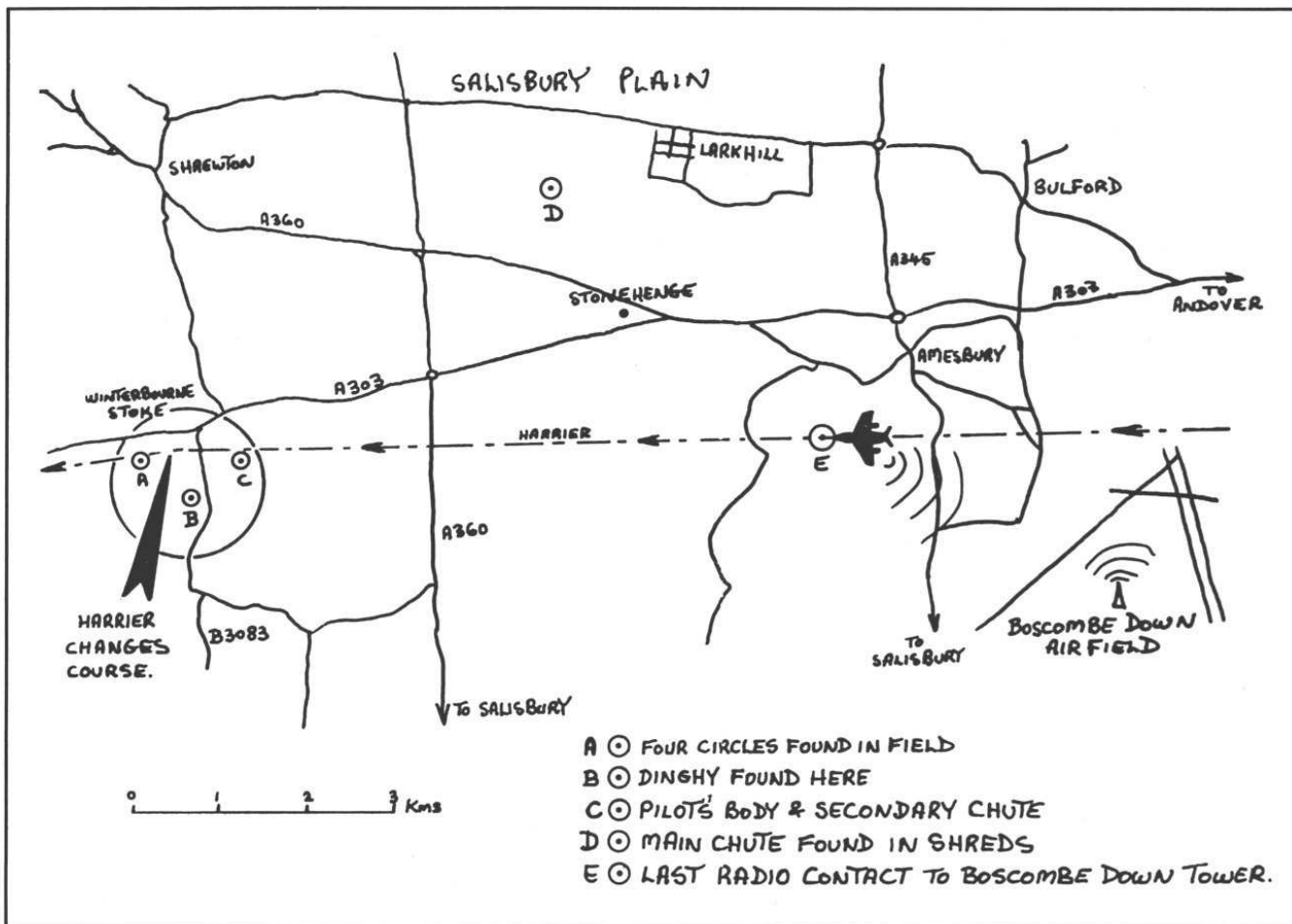
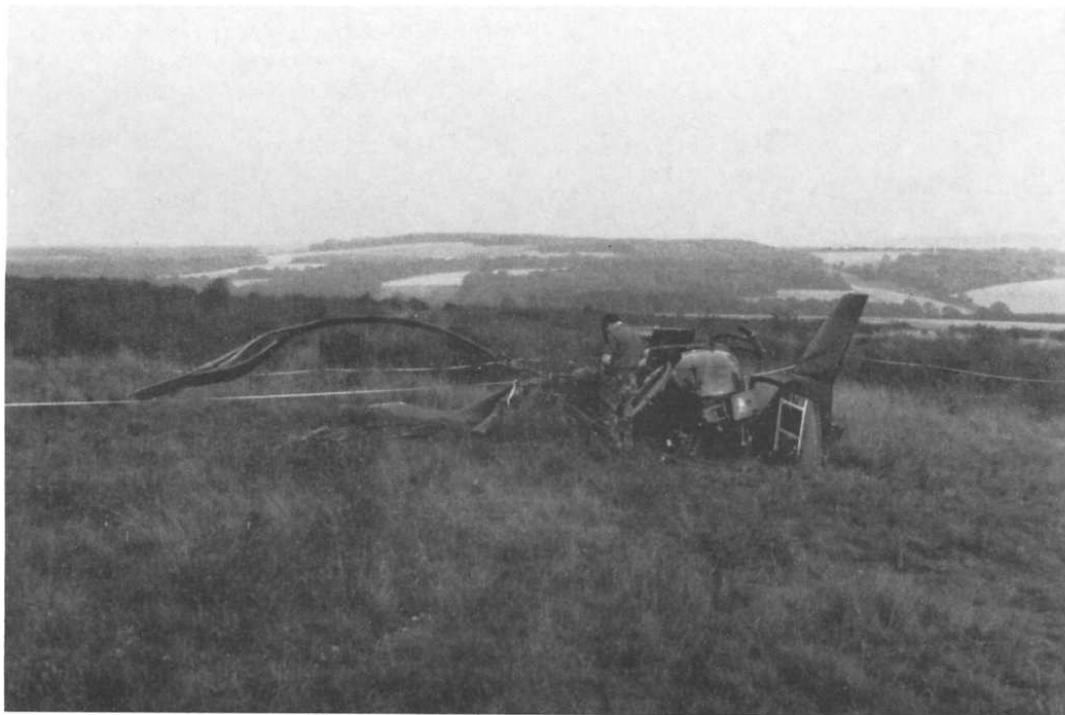


Photo No 1. Rings at Winterbourne Stoke, Wiltshire.
 (Photo by F.C. Taylor on August 22, 1987.)



**Photographs 2 and 3 (Colin Andrews).
Crashed Army helicopter at Stockbridge Downs, October 1978.**

did his main parachute.

The main chute was found in shreds, north of the famous circle of stones, Stonehenge. The body of the pilot and his secondary chute were found at a spot overlooking the field that had the mystery circles in August 1987.

The dinghy was found in that same field which had had the circles.

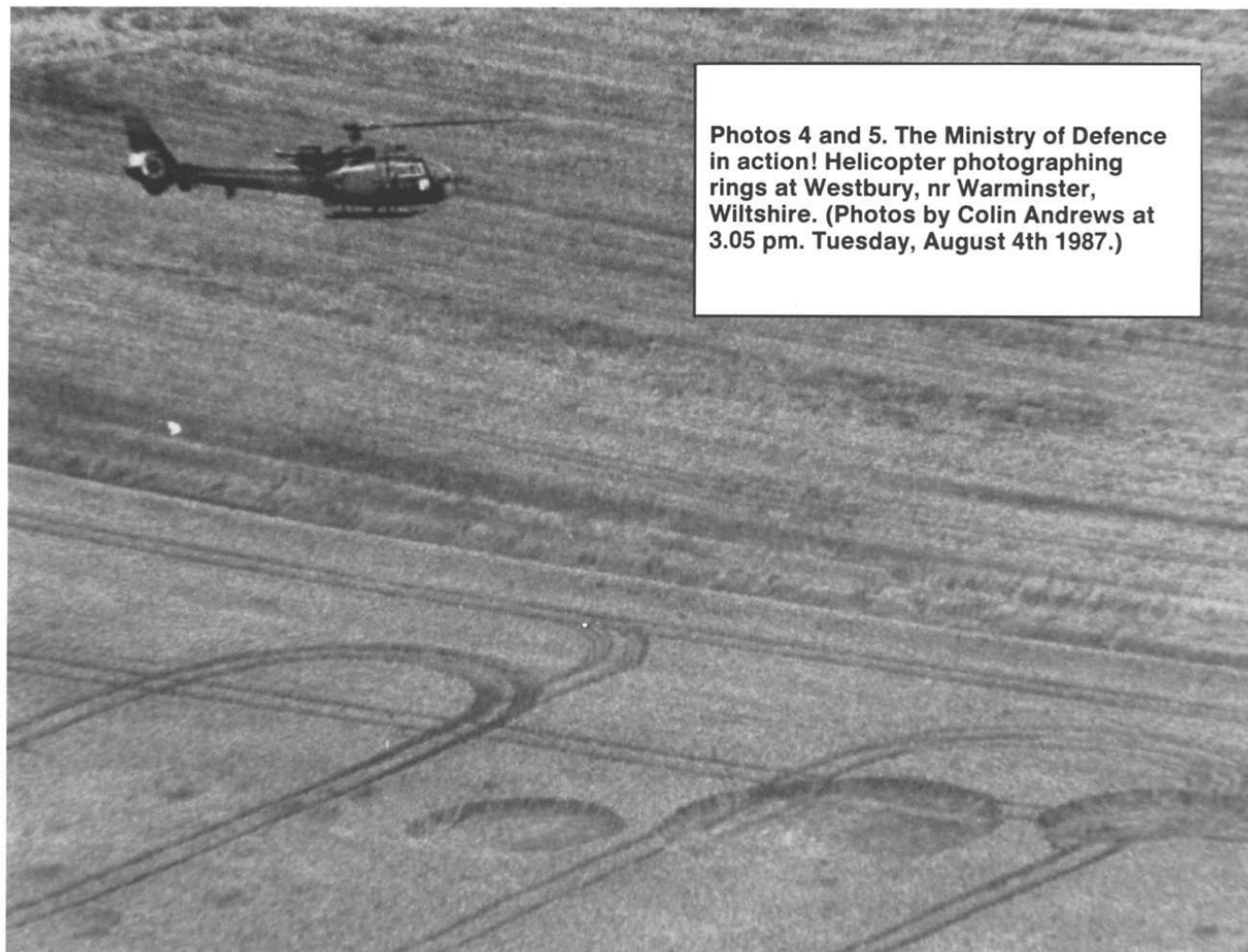
This means that we now have two extremely strange and rare occurrences, both attributed to completely mysterious causes, over one and the same field within the span of a few weeks (August 22, 1987, and October 22, 1987). Can there be a connection?

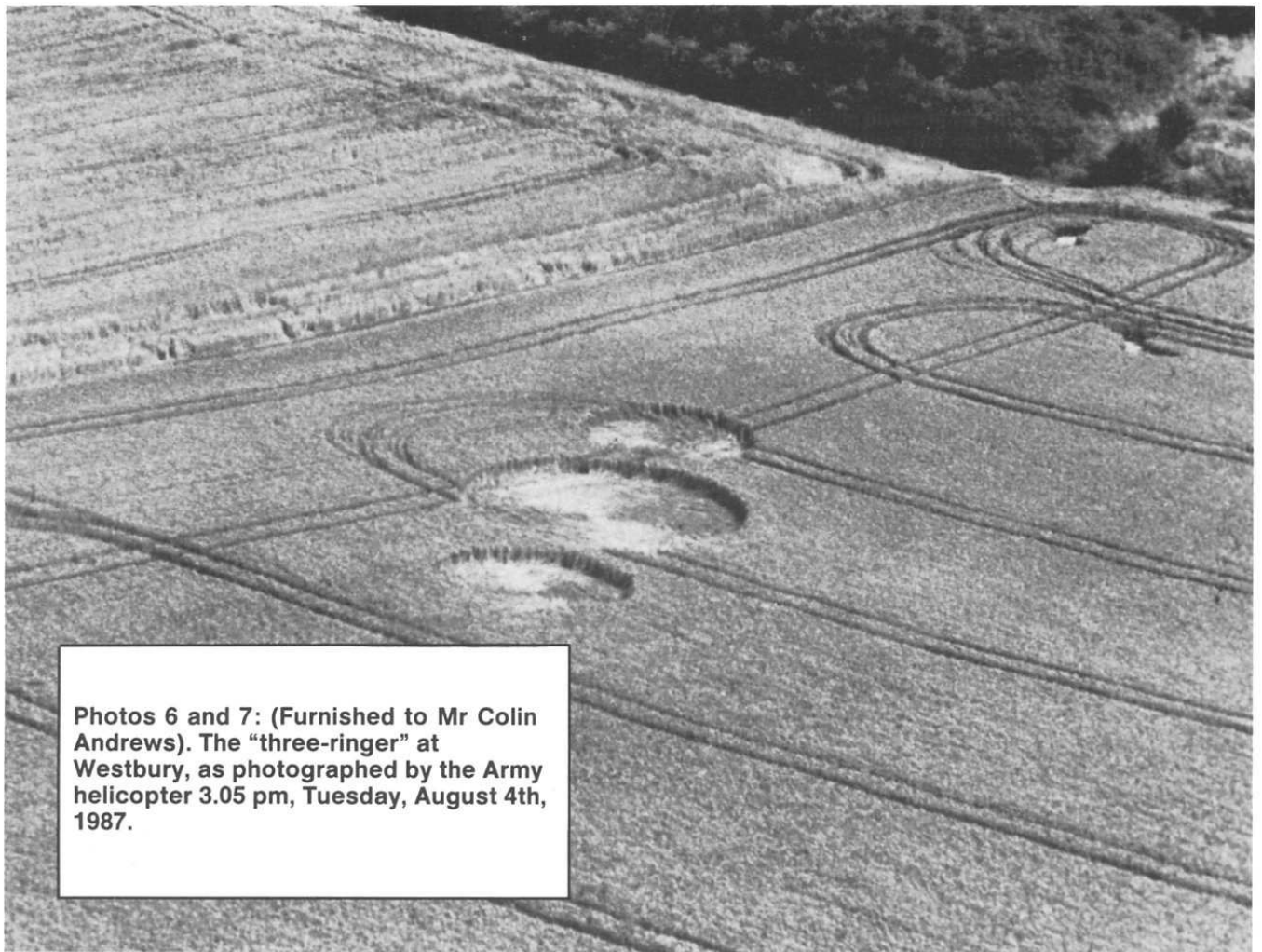
Other Crashes

The situation is not improved when we have to take into consideration other aircraft crashes in fields on which other circles have been found.

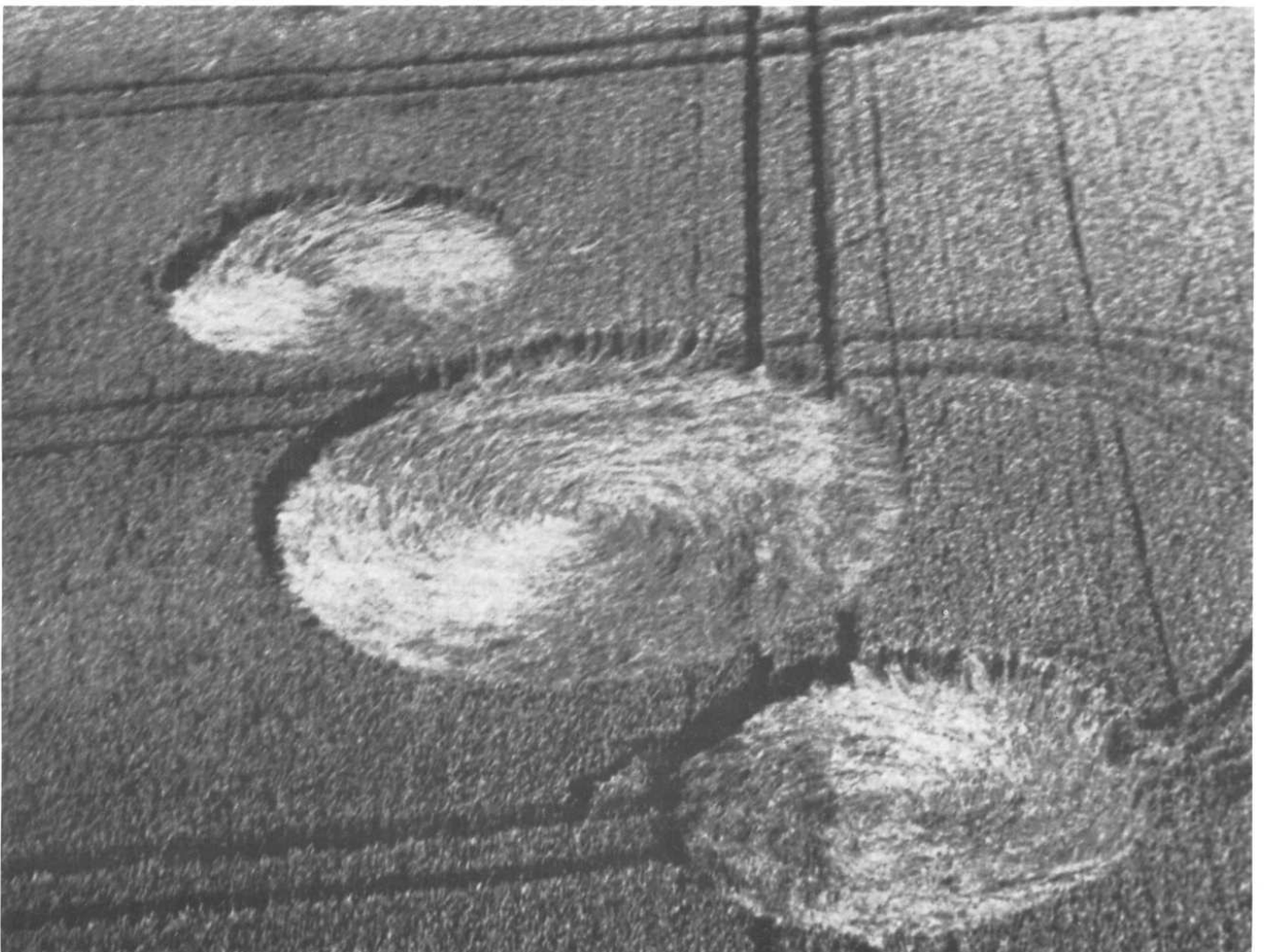
One such crash took place in a field below Peppercorn Hill, near Whiteparish, in Wiltshire, approximately thirty years ago. Two mysterious circles were found shortly afterwards, just yards away from the site of the crash. And circles are still appearing in these same fields, the latest being a circle and a ring found in June 1987.

Photographs 2 and 3 were taken by me and show





Photos 6 and 7: (Furnished to Mr Colin Andrews). The "three-ringer" at Westbury, as photographed by the Army helicopter 3.05 pm, Tuesday, August 4th, 1987.





an Army helicopter which crashed in October 1978 at the exact spot where a huge UFO would be seen, on Stockbridge Downs, on July 6, 1985 (nearly seven years later) by Mr Jack and Mrs Pat Collins. Ten circles appeared in fields on either side of the UFO during that same night. (See FSR Vol. 32, No. 6, published 1987.)

The Inquest

The inquest regarding the cause of death of the *Harrier* pilot, Humphrey Taylor Scott, was held in Salisbury on Monday March 28, 1988. The M.o.D (Ministry of Defence) said that, without examining the ejector-seat, which was still presumably in the aircraft at the bottom of the sea, it was not possible to identify the cause of the accident positively. But the most plausible reason, they said, was the inadvertent firing of a manual separation-device, designed for use after the ejector-seat had left the aircraft. This firing may have been caused by a lead lamp having fallen from its clip and become lodged under the manual override operating rod on the right of the seat, which linked the handle to the cartridge-firing unit.

Interesting Admissions by an Officer

However, when I spoke to Sq. Ldr. Graham Davis that same evening, he was surprisingly frank and told me: "*We do not know what caused this, quite honestly*". He went on to say: "I do not think the mystery circles, which I have also seen, and this, *are related on this occasion*." He admitted that the circles formations were a puzzling phenomenon, and he asked me to

contact him again if I had any more information which I considered they should know about. He said: "*There is a lot that we don't know.*"

I was impressed by Sq. Ldr. Davis's attitude, and by his willingness to discuss "our problem" and "theirs". I had the distinct feeling that he was unhappy with the whole affair. He was keen for me to tell him all about other ring and circle formations found in the locality, and, in particular, he was interested in the 38 circles found by us across Wiltshire during the summer of 1987 — circles in which a large number of plants had been ripped out of the ground, with their roots and soil attached, and thrown by some force completely out of the compressed circles on to the surrounding area. (A force well capable of lifting the canopy of a *Harrier* jet?)

Official Concern

We are still receiving details from several parts of the world concerning the findings of such circles at spots where UFO landings are known to have taken place.

Moreover, it is very evident that the Ministry of Defence are taking a real interest in the alarming increase in both UFO sightings and circular markings.*

Some Interesting Photographs

Photographs 4 and 5 (taken by myself) shows one of the British Army's helicopters hovering above a field, containing several circles at Westbury, near Warminster, Wiltshire, on August 4, 1987.

Indeed, I have also been enabled to possess some of



Photographs 8 and 9: (Furnished to Mr. Colin Andrews.)
The "two-ringer" at Westbury as photographed by the Army helicopter, 3.05 p.m. Tuesday, August 4, 1987.

the photographs of the rings that were actually taken on that day from that particular Army helicopter, and here they are! (Photographs 6, 7, 8, 9).

Further Discussion with an Officer

On the evening of that same day on which I had snapped the picture of the Army helicopter (August 4, 1987) I exchanged certain information, on this matter of the rings discovered by our investigation group, with a Senior Army officer. All in all, my discussions with these officials have left me with the very clear impression that there is far, far more in all this than meets the eye, as the saying has it, and that there is profound uneasiness about the UFOs and about the mystery circles.*

Unlike some of the "scientific fraternity" who we hear quoted, and unlike those supposed "UFO researchers" who enjoy putting about slanderous misrepresentations on both sides of the Atlantic, it is

evident that the people in charge of our National Defence and those who operate as pilots in our skies are quite sure that the answers to all these big questions are not to be found in some *meteorological* manual, nor will they be forthcoming from some hoaxer's diary. *The truth of the matter is probably a great deal more worrying than that!*

If and when further developments occur, we shall publish them in FSR.

NOTE BY EDITOR

* All the confidential information now reaching us from many well-placed and well-informed quarters, particularly in the USA, Australia, and Britain, indicates that the Governments are thoroughly worried. And if the posture and behaviour of Comrade Crookback over there in Moscow also seems a trifle out of character with what we have learned to expect from such gentry, the reason assuredly lies with the UFOs. — G.C.

(From page 5)

aircraft flying over. But Captain Bryan Holt, local head of the public relations department of NORAD denied that, up till midnight on the day in question *any* satellite, American or other, had passed over the area. And a spokesman for the U.S. Air Force Base at Elmendorf, near Anchorage, denied that there had been any AWAC aircraft out on a mission that night.

Captain Bryan Holt then stated that what they had seen must have been a meteor (though no scientific or astronomical installation in the region seems to have observed such a body that night).

As the coastguards in the Alaskan area are noted for their careful and conscientious reporting, this mention of the "squadron of UFOs" seen by them, coming as it did so soon after the Japanese pilots' sightings over Alaska, attracted much attention.

WHAT THEY'RE DOING TO US

© *Budd Hopkins*

Mr Budd Hopkins, who has reported exhaustively on his investigation of the abduction phenomenon in his books *Missing Time* (1981) and *Intruders* (1987), has very kindly given his consent for this important article to be reprinted in FSR. It has already appeared in the USA. — EDITOR

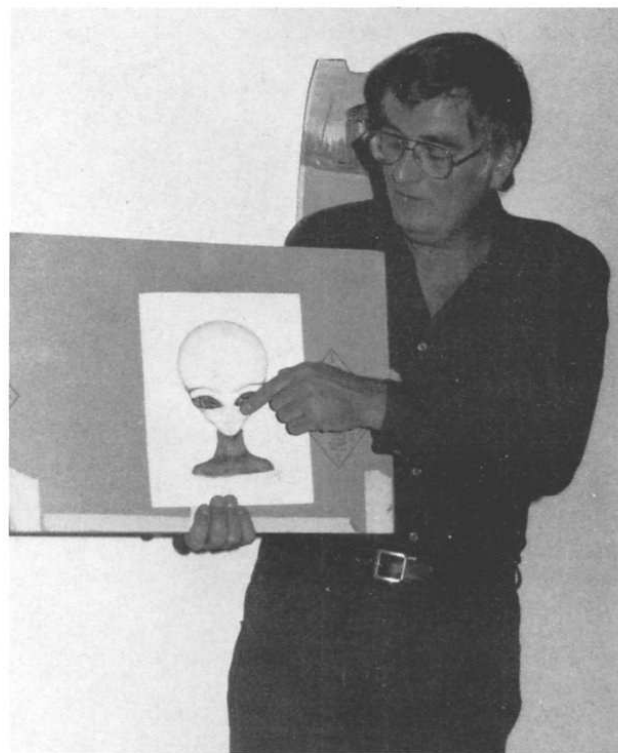
It is in the nature of human psychology that an event as dramatic as contact with extraterrestrial intelligence cannot be thought about neutrally, without deep-seated hopes and preconceptions. Most of us, I'm certain, prefer to believe that extraterrestrials would arrive on our planet as friendly, helpful beings, eager to share their technology and to aid us in solving our social and ecological problems. Upon this basic and very human wish certain people have erected a powerful set of interpretations of modern-day UFO reports. These hopes, hardened into a kind of theology, can be described as a modern religion, willed into existence after the decline of our more traditional deities. After all, we have been told more than once that God is dead.

On the other hand, our recent wars, both hot and cold, and the venality and deceit we have seen in many of our political leaders have also inspired an undercurrent of pessimism, global in extent. International chaos, terrorism and governmental incompetence have trained many of us always to expect the worst. And so, if the majority opinion, or hope, is that extraterrestrials would arrive as Space Brothers, a strong minority opinion fears the opposite: that we would find ourselves taken over by a band of intergalactic conquerors. Our popular science-fiction films spell out these hopes and fears quite literally. We have the kindly Space Brother, Michael Rennie, stepping out of a gleaming spaceship to help earthlings through their troubles, and then we have Body Snatchers out to do us all in. I've dwelt on these basic attitudes about extraterrestrial contact for an important reason: when we examine reports of actual contact, especially as revealed in UFO-abduction encounters, we must always bear in mind how our basic preconceptions might influence our reading of these events.

After 12 years' experience investigating the abduction phenomenon, I will not deal with the validity of such reports in this paper. I've considered this issue elsewhere, in two books and a number of articles, so we will here assume that the abductees I've worked with, more than 150 in all, are telling the truth as they best recall it. I will concentrate, instead, on what their accounts tell us about the moral nature of the UFO phenomenon. Are the UFO occupants, as they are described by their abductees, good or bad, friends or foes, or is the situation just not reducible to such terms? The very first step, previously, is to analyze what the abductees say they feel about their captors, and that, every investigator knows, is a complex task. My 12 years' experience leads me to a distinct conclusion: each abductee's emotions are invariably intense and many-leveled — and usually mutually contradictory.

First of all, confrontations with UFO occupants are generally experienced as frightening, so fear, at some point, is an almost universal element in the emotional mix. Second, there is a kind of awe or wonder at the power and seeming magic of the aliens' technology. This often translates itself into a kind of affection, even love, that an abductee might feel for the captor with whom he or she senses a special relationship.

On the other side of the same coin is an almost universal anger — verging sometimes on hatred — that



Budd Hopkins, author of the important books *Missing Time* and *Intruders*, lecturing on UFO abductions at Truro, Cape Cod, Mass, USA. Summer 1985. (Photo by Geraldine Proctor.)

abductees feel toward their abductors because of their enforced helplessness, their sense of having been used, involuntarily, and even, upon occasion, of being made to suffer severe pain. According to every broad study of the abduction literature that I know of, and Thomas E. Bullard's is the most authoritative, fear, awe, affection and anger are the basic emotional components of almost every UFO-abduction experience.

It is safe to say, then, that *powerful and confusing* emotions follow such experiences, and that after their encounters abductees do not believe they have been taken either by purely malevolent foes or by selfless, angelic Space Brothers. The situation is far too complicated for either simplistic reading.

* * * * *

During the past eight years I have conducted an informal support group for UFO abductees in the New York City area and have kept in touch with many others in various parts of the country. These circumstances have allowed me to observe a number of men and women over an extended period of time and to see various patterns of response to their abduction experiences. The weight of each component in the standard emotional mix varies widely from individual to individual and also changes with time within any one psyche. But the basic components always seem to