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CASE HISTORIES

Supplement No. 1
October 1970

Companion journal to the
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CONTENTS

New Venture Charles Bowen	1
UFOs seen from Hampstead H. M. Bishop	2
UFOs over the Strait of Dover Charles Bowen and Dr. Bernard E. Finch	5
Danish Police Officer snaps UFO Dr. Bernard E. Finch	7
Wiltshire Revisited The Rev. Howard Bell	8
Luminous Objects over La Souterraine Jean-Claude Baillon	9
Comments on the La Souterraine Photographs Percy Hennell	12
Spectacular Landing at Dinan J. Cresson	13
Mirror-Ball UFO seen at Stirchley Alan K. Crewe and Malcolm H. Drew	14
Readers' Reports	15
The Entities seen at Le Vézenay J. Tyrode	16

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Case Histories

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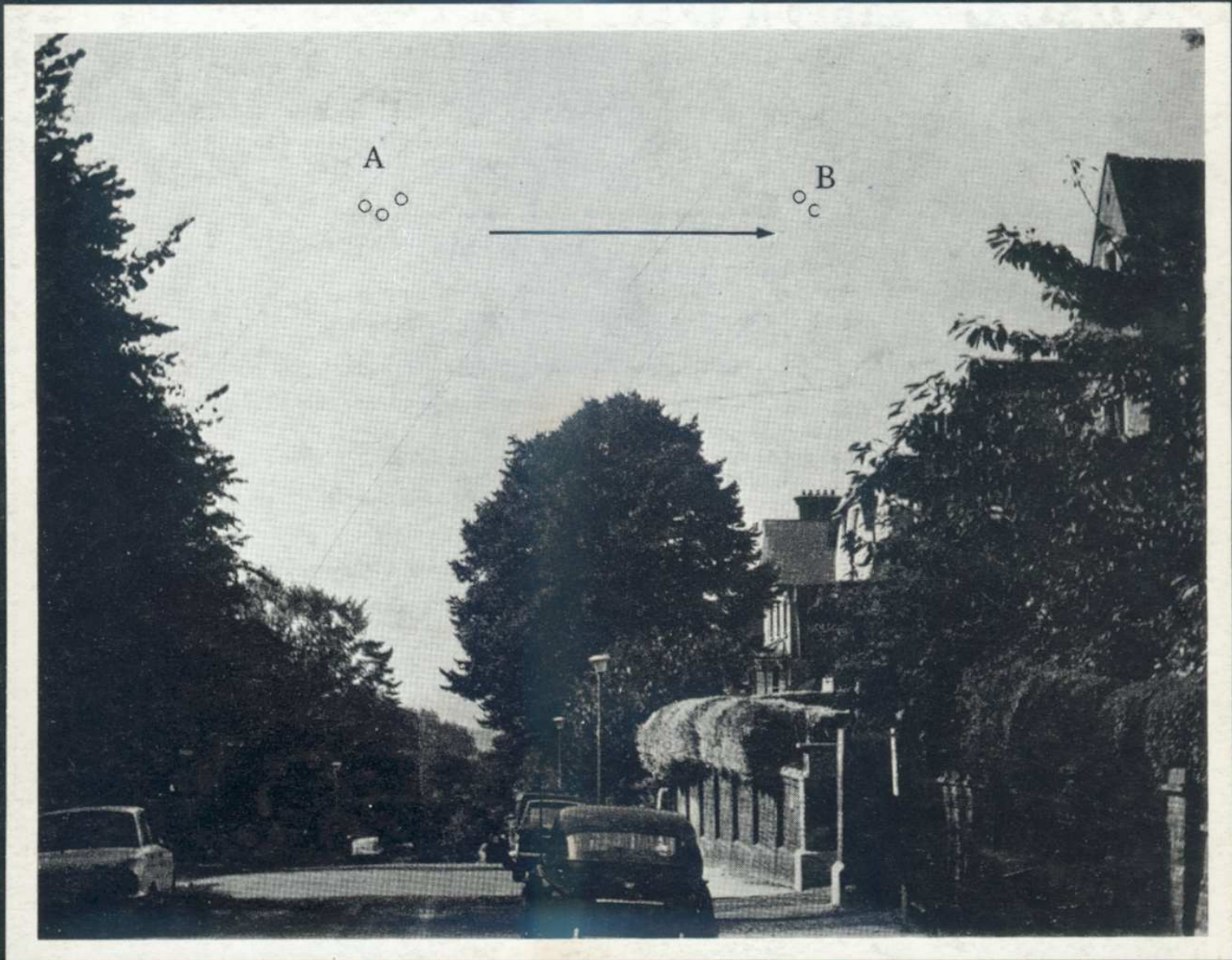
FLYING
SAUCER
REVIEW



FOUR SHILLINGS

CASE HISTORIES

SUPPLEMENT ONE / OCTOBER 1970



**UFOs over Hampstead
also Dinan Humanoids**

NEW VENTURE

Charles Bowen

IT is not my intention to take up the valuable space of our new venture, FSR CASE HISTORIES, with Editorial articles. However, it is necessary, in this Supplement No. 1, to say a few words of introduction, and to state our aims.

Flying Saucer Service Ltd. is launching this new magazine for several reasons. First of all, a number of readers throughout the years have suggested that *Flying Saucer Review* should become a monthly journal, but, working as we do in our spare time, that is not possible. Nevertheless, the smaller *FSR Case Histories*, appearing between issues of the main FSR, will be possible, especially as newly-appointed Assistant Editor Eileen Buckle will be devoting much of her time to helping me with its production from Supplement No. 2 onwards.

Secondly, we have many reports which, for lack of space in *Flying Saucer Review*, might otherwise go unpublished and so never be recorded. Thirdly, we would like to publish for our readers even more reports translated from other journals; journals like *Lumières dans la Nuit*, which has the backing of the highly-organised investigatory team of Messrs. Lagarde and Veillith. Fourthly, we need to encourage responsible non-UFO-buff, non-cultist, non-publicity-seeking readers to become spare-time investigators whose function will be to dig deep into events that have been reported, gaining the confidence of people and officials in their areas of operation, and so learning perhaps of hitherto unreported incidents—the Dinan affair reported

elsewhere is an example of the pay-dirt that can accrue from these methods. As time passes we expect to organise our own investigatory network both at home and overseas, so ensuring that reports come to us for the record—a far better idea than that they should languish, jealously guarded, unknown and unseen, in some organisation's files. Fifthly, we need a vehicle to carry important re-investigations of old cases.

The functions that have been outlined are of the utmost importance, particularly in view of the present general silence of the press on UFO reports. We know that despite that silence UFO events are still taking place, as has been demonstrated in *Flying Saucer Review* ever since the publication of the Condon Report, and as we will demonstrate quite amply in our new pages.

As our circulation increases we will be able to provide more pages than will be found in these early issues of *FSR Case Histories*, so it is up to you to help with contributions of material, and to get your friends to help by subscribing to this new venture. May I say *Thank you* to all who are reading these opening lines. You will realise how necessary this venture is when I remind you of the lines of the great scientist Max Planck:

"A new scientific truth does not triumph by convincing its opponents and making them see the light, but rather because its opponents eventually die, and a new generation grows up that is familiar with it."

The prime aim of this new venture is to assist *Flying Saucer Review* in the keeping of the record for that new generation.

The primary function of FSR CASE HISTORIES is to help keep the record of UFO reports.
Our "parent" journal

FLYING SAUCER REVIEW

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UFOs seen from Hampstead

H. M. Bishop

Our contributor is a police traffic patrol officer, and a member of the Metropolitan Police Flying Club. He saw service in the R.A.F. as U/T pilot, and in Air Traffic Control, Tangmere, in 1951-53, where he first became acquainted with UFOs on hearing a report from a Meteor jet fighter pilot.

THE sky was lightening with early dawn at 4.00 a.m. on Tuesday, June 16, 1970. Visibility was excellent. There was no low or medium cloud; only a layer of cirrostratus. It was a warm night.

The UFO sighting which is the subject of this report took place over Hampstead, London, N.W.3, towards the west from Lyndhurst Road and Netherhall Gardens.

I was driving west along Lyndhurst Road, accompanied by a colleague who was in the nearside front seat of a Rover 3.5 litre motor car. I saw, low down through the windscreen at the 1 o'clock position, a very bright light which was stationary. At first I thought it was a light on the end of a crane jib of the type used in the construction of the new tower blocks. I don't know why I should have mentioned it as such to my colleague, because they are common enough in the London area, but I think it must have been because of its brilliance. I said to him: "Look at the bright light on the end of the crane." I must make it quite clear that I only assumed that the light was on the end of a crane jib. In retrospect, I think I mentioned it to him in this way because, inwardly, I felt it was something odd, and not a crane light at all, yet instinctively selected an "ordinary" description to call his attention to it.

I had not stopped the car, and the light passed out of sight behind a tree, or house. It then came back into view, and by this time I was approaching the junction of Fitzjohns Avenue. Just before we reached it I lost sight of the light again. My passenger, to whom the light also must have seemed unusual (which he revealed by his manner), said: "Turn right here and let's go on to the Heath."

I had been making my way to Dennington Park Road, and after having turned right into Fitzjohns Avenue, I looked left down Netherhall Gardens. Through the nearside front door window I saw three lights in the sky. I turned left into Netherhall Gardens, and saw that there were two white lights on either side of a bluish-green light, which was slightly lower than its companions, in about the same position you would expect an anal light to be on an aircraft. The distance between the two lights would have been between $\frac{1}{2}$ and $\frac{3}{4}$ inch on a ruler held at arm's length.

I stopped the car in Netherhall Gardens. The lights remained stationary for a few moments, then began to move off slowly to the right, not at right angles to our forward line of sight, but diagonally away from us. The way they hung stationary, then the direction and



In Lyndhurst Road. Here the light was first seen. Our arrow helps to locate the position of the object which has been drawn by our artist on this and on subsequent photographs (taken by the author some weeks after the incident)