

given to Lord Clancarty by the former Chief of the Defence Staff, Lord Hill-Norton, or of his implication that he didn't know what happened to UFO reports after they arrived at the Ministry of Defence. Now surely, if there are — for example — UFO reports made by service officers or men, then a Chief of the Defence Staff should know of their existence, and that in some of them there could well be “more than met the eye,” but that someone — before the Admiral's time as Chief of Staff — had decided they were “of no interest.” (Some readers will recall BBC's *Man Alive* programme in February 1972 when, after a summary of the puzzling, indeed astounding, events at Lakenheath in 1956 had been related, the Ministry of Defence spokesman who was taking part, was pressed about the official reports of the extremely important affair. His blustered reply was that the “... reports had been destroyed.” At the time that sounded very convenient for someone intent on hiding the facts from the public gaze.)

So we may assume that that authoritative newspaper, *The Times*, under a cloak of mild frivolity, did a little bit of covering-up of its own by not letting slip a mention that a former Chief of Defence Staff, who was

puzzled by what happened to UFO reports once they reached the Ministry of Defence, had chosen to support Lord Clancarty. We are well aware that most of the 2,250 reports over four years are reports of mundane things, or of celestial bodies. But some of them are not, and whispers that emerge from the Ministry of Defence have it that some of them are very strange indeed, which is why Lord Hill-Norton's “someone”, and perhaps *The Times* as well, considered the public should in no way be encouraged to think on these matters.

#### Postscript:

On March 10, 1982, five days after the House of Lords question the BBC2 *Out of Court* programme featured Lord Clancarty, Lord Kimberley (whose latest airship was on view) and other peers, at Cardington. There was also a separate interview with Lord Hill-Norton who stated that the evidence was enough to show that there was a cover-up, and that things had even been kept from him when he was Chief of Defence Staff. He pointed out that he would not be speaking in front of the TV cameras if he had been made party to them!

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## COMMERCIAL JET CREW SIGHTS UNIDENTIFIED OBJECT — Part 2

*Richard F. Haines*

IN the first part of this article it was related, in detail, how the captain (Captain “P.S.”) of a wide-body L1011 jet airliner which was flying over Lake Michigan on airway J-34, saw an apparently round metallic-appearing object suddenly “... splash into view, full size,” and swing close by on the aircraft's port side. The sighting lasted about five seconds: the first officer also saw something ... a “very bright light flash” during the last second or so of the encounter.

#### Details of the investigation

The author was first called by the captain on July 10, 1981, about his sighting. The brief telephone conversation established the basic facts.

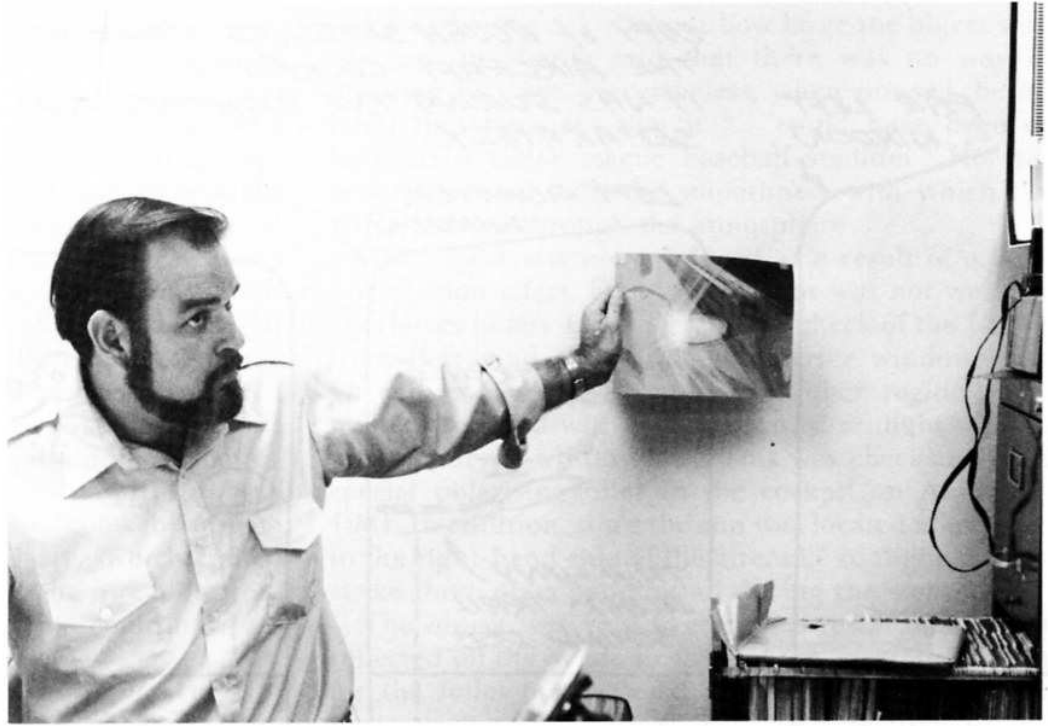
A pilot report form was filled out by the captain and received on July 11th. A personal in-depth interview was held on July 30th in the presence of Al Reed, a professional graphic artist as well as a MUFON field investigator. Together we worked to help the witness first recognise and then reconstruct the shape, surface details, and orientation of the object he had reported. After several hours, a colour air-brush rendition of the basic object was achieved by Reed. This illustration is

Date of Sighting: July 4, 1981
Time of Sighting: 20.45 GMT (16.45 CDST)
Location of Sighting: South central Lake Michigan
Duration of Sighting: Approx. 5 seconds
Number of UFOs: one
Number of Witnesses: two

presented as Figure 5; it represents the appearance of the disc when it was at position 5 in the next illustration (Figure 6).

The intense flash of light is depicted and is thought to have come from a reflection of sunlight since the geometry of the sun, aircraft, and object was correct to produce such a reflection. Captain P.S. was also loaned a colour chart to take along on a flight following the same flight path. He was to try to visually match the sky colours if possible. This was accomplished during the week of August 3rd. The appearance of the sky seen in the upper half of the aircraft's forward window was most nearly matched by a medium blue (Pantone 292-A) shade<sup>4</sup> while the next

**Figure 5:**  
The artist, Al Reed, shows the witness one version of a colour impression of the object.



horizontal band of sky about 1/4th of the full window's height just below the top half was most nearly colour-matched by the same (blue) tone but about two shades lighter (Pantone 291-A). The hazy sky seen in the bottom 1/4th of the forward window was most nearly colour-matched to an off-white (Pantone Cool Gray 1-M).

The author and the captain met at San Francisco International Airport on August 7, 1981 and spent several hours in the cockpit of an L1011 aircraft. Many black and white photographs were obtained as well as tape recordings; the captain made hand sketches of the object's outline at various window projection positions. These sketches were made on clear acetate sheets taped to the windshield's surface. Figure 6 is an approximate reduced copy of these two sheets and surrounding window posts/frames. It should be remembered that: (1) each outline (of the UFO) was drawn as it appeared to the captain with his eyes located in the (approximately) same location as they were during the sighting. Therefore, both the general path of apparent object motion relative to the windows is represented as is the approximate apparent size of the object. (2) all sketches are estimated to be

within  $\pm 0.5$  inch of the original window projection position for the UFO, (3) outline 1 corresponds with the captain's head as located in Figure 1; outline 2 — Figure 2; outline 3 and 4 — Figure 3; for outline 5 the captain indicated that his right cheek was pressed against the top-front of the glare shield; and outline 6 — Figure 4, and (4) a number of carefully repeated reconstructions of the sighting showed that the entire event lasted about five seconds. The approximate duration separating each observation period corresponding to these six sketches is given in Figure 7.

In order to try to derive the apparent size of the object at each of these six (sketched) positions, the linear distance from the bridge of the captain's nose to the centre of each sketch was measured to  $\pm 5$ mm. accuracy. These values permitted trigonometry calculations to be made. A plot of the object's apparent change in length is given in Figure 7. It also shows the approximate elapsed time between each observation.

It is seen that the apparent size of the object changed by a factor of four to one, i.e., from about five to twenty degrees arc during the sighting. These windshield sketches (and subsequent calculations) support the general finding of a rapidly enlarging and

A NASA scientist, Dr. Haines has contributed several articles to the pages of *Flying Saucer Review*, and we are pleased to add to the list this excellent report of a recent observation from a commercial aircraft over the United States. Dr. Haines, who is a member of the Center for UFO Studies founded by Dr. J. Allen Hynek, writes that he has recently concluded spectral analyses of the Valentich (Australian pilot missing with his aircraft after UFO encounter) voice-ATC tape. A paper on this is due to appear in *The Journal of UFO Studies*. His published works include his book *Observing UFOs*, and an anthology, edited by him, entitled *UFO Phenomena and the Behavioral Scientist*.

EDITOR

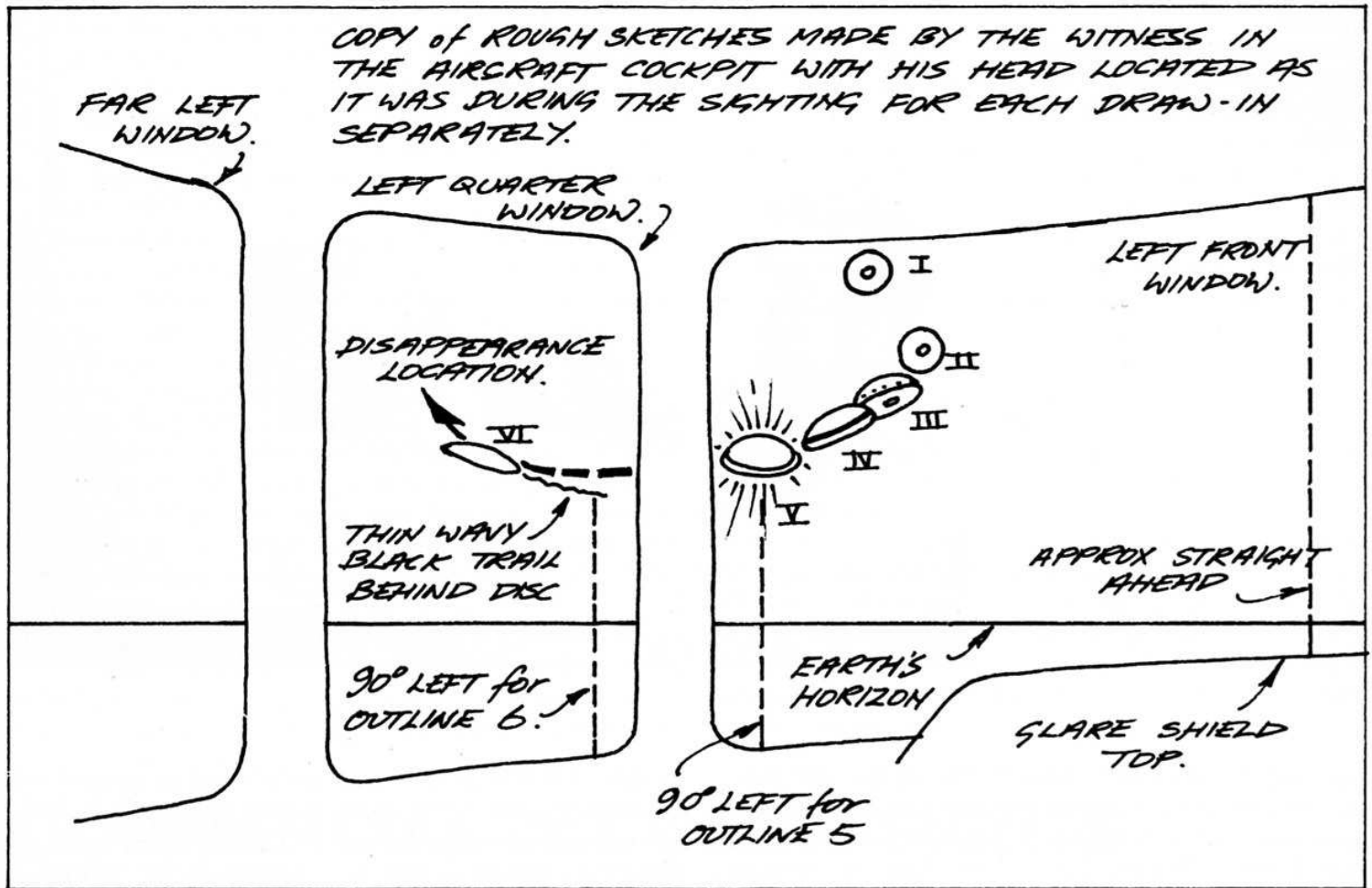


Figure 6.

then diminishing aerial object with the largest apparent dimension occurring about mid-way through the sighting.

According to his report form, the captain did not see the object change acceleration or give off smoke or vapour; it did not flicker, throb, pulse, change colour, nor break into parts. It did not appear on any radar units to his knowledge either.<sup>5</sup>

**Specific Visual Impressions of the Object:** The captain remarked on several occasions about the appearance of the object and the sky around it when it was in position 5 (see Figure 6). He said that he saw a fan-shaped region extending out from the rear side of the object, i.e., back in the direction it had just come which was of a much darker blue than the rest of the sky. He had the distinct impression of being able to see "... way out into space" inside this area. He did not remember seeing any such effect in the other locations. He also recalled seeing six jet black, round "portholes" spaced along its edge (see position 3) as it rolled into an edge-on attitude. About one-half second later it had rolled further so as to be seen directly from the side. He was quite certain that the black port-holes were no longer visible as separate, sharply defined circles but now seemed blurred together into one long, dark smear. It was about one second later

when the object had continued its roll even further that the captain remembers seeing an extremely interesting phenomenon. At this point he could see the top surface of the object which was shaped like a shallow cone.

With his right cheek pressed up against the glare shield, his head craning 90 degrees to the left, and his

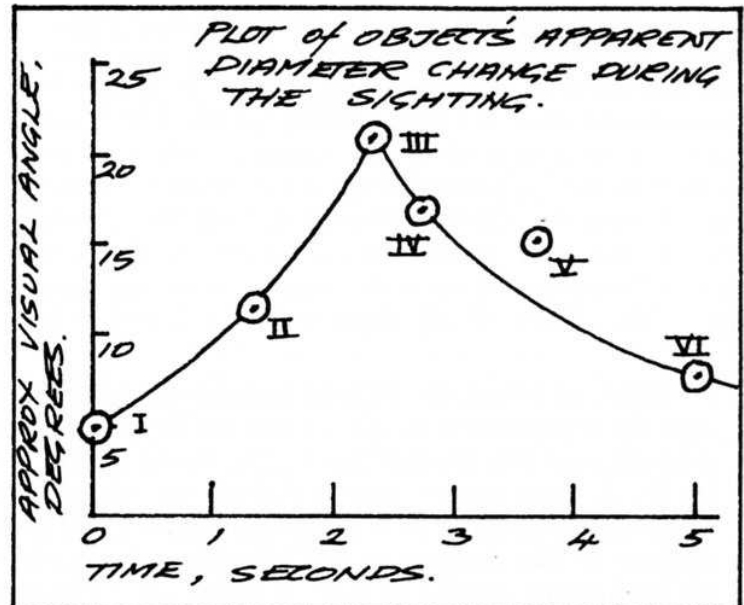


Figure 7.



line of sight just passing the right side of the left window post, he recalled seeing a very intense flash of white light emanating from the top left side of the object. This flash was brief and may have been due to a reflection of sunlight off the smooth reflecting (top) surface. Yet he recalled another visual experience either before, during, or just after this flash. He called it a "cobweb-like effect." Despite over an hour's attempt with the artist to find an acceptably similar example of this irregular pattern of semi-transparent radiating and crossing lines, our efforts proved unsuccessful. The closest visual effect found was produced by the artist air brushing many straight-line segments to represent the edges of transparent glass panes, some of which intersected (and even passed through) each other. Curiously, none of these "cobweb" phenomena entered into the fan-shaped area which trailed behind the object (i.e., back toward the direction from which the object had just come). What could have accounted for this unusual visual effect?

One suggestion was that, because of the very intense and brief flash of light from the object, the captain had seen the rather well known "entoptic" retinal blood vessel pattern reflection. In other words, the light flash had made it possible for him to see a temporary image of his own retinal blood vessels which originate from the "blind spot" and radiate along tortuous paths, becoming smaller and smaller in diameter, until they are no longer visible at some angular distance from the point where the observer is looking. An ophthalmic fundus photograph of a typical retinal blood vessel pattern was shown to the captain to see if it was at all similar to what he recalls seeing. It was not.

Another suggestion made to the author by a colleague at the Boeing Airplane Company in Seattle was that the captain may have witnessed an atmospheric effect that is well known to many pilots of certain high performance aircraft. The effect is that of sheets of vapour that originate over a wing during high speed flight. The effect occurs for the B747 wing among other type of aircraft and is produced by air pressure rarefaction which creates sheets or panes of water vapour which become visible in the sunlight.<sup>6</sup> If this suggestion is the correct one it suggests that the object was in the process of making an accelerating turn, one condition required to produce the rarefaction effect. That the object very likely was turning very rapidly is supported by other calculations presented below.

Referring to sketch number six in Figure 6, the captain also recalls seeing a "... thin, wavy black trail" extending behind the object as the object grew smaller and smaller in the left quarter window. He was so impressed with the appearance of the silvery object and its behaviour that he did not recall very much other detail of the surrounding sky or conditions within the cockpit. This is to be expected under the circumstances.

When he was asked about how large the object was, the captain simply said that there was no way of knowing for sure. Nevertheless, when pressed, he offered the statement that it "... could have been as large as a major league baseball stadium." He was very impressed with the smoothness with which the object moved through the atmosphere

The object was not produced as a result of a light polarisation effect. First, the captain was not wearing eyeglasses of any kind. Secondly, a check of the L1011 front (left-hand side) and left quarter windows had virtually no visible striations or other regions normally associated with polarisation of sunlight (due to stress patterns within glass). This was checked with a special polarising filter in the cockpit on August 7, 1981. In addition, since the sun was located above and to the right-hand side of the aircraft,<sup>7</sup> sunlight did not strike these glass panes at all during the sighting.

The object was very likely not a result of sunlight reflected off the inside surfaces of the cockpit windows for the following reasons. First, a careful geometric reconstruction of the sun's position relative to the cockpit windows on the right-hand side showed that only a small area of sunlight entered these windows. Inspection of the cockpit structure in this region showed no highly reflective surfaces that could have caused such a complex image that moved from right to left. To illustrate this, Figure 8 is a wide angle photograph of the entire L1011 cockpit showing this right window region. Secondly, even if some internal structure could have caused this visual image, the air was calm, the aircraft remained on autopilot control in both heading and pitch, and yet the captain indicated that the object passed through an arc of at least 70 degrees during the sighting. Additionally, the left front windshield is a curved surface while the left quarter window is almost flat. This combination of (reflecting) surfaces makes it unlikely that the object's motion, as described, could have been caused by a moving bright light inside the cockpit.

The third reason why the object was probably not an internal reflection off the windows is that the percentage of light that is reflected from this window glass is at most 6 per cent (more likely 4-5 per cent) with the majority passing through the glass to the outside. Any light source within the cockpit would have had to be very bright indeed to be seen as a flash as bright as sunlight. No such interior lights could be identified in this aircraft.

Finally, both witnesses remarked to the author independently that they thought the object was outside the cockpit. Part of this belief for the captain is based upon his firm knowledge that the object disappeared behind the window post momentarily as it travelled in a smooth and continuous manner from his right to left.

**How did the Object Disappear?** Significantly, the captain was certain that the object did not simply pass



**Figure 8: Panorama view of the cockpit of the L1011 on the aircraft centreline.**

*Photo: R. F. Haines.*

out of sight behind his aircraft as would occur if a free floating balloon had been passed in flight. Instead, he was sure that he last saw the object almost centered in his left quarter window, becoming smaller and smaller while in a "shallow climb." The simple geometry of these details points assuredly away from a simple balloon explanation. Yet there is another observational detail that supports this interpretation, namely, the fact that the object appeared to descend to the approximate altitude of the aircraft and then level off. Because the aircraft remained on autopilot control, the pitch or roll attitude of the aircraft did not change to cause such an appearance (of external object relative motion). Whether or not there is some connection between the appearance of the short, wavy black line behind the object as it was departing, is not known.

#### **Object Flight Path reconstruction<sup>8</sup>**

When the relative bearing of the object is plotted, the ground track and speed of the aircraft are included, and the head position of the captain is taken into account, it is possible to reconstruct the approximate flight path of the object through the atmosphere. Since the actual dimensions of the object are not

known, this value is arbitrarily chosen (at 250 feet width). Also, the variation in the temporal intervals between each of the six windshield sketches adds to the plotting error. The results of this reconstruction are given in Figure 9; the aircraft's flight path is shown by the long dashed line and the object's by the short dashed line. It can be seen that the object approached the aircraft on an interception course at a high velocity, slowed down at its closest approach of perhaps 650 feet (dependant upon actual size of the object) and then accelerated away as shown. While the object seemed to leave travelling to the left, relative to the windows, it actually departed in the same direction as the aircraft was travelling. This visual effect was caused simply by the fact that the aircraft had a higher forward velocity than did the object, thus causing the object to appear to fall behind.

It is extremely challenging to try to find a terrestrial aircraft explanation for this sighting, in light of all of the above facts. The captain was a Navy fighter pilot who was familiar with all types of interceptor aircraft. He was certain it was not any kind of aircraft he had seen before, not did he think he saw a balloon. Did he impute an extraterrestrial explanation actually to having seen a conventional aircraft (perhaps due to

some psychological, stress-related, or other reason)? This possibility deserves further comment.

### A Brief Psychological Profile for the Witness

The fact that captain P.S. had logged more than 21,000 hours over his 31 flying career indicates several things of importance. He was a careful planner who had an aviation career in mind for a long time. He had flown the SNJ, F4U, F9F-2, and F2H aircraft in the Navy and had logged hundreds of flight hours in each of these aircraft types: DC-3, DC-4, B707, B747, and the L-1011. One does not get to be the captain of a commercial wide-body jet aircraft without demonstrating such traits as intelligence, command decision-making, successful stress-coping behaviour, and social ability. This author found all of these traits in the witness. In addition, captain P.S. was precise in his details, had excellent uncorrected vision (as determined by numerous vision exams), and was not prone to make unwarranted conclusions about what he had experienced.

During an interview, the captain was asked what books and movies he had read and seen about UFOs, he replied, "Well, I'm not interested in such things. I did look at a UFO paperback my son had (before the sighting) and I did see Star Wars I, Star Wars II, and Close Encounters of a Strange Kind... or something like that." The witness had never seen anything prior to this sighting that would qualify as a UFO sighting and certainly was not looking for some sort of flying disc-like object.

Nevertheless, when the author asked him what he thought the object was he replied that it must have been some sort of "space ship." He also referred to the jet black circles along the edge of the object as "port-holes," indicating that he interpreted it to be a material craft of some kind. To him, these were not unwarranted conclusions but, rather, were entirely consistent with what he had seen. He made this interpretation without any apology or discomfort; he was comfortable with his statement. Captain P.S. believes that some form of life "probably exists" in outer space. He has no difficulty in accepting the possibility that our planet is being visited by such life forms.

### Auxiliary Investigations

The Center for UFO Studies in Evanston, Illinois and the Phenomena Research Organisation in Seattle, Washington were contacted during the week of July 20th to see if anyone else had reported a UFO in the southwest corner of Michigan. In addition, a check was made with the Aviation Safety Reporting Office at Ames Research Center about the possibility that a pilot report had been made. All three efforts proved unsuccessful. The Center for UFO Studies was called a second time on September 1, 1981, with negative re-

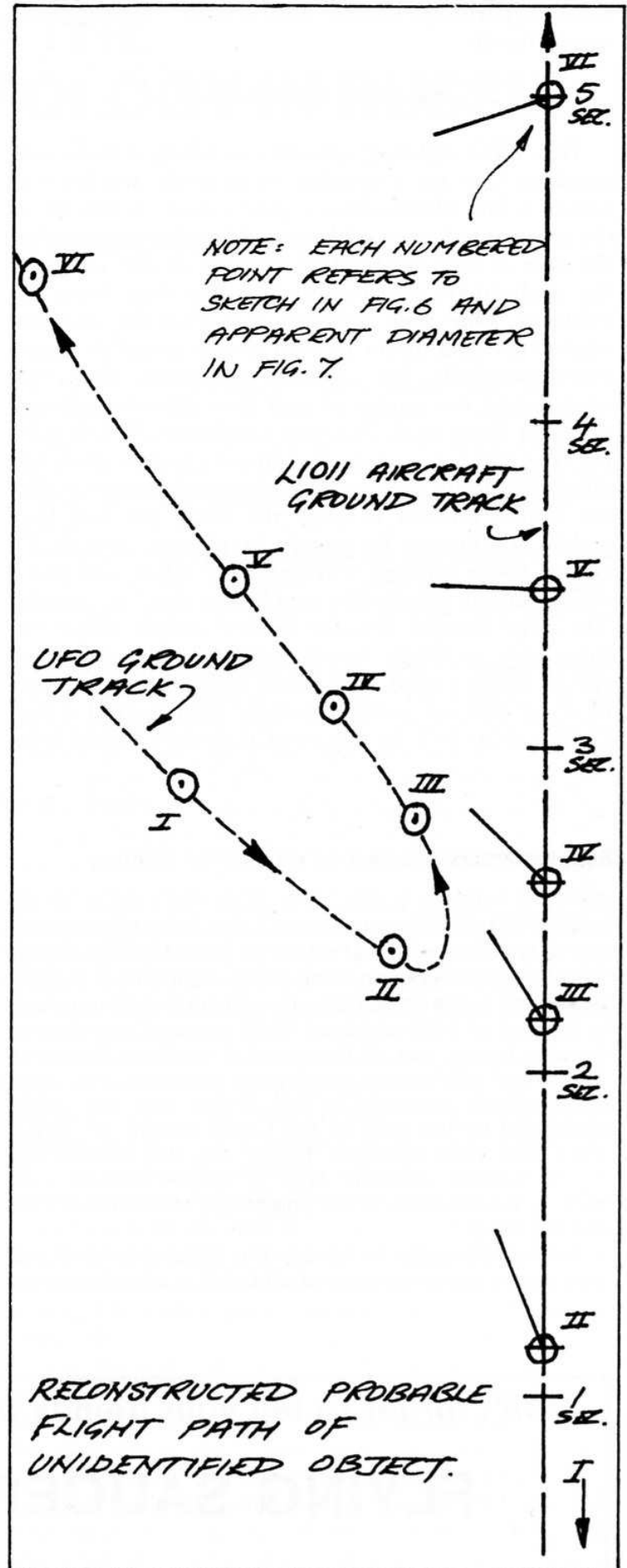


Figure 9.



sults. Apparently, no-one else reported sighting this aerial object.

### Summary Observations

This UFO sighting qualifies as being a truly outstanding case on a number of grounds, not least of which is the observational power and credibility of the primary witness, a 54-year-old senior captain. Yet the case is also outstanding because of the nature of the preliminary conclusions one can draw from the evidence. One such conclusion is that the disc-like object travelled under its own power along an apparently parabolic (or circular) trajectory that first approached the jumbo jet and then departed along a different flight path. Another conclusion, based upon the reported occurrence of a vapour condensation-like effect during its high speed directional change, is that the object seemed to obey the same physical laws which are known to govern terrestrial aircraft. Of course if the strange "cobweb-like" effect was not a condensation effect, this conclusion may be invalid. The large angular size, the bizarre outline shape, the intriguing jet black "portholes" along the edge and the jet black, round spot in the middle of the bottom of the object, all point elsewhere than toward a conventional aircraft. Its apparent trajectory would seem

to rule out a free-floating weather or research balloon. Other possible explanations such as birds, meteorites, or high altitude optical phenomena also are unlikely.

In the final analysis, this sighting is merely that of an unidentified aerial object making a pass on a commercial jet airliner on a clear sunny day in July.

### Notes

4. Chart number 298-80 was used. This chart is manufactured by the American firm "Letraset."
5. The captain indicated that Chicago Center radar had a range of about 150 miles minimum. Air traffic flying at 37,000 feet altitude over Traverse City, Michigan are spotted on their radar. Too much time had elapsed to obtain radar tapes from Chicago Center.
6. This visible vapour effect is actually condensation produced by the interaction of very moist air (typically greater than 75% humidity) and a rapid reduction in local air pressure as occurs over wings. These sheets of vapour actually delineate.
7. The author is grateful to Tom Gates for providing the following solar position values: 41° above horizon; 250.3° magnetic bearing. The magnetic variation was 1° W which was too small to be included in the bearing calculation.
8. The author thanks Jim McCampbell for providing the initial suggestion and subsequent preliminary calculations for this flight path reconstruction

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### Supplementary Information on Jetliner sighting

Dr. R. F. Haines writes: The April 1979 issue of the bulletin of the Aerial Phenomena Research Organisation (pp. 4-5) contains a brief article by Dave Kenney entitled "1952 Catalina Sighting." The article concerns a sighting by several hundred Boy Scouts and adult staff members in August of 1952 at about 10.30 am at Camp Fox on Catalina Island, just off the coast of southern California. There are interesting similarities between the aerial phenomenon reported in this article and the object described by the pilot of the L1011 aircraft on July 4, 1981 over Lake Michigan. Briefly, the Boy Scouts saw "... a circular (object) with a double-convex contour ... the sky around the object was much darker than the sky itself."

The article goes on to say the cigar-shaped object was first in a vertical orientation but "... was slowly roll-

ing to a horizontal position ... (it) had a bright metallic appearance, similar to a spun aluminium pan. There were no protuberances or markings visible, except for what I assumed to be windows evenly spaced around its periphery ... the sky around the object appeared to be dark blue or purple — much darker than the sky itself. This "halo of darkness" extended out a relatively short distance and moved along with the object." This object cast a ground shadow that was (subsequently) found to be about 150 feet across. It disappeared in an accelerating climb, remaining in a horizontal orientation.

The apparent similarities between these two sighting reports are striking, indeed. If you should know of other similar reports please write to the author. His mailing address is: 325 Langton Avenue, Los Altos, Calif. USA 94022.

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## **FLYING SAUCER REVIEW**

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# DR. FELIX ZIGEL' AND THE DEVELOPMENT OF UFOLOGY IN RUSSIA: PART III.

Some recent landing cases, including a report of humanoid occupants.

*Gordon Creighton*

ACCORDING to the Soviet astronomer Dr. Felix Zigel', the gigantic UFO that was observed over the territory of the USSR for at least 40 minutes during the night of June 14/15, 1980, was only one of the many "extraterrestrial craft" that have flown over that country, or landed on its soil, during the last ten years. I shall here give a few details of some of these, as reported in Henry Gris's two articles in the Italian magazine *Gente* (July 31 and August 7, 1981).

## The Landing at Petushka

One of the most remarkable of the landing cases investigated by Dr. Zigel' and his team of 19 scientists occurred outside the village of Petushka, near Istra, in the Province of Moscow, at approximately 5.00 p.m. on September 2, 1979. The sole known eyewitness was a land-surveyor named Aleksandr Norin, who, in view of the nature of his profession, and his eye for distances and dimensions, naturally was able to make an excellent sketch of what he had seen, and of the position and lay-out of the site.

For a long time Aleksandr Norin was afraid to tell anyone about it. Then at last he confided in a friend, who suggested that he write to Dr. Felix Zigel' and gave him the latter's address. In due course Norin was interviewed by Zigel', and it was arranged that Zigel' and some of his team of 19 investigators should make an expedition to examine the site.

On August 28, 1980, the Zigel' Group set out from Moscow. Knowing already of course from Norin the approximate area where the landing had taken place, Zigel' was careful to take along with him a qualified geologist named Aleksandr Pluzhnikov. Pluzhnikov, a regular member of the Zigel' Group, is already well known in Russia for his remarkable successes in finding archaeological remains and historical treasures and jewelry, etc., *simply by means of his dowsing rod*.

Pluzhnikov had not been shown Norin's sketch-map of the site. The party were taken at once to the general landing area, and very rapidly Pluzhnikov succeeded in establishing the precise spot, which lay just outside of a wood. Dr. Zigel' recorded the process in his diary: "Pluzhnikov made for the edge of the wood and, with a few small coloured stakes, indicated

the precise spot where the central body of the machine — a circular object about 2½ metres wide — had stood. Then, with more stakes, he went on to mark out a larger circle concentrically around the smaller one. The diameter of this larger circle was 25 metres."

Satisfied that they had found the spot, Zigel' got out Norin's original statement and also listened carefully to the tape made by Norin when he was interviewed.

**Statement of Aleksandr Norin: The "Flying Mushroom."** "On September 2, 1979, I was picking mushrooms in the wood, when, at about five o'clock in the afternoon I saw something that made the blood freeze in my veins, and I had to lean against a tree to prevent myself from collapsing in a faint. It was a shining, metallic "mushroom," standing on a stem about 1½ metres wide at the base.<sup>1</sup> The stem resembled a fluorescent neon shaft, and was emitting a soft pink light. The top part of it was a cupola 1½ metres high and 5 metres wide, bathed in an orange-coloured mist. From the edges luminous vibrations or flashes were shooting out at regular intervals, making it seem as though the mushroom itself were spinning round on its axis."

Norin went on to describe how, as he watched, he saw two "men" emerge from the craft. They were only about 1 metre high, but strongly built, with broad shoulders and well developed chests. They were clad in black space-suits covering the entire body from top to toe, with two small slits at eye-level. They were talking animatedly, and it sounded more like the twittering of birds than human speech.<sup>2</sup> They walked around the "mushroom", as though carefully inspecting it. Then they were "sucked up"<sup>3</sup> into it, and it vanished.

One member of Zigel's team, the botanist Yuri Simakov, made an interesting discovery that fully bore out Norin's story. Simakov found that, around the spot where the "mushroom" had stood, the soil was now totally sterile (almost a whole year after the landing), and even the microorganisms that should have been there in the subsoil at a great depth beneath the spot were also completely missing.<sup>4</sup> Zigel' concluded from the tests made by Simakov and his other scientific specialists that these furnished abso-