

DID HUMANOIDS KILL THESE MEN ?

F.W. Holiday

AFTER reading the story of the bizarre 1954 car crash by Margaret and Geoffrey Westwood (FSR Vol.23, No.4) it seems possible to me that various inexplicable car accidents may be UFO-related. The tragic case described below haunts me because we are unlikely to discover the whole truth and because there seems no reason — given similar circumstances — why it could not happen again. It is an alarming thought.

The accident happened on November 23, 1977, on the A48 near the bottom of Nantycaws Hill. The A48 runs between Carmarthen — Cross Hands — Swansea. Nantycaws is about two miles outside Carmarthen. This is a rolling, pastoral, sparsely-populated countryside.

That afternoon there had been a Welsh Counties rugby cup match which was played at Ystradgynlais. After the match two cars set off back for Carmarthen. One contained Mr. Glan Tucker, former Llanelli Rugby Football Club chairman. At Porthyrhyd Mr. Tucker stopped to set down one of his passengers. A BMW car, coming up behind him, also stopped. This car contained Phil Davies, aged 24, Swansea's Player-of-the-Year in 1976, Brian Jenkins, aged 20, Carmarthen's first-team hooker and Benny Lewis, aged 62, a Carmarthen County RFC selector.

Howard Parry, aged 28, who was riding in the first car with Mr. Tucker now changed cars and got in the BMW since this was going to Carmarthen Athletic Club where Parry had left his own car parked. The BMW then drove away and was followed, a few minutes later, by Mr. Tucker in the second car.

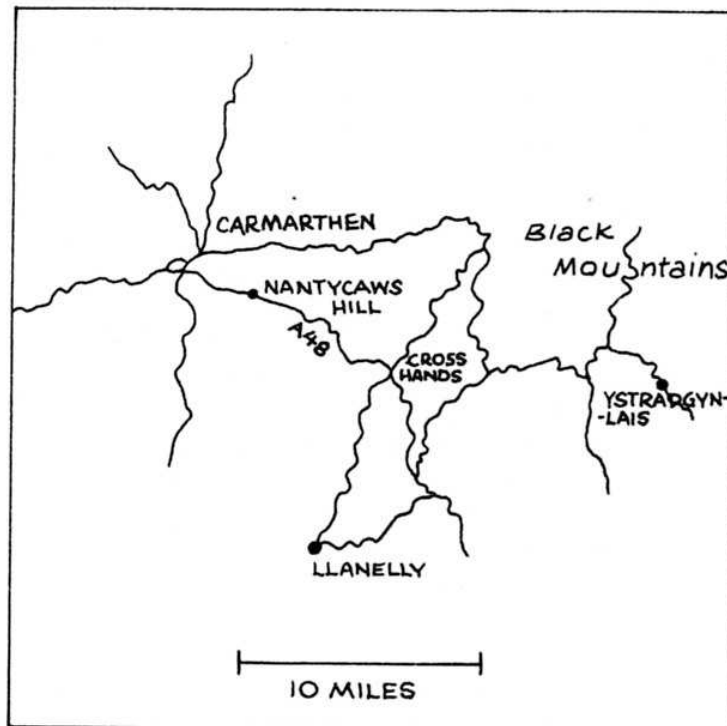
At about 8.00 that evening a Calor gas tanker driven by Roger Goodreid of Neath left Carmarthen for Swansea. At about 8.05 it reached the bottom of Nantycaws Hill. And then, according to the *Western Mail*, the truck apparently jackknifed and overturned across the three-lane road. The BMW containing the rugby players hit the truck and was literally torn in two and demolished down to the wheels.

It was a frightful scene and Mr. Tucker came upon it a few minutes later. Wreckage was strewn over 300 yards. The whole road was blocked for 7 hours while troops, firemen and ambulance-men worked with arc-lights and cranes to clear the wreckage. The four rugby supporters and the tanker driver had been killed instantly.

At all stages this disaster was treated as a normal road accident by the investigating authorities because this was as far as their information extended. The BMW had obviously been travelling very fast. The rugby party had probably had some drinks as rugby parties usually do. Was this not a terrible illustration of the warning: "If you drink, don't drive"?

But how did one explain the mysterious jackknifing of the tanker across a wide, dry road on a night of good visibility? The inquest, whose results were announced on 13 January, 1978, indicated that there was a "dip" in the road at the point of impact. The verdict was given as "accidental death."

When the news of the tragedy came over the radio I felt a thrill of horrified recognition because the name "Nantycaws Hill" had only recently been transcribed into my notebook. It was taken from a recording made by Randall Jones-Pugh from the testimony of another truck-driver who had encountered humanoids at night at that very spot.



This witness was Francis Lloyd of 24, Hawthorne Road., Haverfordwest. Mr. Lloyd is a long-distance driver and on 27 August, 1977, he set off from Haverfordwest with a load of merchandise to be delivered to the Continent. With him in the cab was 16-years-old John Dwyer, the son of his employer. At 2.30 in the morning the truck was 2 miles out of Carmarthen on the A48 heading for Cross Hands. As it slowed to start taking Nantycaws Hill the driver and his mate encountered the humanoids.

Francis Lloyd told us: "I came down into a dip at the bottom of Nantycaws [Note: this dip was mentioned at the inquest] and started to climb up and then the lights just picked up these two...things. I saw them and I thought 'It can't be — it must be my

eyes' so I never said a word. John, by the side of me, said 'What the hell's that?' I just said 'I'm not hanging around to find out!'"

The big truck carried eight forward headlights making the road as bright as day. Standing on the right hand grassy verge were two huge figures at least 7 feet high and correspondingly wide. They were reddish-orange in colour as if wearing a single-piece celluloid suit. They had huge heads that were elongated upwards as if they could have been wearing tall helmets. The heads seemed to be about a foot wide and eighteen inches high — almost like guardsmen in busbies. As the light struck the figures it reflected back at the witnesses.

The two monstrous beings were standing together, slightly turned towards each other. Francis Lloyd had the feeling that they were holding some sort of instrument between them although what it was he couldn't make out. The conversation, taken from the tape, runs as follows:

"Did they have arms, hands?"

"Yes, they had arms. And there was a sort of flap on the shoulders."

"Did they have their arms up when you saw them?"

"Yes. It seemed as if they had radios or something and they were holding an object...They seemed to be holding something. Also they had some sort of aerials coming out of them."

"How long were these aerials?"

"About to the top of the head. They glittered in the lights. They were a chrome-silvery colour."

The presumed aerials emerged from the chest and reached to the top of the head. The boy, John Dwyer, said later however that he also saw a smaller aerial emerging from the side of one of the creature's heads.

Francis Lloyd then commented: "They were just standing there. I've never seen anything so weird or ever felt so weird." At no time did either of the witnesses see any sign of a landed craft.

Pugh asked: "But how were they standing?"

"They were slightly turned towards each other just like we are now. It wasn't a trick of the light because I had eight headlights on."

"Did you notice their legs?"

"No. That's the funny part. John didn't either."

"Could you make out the features?"

"No — and that's another queer part. The face was there but we seemed to see though it like. There seemed to be nothing. You couldn't make them out. I've never seen anything like it before. I always believed UFOs were a hoax but it definitely made me change my mind about that. They weren't human — I'm pretty sure."

Man and boy stared at this spectacle for 5–6 seconds while the heavy truck ground past the monstrous figures and left them behind in the darkness. Lloyd told us that he felt a strange cold tingling sensation as he approached and passed the beings. "I wouldn't say it was fright," he said. "It was a weird feeling." He had no desire to stop the truck and investigate the figures.

"How did the boy react?" Pugh asked.

"John simply said: 'Jeez, what was that? I've never seen anything like that before. It's the weirdest thing I've ever seen.'"

A reaction leading to silence then seems to have set in with the pair. For the rest of the journey they avoided discussing the subject. The load was delivered to the Continent and they returned home, John Dwyer going back to Ireland where he lives.

"Did he mention it again before he left?" Pugh asked.

"Yes," said Lloyd. "He said: 'I don't want to talk about it and I never want to see anything like that again. I've never seen anything like it in my whole life.'"

Francis Lloyd's wife Pat, who was present at the interview, added: "Whatever it was that they saw the boy couldn't seem to get over it."

We attempted to get the boy's testimony by letter but failed. We wondered if he had been traumatised into a lasting silence like so many other UFO witnesses have been.

The encounter nagged on the mind of Francis Lloyd to such an extent that he finally told the story to Harry Williams, a Carmarthen detective he knew. Thus Pugh came to hear of the case.

What are we to make of this episode? It is a fact that a description of Nantycaws Hill and even the dip in the road on the Carmarthen side were transcribed into my notes on 28 September, 1977. It is also a fact that between 27 August and 28 September the police had been informed that something extraordinary could take place at that spot. The horrific accident occurred on 23 November.

Can the accident be rationally explained from what we now know? It is of course possible to argue that the tragedy was a normal consequence of drink and fast driving. Against this it should be pointed out that the BMW had already driven over 20 miles from Ystradgynlais along the busy "Heads of the Valley" road without incident. The accident happened on a straight, wide, almost traffic-free carriage-way practically at the end of the journey. This gives the "commonsense" explanation a note of illogicality. Why did the tanker jackknife and overturn across the road? Did the driver swerve suddenly and unaccountably? Francis Lloyd reports having a weird feeling of shock during the sighting. If humanoids were again visible at the same spot would this have been enough to unnerve the driver of the articulated tanker into swerving away from them?

Since we do not know what humanoids are or why they appear these questions cannot be answered. We do however reject the possibility of coincidence and believe there was a real connection between the figures and the subsequent disaster.

It is possible to argue a case for humanoid precognition of the accident even though this does not explain the jackknife effect. I have done this previously in *Flying Saucer Review* (*Was "God" at Aberfan?* Vol.18, No.2). This case however is different in that it seems to have been the appearance of the same phenomenon at the same spot which probably led to the crash. Whether the detective, Harry

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BIZARRE "BOXCAR" OVER PRESTON

Ray Rimell

Our contributor who lives in Pinner, Middlesex, is a World War I aero historian, illustrator and modeller.

READERS of *Flying Saucer Review* may be interested to learn of Mr. Frederick S. Iredale's unusual experience at Preston, Lancs; an experience that took place in November 1975 and may well be a unique case in the United Kingdom. Mr. Iredale cannot remember the exact date of his sighting, but believes it to be either the 12th or 13th November 1975 when he was driving to work along Ringway, Preston, Lancs. The time was 08.20 a.m., the sky was clear, and the witness had an excellent view of a strange "aeroplane" as it flew quite low, at not more than 500 feet, and extremely slowly, in front of his car. The machine was roughly on an eastbound course, while Mr. Iredale was travelling the northbound carriageway. It was no ordinary aeroplane. Mr. Iredale states that there were no visible registration letters, no tapered fuselage, no windows, no doorway, and no undercarriage or cockpit visible to starboard (right hand). The sides of the fuselage were parallel, throughout resembling a long cigar tube, but rounded at both ends. The wing was parallel-sided and joined by two struts to a tailplane.

The witness not unnaturally failed to recognise the aircraft type, and he later made enquiries at Ringway and BAC Warton. The latter suggested it could have been an Armstrong Whitworth Argosy, the general shape of which is similar to the machine observed, but Mr. Iredale disputes this and has yet to see in any book an illustration remotely resembling his sighting.

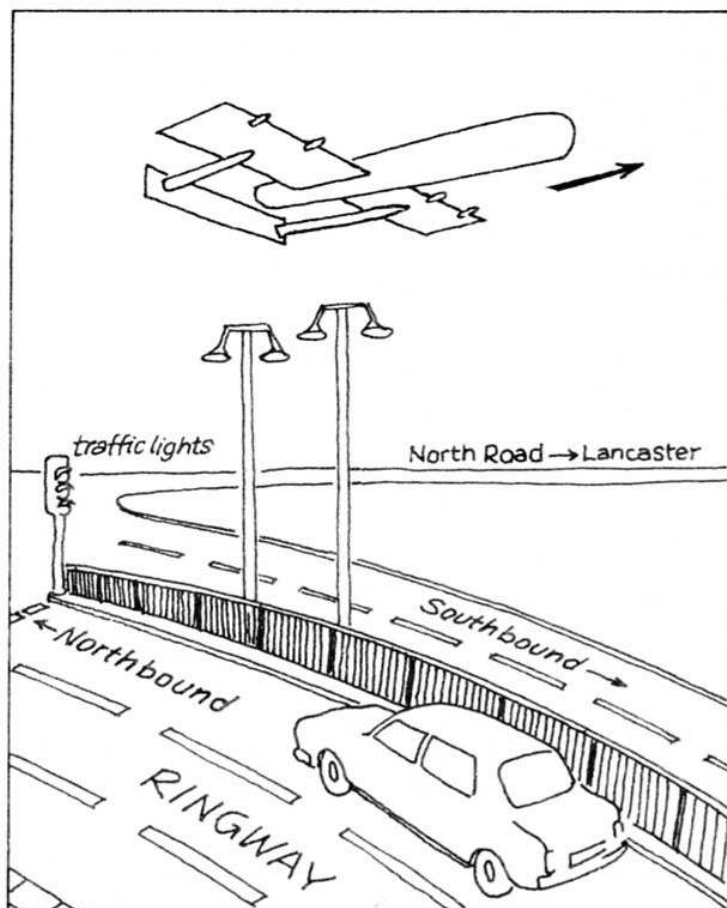
I talked to Mr. Iredale about his experience and judge him to be a very sincere person who has obviously been witness to an unusual form of UFO. The account reminds me of the "Flying Boxcars" described by John Keel in his book *UFOs: Operation Trojan Horse*. (Incidentally the Fairchild C119 that he mentions is somewhat similar to an Argosy in shape.) Mr. Iredale had no knowledge of these

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Williams, reported Lloyd's account officially we do not know. Nor do we see what action the police could have taken.

Other UFO-related incidents have occurred within this immediate area including a possible attempted abduction near the village of Idole, 3 miles away, and an aerial object seen and drawn by an artist John Petts from the window of his studio.

The Nantycaws affair suggests that drivers should always travel at moderate speed and use extra care — especially when driving alone at night. Though we do not know whether humanoids are actually malignant or not there is no doubt that their sudden appearance does produce considerable stress in the minds of witnesses and may lead to fatal consequences.



American sightings, or of Keel's book, until I had mentioned them to him. The sketch is based on one I redrew from Mr. Iredale's original, and he has vetted it as being a true representation of what he can remember seeing. The position of the tailplane (an aerodynamic absurdity) and absence of any usual type of feature connected with aircraft markings, windows, or wheels in my opinion rules out any form of terrestrial made aircraft. I wonder what your experts make of all this?

BENT SPOONS ... References Cont. from page 19

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