

"Let's get away now" said the passenger when the lights dimmed and his engine cut out . . . They got back in but the driver found the starter motor was dead . . . as the enormous object, 'bigger than a bus', approached them. The passenger's legs were shaking with fright . . .

CAR STOP NEAR NELSON, LANCASHIRE

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page ii of cover

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An international journal devoted to the study of Unidentified Flying Objects

UFOIN

A BREATH OF FRESH AIR wafts across the face of British ufology; indeed it could even be described as a "Breeze of Change."

A group — but no! "Group" is a tag that would not be appreciated, for those involved in this change eschew the idea of being just another "club." So we'll start again.

A number of investigators situated in many parts of Britain whose aim is improvement of their specialised endeavours, wish to see the results of those endeavours brought to the notice of Britain and the rest of the world. While they are in favour of the scientific treatment and assessment of the reports of their enquiries, they object to the fact that the fate of most of those reports is to languish in some exclusive filing cabinet, or to be transferred to the bowels of some remote computer — and nothing else.

So with the aims of improving standards and bringing about greater universal recognition, they have associated to form a national network of investigators with members covering areas throughout the country. If possible these members will establish a working relationship with their local police forces — it can be done, as will be seen in a contribution from Essex in this present issue of *Flying Saucer Review* — and generally keep their ears to the ground and eyes to the press, ready to investigate anything that comes to their notice. At the same time they will be prepared to look into other cases when alerted to do so from the focal point of the network.

While it should be borne in mind that because several individuals and a number of active groups from different parts of the country make up the network, it is essential to have a focal point, and this is the Northern UFO Network whose Secretary, Jenny Randles, acts as secretary to the new, larger organisation, helped closely by Peter Warrington and Jeff Porter. In close association with them are Robert Morrell (Nottingham) and his colleagues, Philip Rogers (Birmingham) and his team, Messrs. King, Collins and others (Essex), Leslie Harris and John Ledner (Bournemouth) and Omar Fowler (Surrey), to mention but a few.

In view of their desire that their reports, and the state of ufology in Britain, should become universally better known by publication in a reputable, well-circulated journal, they approached *Flying Saucer Review* to gauge the depth of our possible interest in the proposed liaison.

The position of FSR in this world of burgeoning interest in the UFO phenomenon is that we need not only to present the international aspect of the subject and to continue to use the journal as a platform for informed debate, but also vigorously to present our home "product," the British UFO reports, to the world — a field in which our scope has usually been somewhat limited.

So, when the suggestion was made that we might be interested in having an effective and reliable source of UFO reports on our own doorstep, it goes without saying that FSR was interested. Again, we

were not unaware of the fact that it was the dedicated and energetic secretary of Greater Manchester's Northern UFO Network (NUFON) who, as a Council member of BUFORA, and Research Co-Ordinator, had been instrumental during the last two years in channelling reports in our direction with the approval of the then chairman, Roger Stanway. Miss Randles had observed that our "World Round-up" column frequently carried, where local British cases were concerned, only a few sparsely-detailed newspaper accounts. Certainly FSR was interested.

The approach to FSR had been made soon after the resignation of Mr. Stanway from BUFORA, and in February this year an exploratory meeting was held in Birmingham between Mr. Jonathan Caplan and the Editor, for FSR, the NUFON trio, and Mr. Philip Rogers of the Birmingham-based UFOSIS group. It was decided that the proposed organisation should be known as the UFO Investigators Network (UFOIN)*.

With a British UFO wave building up it was deemed essential that something effective should be organised as quickly as possible, and to this end a remarkably well-attended meeting was held on March 12, 1977, again in Birmingham, with 40 or more of those interested attending from places as far apart as Greater Manchester, Lancashire, Nottingham, Cheshire, Birmingham, Essex, Lincolnshire, Dorset, Wales, London, Kent, Surrey, Middlesex and Oxford. There was also absent support from Northern Ireland, Cornwall, The Channel Islands, Norfolk, Staffordshire, Tyne & Wear and Yorkshire. Dr. Ivor Grattan-Guinness and the Editor were present as observers on behalf of FSR.

Once a working basis for UFOIN had been agreed it was decided that, first, unless they were seen to be part of some more important incident, or possessed a high strangeness rating, investigators would not concern themselves overmuch with random mundane lights in the sky of the balloon, or aircraft, or satellite, or Venus-explainable types; secondly, that members of the network would endeavour to make full use of each other's specialised skills or knowledge; thirdly, that FSR should be kept informed about promising new cases either by telephone or in written abstract form. Should any of these be considered suitable for publication, a full investigation

would be conducted and a publishable report prepared. The "World Round-up" column of FSR would benefit from selected abstracts of cases not chosen for investigation in greater depth. The major reports — if required — and the used and unused abstracts would all be available for the smaller, amateur journals run by members, the major cases after publication by FSR.

And so the hopeful new project was launched, with FSR providing funds to help with exceptional expenses incurred during investigations. The fruits of this enterprise have already been seen to advantage in this and in recent issues of FSR.

Already the ranks of UFOIN have been strengthened by the acceptance of new members from Canada (Gary Lanham, who also returns to the UK later this year), Norfolk (Peter Johnson), Kent-Beckenham (Tim Good, when free from London Symphony Orchestra duties), Kent-Thonet (Sqd. Ldr. A. Prevost) and Oxford University (Ann Morris). Meanwhile we have been advised by the Chairman of BUFORA that Miss Jenny Randles has been asked to resign from the Association and this, we gather, she has done. This means she will have more time to devote her enquiries to UFOIN matters, which is as well for it is this matter of energy — with which Miss Randles seems to be blessed to a remarkable degree — which will be one of the keys to the success of this enterprise. Would-be applicants to joint UFOIN should realise that the requirements are strictly those of dedication, skill and tremendously hard work; at no time should they look upon the Network as just another social club.

The volume of interesting and valuable work being directed our way from UFOIN is such that we may have to consider the resurrection of *FSR Case Histories*, appearing perhaps less frequently than heretofore but with an increased number of pages. However, such a venture could only be undertaken provided there is sufficient support, and that would mean we need to know of, say, at least 2000 would-be subscribers. Meanwhile we watch with great interest the rapid and welcome growth of this vigorous new initiative, UFOIN.

* UFOIN address: 23 Sunningdale Drive, Irlam, Greater Manchester M30 6NJ. Telephone: 061-775 4749.

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FRIGHTENING CAR-STOP NEAR NELSON

Tony Grimshaw & Jenny Randles

This report has been specially prepared for UFO Investigators' Network (UFOIN) and publication in *Flying Saucer Review*. Miss Randles is Secretary of UFOIN, whose address is 23 Sunningdale Drive, Irlam, Greater Manchester M30 6NJ, Telephone: 061 775 4749.

A CLOSE ENCOUNTER with possible physical effects, and a vehicle stoppage incident are embodied in this report. It occurred towards the close of an intense flap in Central and Northern Lancashire during late February and early March 1977, but is the only one of those incidents which can reasonably be termed a close encounter.

Location

The events took place at about 3.10 or 3.15 a.m. on the morning of March 9, 1977. There are two witnesses, 38-year-old textile worker Brian Grimshaw and his friend Jeff. The full name of the latter witness will not be given as he was severely disturbed by the affair, and does not wish to discuss the matter any further.

The witnesses work on the night-shift at a menswear factory in Nelson, a central Lancashire town in the heart of the cotton industry. The surroundings are somewhat bleak and industrial, with the hills of the Pennine range forming the backdrop to the scene.

Mr. Grimshaw was starting to drive his 1968 Vauxhall Viva car back towards the factory having just dropped off a canteen assistant.

The events

Jeff was the first to spot the object. It appeared to him as a light in the low cloud.

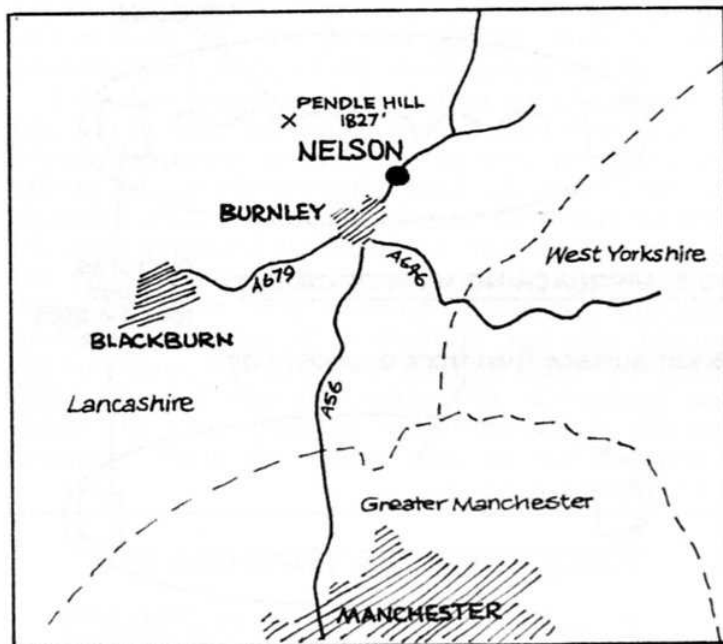
"What's that?" he asked, and pointed to a brilliant glow which was in the sky over Pendle Hill (a well-known landmark with some considerable traditions in folklore). The object then dropped down out of the clouds and hovered for a few seconds before moving towards them. Mr. Grimshaw describes its speed:

"I don't know how fast aircraft go, but from the speed of the car I would say that the speed of this thing was about 5 mph."

As the object began to approach them the witnesses realised that it was something very strange and stopped the car. They did *not* switch off the engine, but simply put on the handbrake and got out of the car, standing in front of it watching the object come towards them through the silence of the night.

In the words of the driver:

"When we first saw it it looked like a round ball of light. There were no rays coming off it. It came towards us slowly and then just stopped, near to us."



There was now a very definite shape in evidence. This was described as like a cigar with pointed ends, coloured shiny black against a dark black sky. It stopped within feet of them and its size, when close to them, was immense. When asked to compare the apparent size to that of a golf ball or coin at arm's length the investigator was told:

"Oh, none of them would have covered it. It would have to be something big. A double-decker bus probably wouldn't have been big enough."

This may have been an exaggeration however, for, what the estimate is worth, they guess that the length of the object was some 90-100 feet.

They were able to see all aspects of the object as it approached, hovered, and subsequently moved off. There was an array of lights on the underside, two peculiar structures which stuck out at the ends, windows on the front side and nothing on the back (see Figs. 1, 2 and 3). These were described thus:

"There were thousands of them (lights). They were not pulsating. They just seemed to be moving. They were not all going in a straight line. They were all different. It looked as if you were looking at the exhaust of a car when it is red hot ... The red and orange stood out a lot ... (there were) red, pink, green, blue and black ... (black) was included in the colours. They were criss-crossing, going straight.

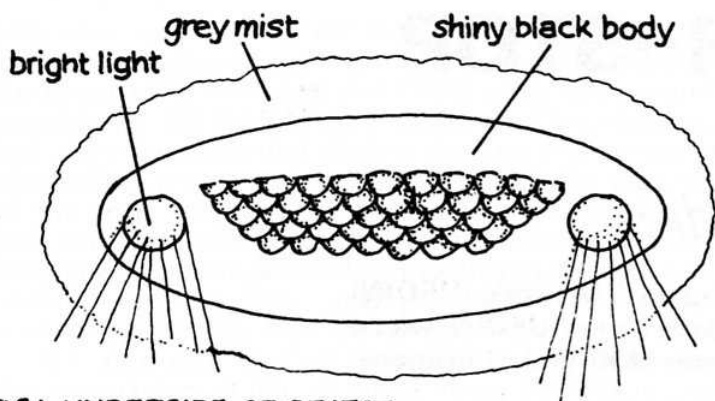


FIG1. UNDERSIDE OF OBJECT

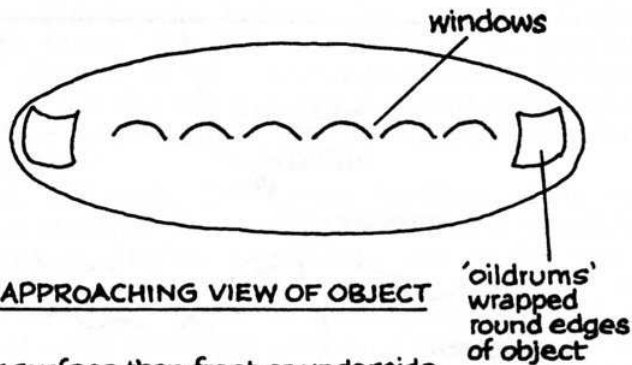


FIG2. APPROACHING VIEW OF OBJECT

darker surface than front or underside

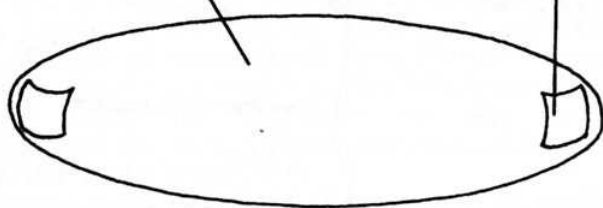


FIG3. VIEW OF OBJECT AS IT DEPARTED

It's hard to explain. Red and orange seemed bigger and stood out ..."

"We thought there were windows on the side. They were oval-shaped, and lit up. They didn't go right along it, (but) just in the middle. They were on the side of it, at the top end ... It was like looking into an empty room. The light (through the windows) was the same colour as the rest, but not as bright."

The only thing visible on the back were two objects which stuck out from the ends, and were described as looking like oil drums attached to the extremities of the craft.

During the course of the sighting the object was surrounded by a grey mist. This went up to the edges of the object, but did not appear to cover it. The object was not, in effect, seen through the mist.

A sound was also heard whilst the object hovered. This was at first described in familiar terms as a humming, but a more descriptive reference to it was made by Mr. Grimshaw in that it was like "the tide coming in and out." He found it very hard to accurately describe what to him was a very unusual sound.

After hovering for about five minutes (this is probably slightly overestimated) the object began to move away slowly in the direction of Manchester

(some 30 miles south). It eventually disappeared over the horizon and the witnesses returned to work (a few minutes drive only) arriving about 03.20. The duration of the sighting was probably between five and ten minutes, therefore, although they estimate fifteen.

The effects on the vehicle

You will recall that Mr. Grimshaw and Jeff had left the car engine on and had got out of the car. As the object came within close proximity of the car the headlights, which were dipped, dimmed until just glowing – but they did not go out entirely. The car engine then cut out also. It did not shudder, as when petrol runs out, but stopped instantly "as if someone had ripped the wiring out."

The car remained in this condition for the total duration of the close encounter, from just before the object stopped and hovered until it had moved quite considerably into the distance.

Mr. Grimshaw describes his efforts to restart the car, having got back inside while the object was still hovering overhead.

"...It was still over the top of us ... My mate was frightened, his legs were shaking. He said, 'Let's get away now ...' I said, 'What can we do?' Then I got in the car and tried to start it. Even the ignition light wouldn't come on ... I put the key in and nothing happened. It didn't turn over. Nothing happened. It was dead."

When the object moved away the car restarted, after several further fruitless attempts while the object was still close by. Mr. Grimshaw continues:

"The first thing I noticed when it moved away was the lights. The lights came back on again properly. The engine then just started up."

The effects on the witnesses

The witnesses noticed physical effects during, immediately after, and some time after the sighting. It is not known if they are all related to the event itself but they are worth recording.

Jeff, the second witness, is not prone to becoming frightened so easily, but Mr. Grimshaw was able to tell that he was intensely afraid. He went white in the face and his legs were shaking. This is why, during the sighting itself, Mr. Grimshaw tried desperately to restart the car. He wanted to get his friend out of the area. He was frightened himself, he admits, but not to the same extent. Whilst standing outside the car they noticed a peculiar sensation, as if something were pressing down on them from above 'like the wind', although it did not feel like the wind.

On returning immediately to the factory both witnesses had very bad headaches, with a pounding sensation in the forehead. Mr. Grimshaw also developed a weeping in the right eye. This was still in evidence at the interview 15 days after the event; it began during the morning after the sighting. He also realised that he was off his food for a while. All of these he had put down to a bug of some kind that he had caught. He had never connected them with the actual encounter.

Mr. Grimshaw is reasonably relaxed about the

affair now, though still puzzled. His workmate, however, has been deeply affected and remains very frightened and unwilling to give out much information about what happened. He wishes to forget that the whole incident ever happened.

The investigation

The incident was reported on return to work, where it was noted that both men were very shaken. The story was eventually given to the local press by Mr. Grimshaw, in the hope that corroborative witnesses might come forward. In fact one apparently did, a businessman from Manchester who claims to have seen the same object whilst driving over the moors that night. Unfortunately his name was never recorded by the press and efforts to trace him have so far not succeeded. After the publication of the story in the Burnley *Evening Star* on March 11, 1977, the witnesses received some ridicule at work so, apart from telling close friends, they stopped talking about the affair.

The weather details at 03.00 on the date in question were:

Wind: Southerly, 15 knots; Cloud: Strato-cumulus broken at 3000-4000 ft. with Alto-cumulus at 10,000 ft.

* * * * *

Manchester Airport, the only major airport in the region, controls all flights in the area. They had no aircraft in the vicinity which could possibly have accounted for the observation. The closest was a DC-9 which would have passed to the east of the area at 02.45 at the latest.

The car itself has a 1200cc petrol engine and the battery was in excellent condition. New plugs and power points had been fitted five weeks before the sighting; there were no apparent defects to the car after the events. It was, in fact, in excellent order. There was, however, one defect which *may* possibly have had something to do with the incident (this cannot be confirmed). The radio was found, after the sighting, not to work. It would not light up. New fuses were put in to no effect. It had worked perfectly before the encounter, but had not been used much, and it had been some two weeks or so before that when it had last been switched on. It being used so little the driver had not bothered to have it repaired, and did in fact sell the car some weeks after the incident, so that he could replace it with a newer one. The deal had been negotiated before the sighting.

* * * * *

Editor's note: I understand that the first investigator on the scene was Mrs Hilda Rogals, from the Rossendale Investigation Group for Aerial Phenomena. The case was then taken over by Tony Grimshaw (no relation to the witness), who followed it through in detail for UFOIN. The above account was written by Jenny Randles, and is based both upon the witnesses statements and on transcripts of Mr. Grimshaw's interview tapes.

Conclusions (by Jenny Randles)

While typing this review of the case for FSR I decided to have a further talk with the car driver to clarify some points. This interview took place on May 4, 1977 (almost two months after the event). He had not had any further experiences of any kind, nor had he been contacted by the Ministry of Defence. He had often looked at the sky to see if he could see "it" again, but in his own words, "All I have seen were satellites."

I was interested to know if he was aware of the Winchester landing and car-stop incident (see later), but although he was vaguely aware of "something funny down South" I believe he genuinely did not know any details. Certainly the drawings of the object made by Mrs. Bowles and Mr. Pratt had not been featured in any of the media articles on the case.

I further requested information on the sensation felt whilst the witnesses were outside the car. It became apparent to me that he was describing the effects of an electrostatic field of some kind, although I doubt if he realised this. He described how his hair appeared to stand on end, and talked of the pressure on his head and shoulders from above although there was nothing apparently physical pushing him down. This reaction was also felt by his colleague, indeed it was a prime reason for Jeff's fright. It was also felt whilst Mr. Grimshaw was inside the car trying to restart it, and it did not disappear until the object was in the distance.

(continued on page 12)

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THE LITTLE HAVEN HUMANOIDS

Randall Jones Pugh & F. W. Holiday

ON a morning in late April, 1977, we drove to interview Mrs Rosa Grenville, owner of the Haven Fort Hotel. The hotel stands on a knoll on the shore of St. Brides Bay and is midway between the Pembrokeshire villages of Broad Haven and Little Haven. As we ground up the steep driveway the superb seaward view unfolded with lichen-covered cliffs running out for eight miles to Wooltack Point and Skomer Island.

Mrs Grenville led us into a corner of the empty dining-room. She turned out to be a Spanish lady who speaks excellent English. With her husband she took over the hotel about six years ago in spite of warnings by villagers that the building was haunted by a 'White Lady'. During the intervening period however she has never seen the phantom.

On April 19, 1977, however something even stranger than a ghost occurred. A UFO landed beside her house and two humanoid beings were observed through binoculars. About a fortnight later the same area was visited by a circling blue light.

At this point Mrs Grenville contacted Randall Jones Pugh who is South Wales co-ordinator for BUFORA and a correspondent of UFO Investigators Network. It was during the interview concerning the blue nocturnal light that Mrs Grenville mentioned the humanoid incident. She told us that the reason she had not mentioned it earlier was because she is trying to build up an evening restaurant service for local residents during the winter and thought that such a story could only undermine her efforts. After the blue light incident however she decided to seek whatever aid she could find.

Mrs Grenville struck us as a vivacious and logical witness who was vigorously forthright concerning the details of her story. Vividly she described how she tried to yell to her husband, who was asleep, but found herself speechless. In the end she virtually dragged him from bed to come and witness the fantastic visitation only to discover that the UFO and occupants had vanished while she was thus engaged.

A question and answer session was taped from Mrs Grenville which is reproduced below.

Interviewer: What is your full name, please?

R. Grenville: Rosa Grenville, Haven Fort Hotel, Little Haven.

Int: And your occupation?

R.G: Hotelier.

Int: Can you describe for me the extraordinary events of Thursday, April 19, 1977.

R.G: About 2 o'clock I went to bed and picked up a book to read, and I realized I was getting a humming noise similar to the one I get from my central heating.

Int: This was not normal at this time of the morning?

R.G: Yes, it is normal if I leave it switched on. But owing to the explosions of gas and what-have-you I have been very cautious. Last thing at night I always switch off the central heating and all electrical appliances for safety's sake. I thought at that point I had forgotten to switch the central heating off.

Int: So this noise resembled the sound from your boiler, motor and so on?

R.G: Yes. So I was debating for a good ten minutes whether to get up and go down and look.

Int: So this sound was present all the time?

R.G: All the time, yes. Eventually I decided "Well, I'd better" and got up. I then decided to go to a point above the boiler to listen if I'd left it on. So I came out of my bedroom, past the public bathrooms and to the fire-escape door which is just above the boiler-house. I realized then that the noise was not exactly like my boiler. Although it sounded the same in the bedroom, on coming nearer to the boiler I realized that it was different. I then thought of a ship — because we do get a lot of ships in the bay — and I went to look out. When I had got to bed it was quite damp and dark — it wasn't a nice night. But now when I looked out I saw it was quite lit-up — a moonlight night. (New Moon was on April 18, the day before — R.W.H.)

Int: So when you drew your curtains apart you saw a light in the field?

R.G: In the field, yes. I looked and saw this light was like a painter's blowlamp, you know — it was a sort of bluey colour, sort of off and on.

Int: Pulsating?

R.G: Yes. So I thought "Oh, dear — someone is trying to break in here!" I've got a cottage out there and chickens. So I looked again — I'd got my binoculars by this time — and I saw two figures. But first of all I saw this object.

Int: It had a shape?

R.G: Yes, it was a round object.

