

the pilots of the British Airways *Trident* airliner involved in the incident over Portugal saw the Yellow Pages entry. Knowing that passengers in his jet liner who had seen the phenomenon might conceivably "leak" a garbled story to the press, and wishing to get the record straight, he called Mr. Fowler on the

telephone. The rest followed.

At the time of writing this Editorial (late October 1976) the incident has not been publicised by the mass media, so the report is something of a major success for Mr. Fowler and his team.

UFO SEEN FROM "TRIDENT" NEAR LISBON

British Airways Jetliners involved with ground control in a remarkable radar-visual case

Omar Fowler

WE have interviewed the Captain, and the first and second officers of a *Trident 2* (G-AVFG) following their reported UFO sighting off the coast of Portugal on the evening of Friday July 30, 1976. The officers have asked for their full names to be withheld.

The Skipper, Captain D.W., who has been flying for British Airways for 20 years and has more than 10,000 hours of flying to his credit, describes the incident:—

"We were about 40 miles south of Lisbon when Lisbon Control (Air Traffic) called up a *TriStar* that was above us and said: 'We have reports of a UFO. Could you confirm the sighting?' We looked up and there, sure enough at 90°, was this very bright light; I drew a sketch as we flew along. The time at night was 2000 GMT, nine o'clock local time. It was still light, the sun had just set, there was no cloud, and we could still see the ground. The crescent moon could be seen, but it was daylight to all intents and purposes at 29,000 feet.

"(As) we looked up, there was this brilliantly white, incredibly bright object. Relative to us, it was at 90° and looked about 30° in elevation. It was an incredible thing to see just sitting there, so I said (to his crew), I think we will just tell the passengers, so I made a cabin address and said: 'If you look on the starboard side, you will see what we believe to be a UFO.'

"Then as we were looking, a long cigar-shaped, or sausage-shaped brown affair appeared below it and to the starboard side of it. It just materialised, just appeared there, and then another one appeared next to it. Certainly, I saw this very bright light which Lisbon had asked me to confirm and the *TriStar* had already said: 'Yes, we have this UFO in sight.' I confirmed that (to Control) and I said: 'There is no way that this is a star or planet.' This is all on tape.

"We saw the bright one for eight minutes, but (as for) the other two, I think the first one appeared two minutes later and the third one at the same time. It was then that I thought I was looking at something very unreal. I think the bright light was fascinating, but the other things were also extraordinary, and something that I cannot possibly explain. It certainly was not natural. If natural is what I have been

Mr. Fowler is Chairman of the Surrey Investigation Group on Aerial Phenomena (SIGAP), and he and members of his team, being alerted to the remarkable events described herein, were fortunate in being able to tape interviews with the Skipper and co-pilots of one of the three airliners involved. This report, transcribed from the tapes, has been sent to FSR, and to BUFORA with which SIGAP is affiliated, for publication.

EDITOR

accustomed to for the past twenty years, then this was not natural and the other members of the crew agreed with me.

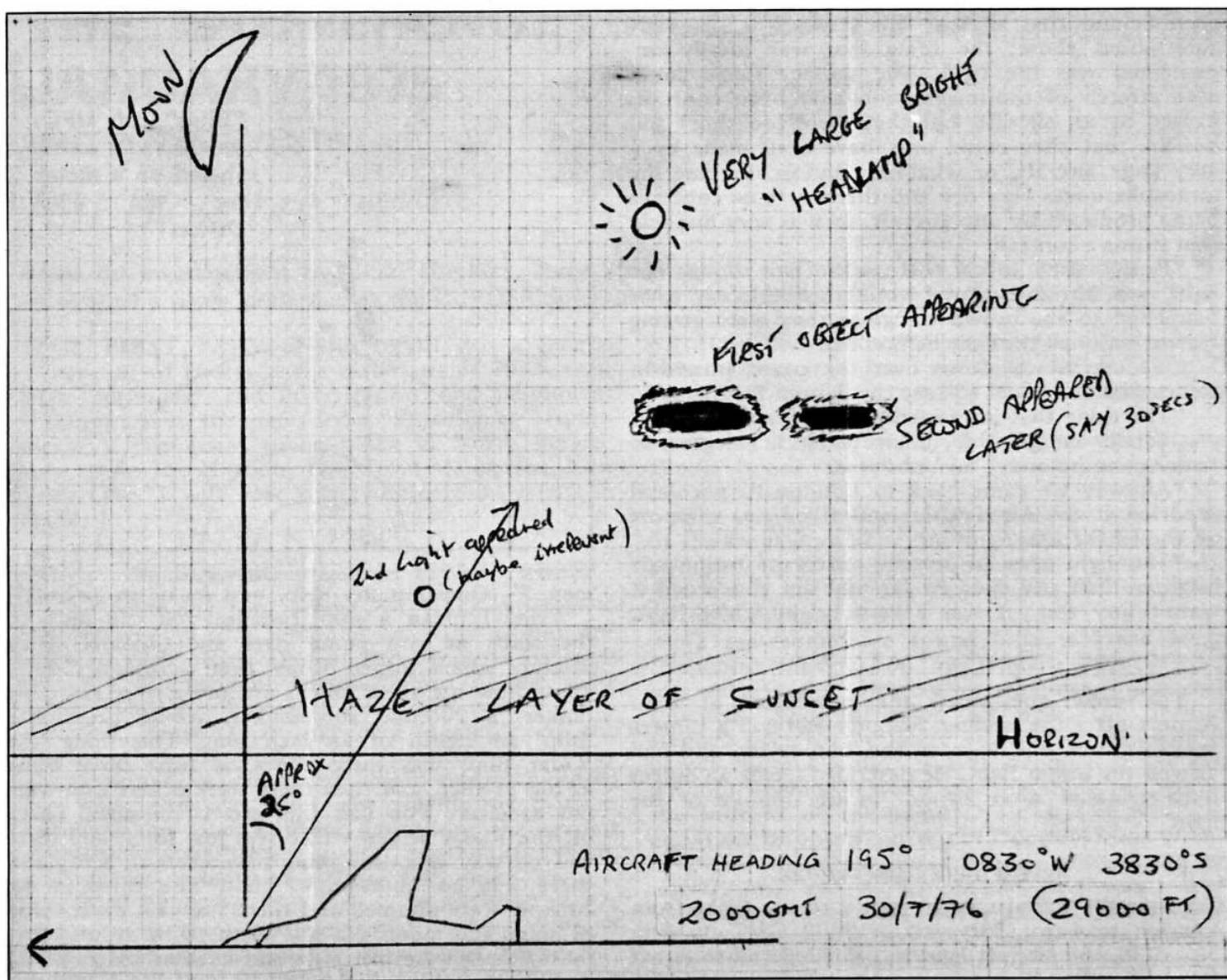
"Apart from ourselves and the *TriStar*, there was also a T.A.P. (Portuguese State Airline) 727. I had been speaking to the *TriStar* Captain, and then the T.A.P. pilot started speaking to Lisbon and it was then that they said they were going to "scramble" some fighters. Whether they did so or not I don't know, but they were getting excited about it and completely blocked the "air" (radio band). This was difficult as we wanted descent clearance. Finally we were able to clear with Faro (airport).

The first officer, C.T., who has been flying for 20 years, including 12 years as a Royal Air Force fighter pilot, recorded his version of the events, and his impressions:—

"The *Trident 2* aircraft (C-AVFG) flying from London to Faro on Friday July 30, 1976, was in a position 08° 30' W., 38° S., just South East of Lisbon at 29,000 ft., heading 195°. The speed was 500 knots, the time 2000 GMT.

"It was a beautifully clear sky, a newish moon had appeared and the sun was setting. A very bright light appeared, well above the horizon, bearing 30° from our position. The light was really incredibly bright; dazzling and very large indeed. Its shape was very difficult to discern. Rather like an enormous headlamp in the sky. It was not a star, planet or satellite.

"Whilst watching this light an incredible occurrence was witnessed. At a much lower level, a large rectangular object suddenly materialised. It



The sketch made by the Captain of the *Trident* during the course of his sighting

had the appearance of a thick, foreshortened condensation trail. The periphery was of a vapourish appearance and coloured, probably by the setting sun. The centre was very dark, solid looking, somewhat cigar-like and appeared stationary.

"Approximately 30 seconds later another of these objects suddenly appeared just behind the first. I watched the objects continuously for some five minutes: they appeared to be stationary although the shape did alter slightly, probably due to our own Southward progress. They were not aircraft condensation trails: vapour was present, but it was all embracing the dark centres. I was under the impression that a third one appeared underneath the second but couldn't swear to it.

"Another light then appeared at 'seven o'clock' (relative position) to the headlamp, but was lower on the horizon, not so intense, and maybe unrelated to this situation.

"The sighting was also observed by a British Airways *TriStar* en-route to Faro, and by Portuguese Airlines. The Portuguese controller became very

excited and talked about sending up fighters to have a look. Whether they did or not I don't know.

"I have been flying at high altitude now for 20 years, 12 of them in the RAF, and have never witnessed the like of this before."

The second officer, S.S., has been flying for five years. Confirming that the *Trident* G-AVFG was flying from London to Faro, Portugal, on the evening of July 30, 1976, he went on:—

"The first we saw of the object was when 'Air Traffic' called up to the *TriStar* that was right above us and said that they had a 'contact' at about 3 o'clock (area of the sky) and was there anything there? So we turned around (in our seats) and had a look. There, at 3 o'clock or slightly higher, was this bright light. It was daylight and the sun was setting, and it certainly appeared to have form rather than being a point source. It was far too bright to be a star, or anything explainable, no matter what effects the atmosphere may have had.

"We watched this thing for a while and then, below it to the right, a fat sausage shape appeared,

then behind that another one appeared. I am not sure about those; the thing that was totally unexplained was the light. The sausage shape could at a stretch of the imagination have been contrails caused by an aircraft, but they were too short and besides that they could only have been made by a very large aircraft, or whatever, and in any case the atmosphere was very dry and there were no contrails being produced by any aircraft, so it is very unlikely that it was a contrail.

"Really that is all there was. This thing, the light, was stationary but I wouldn't like to say what happened to the brown things as they were getting further away all the time behind us.

"We carried on down over the coast, turned in to descend and could still see the light in the distance.

"The thing that interested me was the light, for it was totally inexplicable. I have a Physics degree, so I am not completely 'lay' about it.

"Anyway we came back to London Airport and reported it to 'Air Traffic' and filled out a report on the UFO forms.

"The light was of several orders of magnitude brighter than any star. As far as I am concerned it wasn't any star; it was a very bright white light.

* * * * *

The crew questioned the passengers at Faro Airport after the landing. Nobody had had a camera available, but one witness had binoculars, and had viewed the bright light. He described seeing an object like "crinkled silver paper" in the middle of the light.

Return flight radar surprise

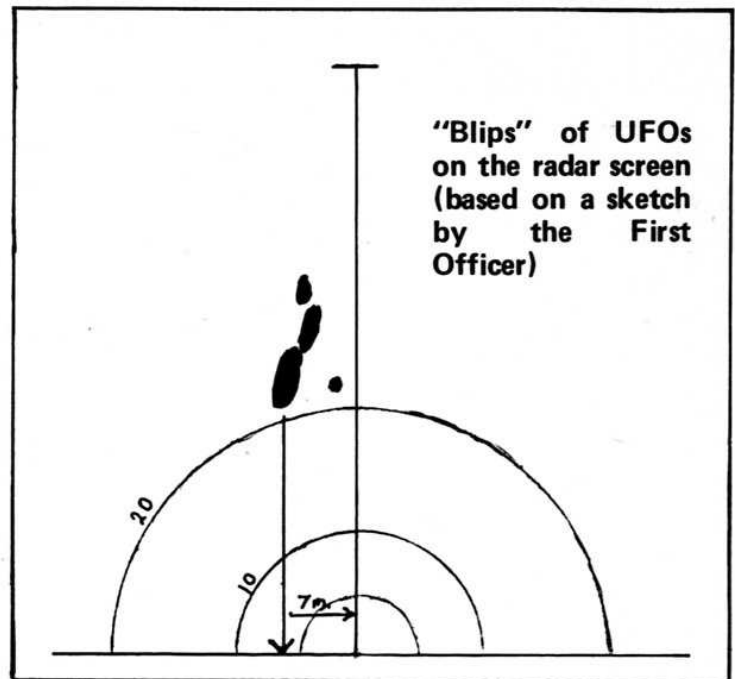
After the initial contact made on the flight from London to Faro (Portugal) at 2000 GMT on July 30, 1976, the aircraft landed, refuelled and took off for the return flight to London the crew decided to switch on the radar and scan the area where the initial contact had been made...

Here is Captain D.W.'s report:—

"We took off an hour and a quarter later. We came up to this area (of the sighting) again — we had a note of the Latitude and Longitude on a card — and I decided I would turn on the Radar. I tilted the Radar. It is in the nose of the aircraft and can be tilted up and down.

"To see aeroplanes on the Radar, you really have to know where they are. For instance, we saw the *TriStar* going down, because we knew exactly where it was. We knew it was two minutes ahead, so we were able to look about eighteen miles ahead on the Radar scanner; you could see a tiny speck, and that was the *TriStar*.

"I turned on the Radar and in the same position where we had seen these objects. I got a return with the Radar at 5° tilt up. I was climbing through 28,000 ft., going for 31,000 ft. With the Radar 5° tilt up, it scans then from about the lateral attitude of the aeroplane upwards. First I got this big 'Blip' and then a couple of others close to it. The big 'Blip' was much bigger than any ship I have ever



"Blips" of UFOs on the radar screen (based on a sketch by the First Officer)

seen..." (Question...by ship, you mean an aircraft?)

"No, I mean a ship, because you can pick up the ships as you come over the Channel. They produce much bigger 'Blips' than aeroplanes do. I know how big these things are and a ship, say a big tanker, a 200,000 ton tanker, would produce a 'Blip' an eighth of an inch long. This thing (the Radar Blip) was three times...at least three times as big as that, and then there were others that were not as clear. You had this sort of elliptical image on the Radar screen which was just solid, and there was no way that this could have been an aeroplane, there was no question of that. The lights in the cockpit were dimmed and there was just a backdrop of stars; the moon did not seem to be around anymore, there were just stars and nothing to see at all.

"We had the Radar return at 20 miles, and stationary, and we passed climbing. Gradually they disappeared on the starboard side, which is what one would have expected, as that is where they were and the closest that we reckon we got was seven miles. As the image gets close to the bottom of the Radar screen, it gets rather diffused and you can't really read it, but that was the last straw as far as I was concerned. It was a good Radar — they vary a bit — but this was a good one. At night of course you can see the Radar screen very much better than you can during the day. Because the lighting in the cockpit is very dim, you can read the details much more clearly and that's about it..."

First officer C.T. stated:—

"On the way back, it was dark, very dark, (although) quite clear with a completely cloudless sky. We thought we would have a look on the Radar when in the same position (as the earlier sighting) so when we got within about 50 miles, we turned the Radar on and pitched it up. Of course we were still climbing and blow me if we didn't get some enormous returns on the 20 miles scale. There were

(Continued on page 19)

THE "STONEHENGE" INCIDENTS OF JANUARY 1975

PART 2: THE EVENTS

Ted Bloecher

Based on investigations by Budd Hopkins, Jerry Stoehrer and the author, this is the complete account of a paper presented at the CUFOS Conference at Lincolnwood, Illinois on April 30, 1976

THE FIRST PART of this report was a general account of events in the early part of 1975, their later "unveiling" and investigation, and subsequent UFO reports in the area of the "Stonehenge" Apartments, a prominent tower block in North Bergen, way across the Hudson River from Manhattan, New York City. I will now relate the original events in detail.

II: Events in January 1975

The following four reports of UFO experiences all occurred in the same locality and within one week of each other. Two of these reports are most certainly independent corroborations of the same event. The chronological order in which they occurred presents an excellent example of the escalation of strangeness: the first example, of the observation of a structured object several hundred feet over the site, does not qualify as a close encounter by the strictest definition; the second experience by multiple witnesses, on the other hand, is a classic example of a Close Encounter, Type I; the third example, in which a near-landed object was seen at the same time that striking physical effects took place, qualifies as a Close Encounter, Type II; the final example, which appears to be the same object seen at even closer range, involved a group of small, sample-gathering occupants and is an example of the Close Encounter, Type III. These four reports, of course, did not come to our attention in the order in which they actually occurred, as they are presented here.

The following narrative accounts by the witnesses are excerpts from taped interviews conducted by the investigators. These statements have been edited and re-arranged to present an orderly sequential of each incident, as it occurred at the time. Complete transcriptions of all tape-recorded interviews are on file with the Center for UFO Studies and the Mutual UFO Network. In addition, a complete set of all transcripts are in the personal files of the investigators.

1: The Gonzalez Sighting, January 6, 1975

The earliest appearance in North Hudson Park of a UFO in 1975, so far as we can determine, occurred on the morning of January 6. The observer was 39-year-old Francisco Gonzalez, a Cuban emigre living with his family in West New York. At that time, Gonzalez was employed by Stonehenge as a

part-time doorman. His schedule for duty was on Monday mornings, from midnight until 8.00 a.m. On January 6 at approximately 2.30 a.m., the doorman was on duty in the lobby:

"I was standing at my desk, right? Looking out, almost beside the door, in front of me, when I saw that thing."

The large 8 x 9 plate glass window is to the left of the front door. The doorman was amazed to see a sizeable object hovering motionless several hundred feet above the playing field some 200 yards west of the building.

"I saw something round," he told me in our telephone conversation on January 29, 1976. "It was very bright, with square windows. I was really shocked!" Not believing his eyes, the doorman stepped over to the lobby entrance to examine the object more closely. "I was standing in the door without opening it and I saw this thing very clear — the bottom of the object." He said it was at an elevation of approximately 45 degrees, was circular in plan-form with the windows around the perimeter, and had a flat bottom that was brightly illuminated. Observing from below, Gonzalez was unable to describe the top of the object. He compared its angular size to that of the full moon.

After a minute or so, Gonzalez went outside to the driveway for a better look. "When I opened the door, I heard that sound," he told Hopkins and Stoehrer in their February 1 interview. "Then I was *really* shocked!" He said the sound was unlike any conventional aircraft, and compared it to the "buzzing or humming" of a bee, going "straight into your ear" and creating a vibrating sensation in the inner ear. It was such a "heavy sound," he said, that he thought "it was going to wake up everybody" in the building.

After several minutes, the object began to ascend slowly, going straight up. "Not like a helicopter," he said, "and *not* like a plane, no-no. *Straight* up! And I said to myself, 'My God!'" Disturbed by what he saw and heard, he went back into the lobby and tried to call the Stonehenge security guard, "but he wasn't there. He was down in the garage looking at the boiler." In the meantime, the object gradually rose out of the doorman's line of vision in the lobby. When he reached the security guard, Alberto Perez, the latter did not take him seriously: by the time he was finally persuaded to go out into the street, the object was gone. Gonzalez estimated he had seen it from four to five minutes. In a telephone