

FLYING
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HOW TO REACH US AT FSR:-

FSR Publications Ltd,
PO Box 585, Rickmansworth WD3 1YJ, UK

or email:

Lunula9@aol.com

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The question that should be on everybody's lips. Who holds sovereignty over our airspace?

This issue of FSR continues our pursuit of the fundamental questions of substance in ufology with the most pre-requisite big question we need to ask; what is the current state of the defence implications for the UFO phenomenon. FSR recognises the gravity of the national security issues raised from reporting each new episode of what may well be a secret conflict. We recognise and value the power of the British crown and State and the importance of the NATO countries, especially the U.S. and U.K. alliance for the preservation of world security. However, that being said, we cannot turn our heads away from an outright threat and say its not there.

A couple of years ago while passing the typically English customary "charity flag day" for disabled airmen, I noticed a retired flight officer doing his bit standing outside a local store. Knowing how hospitable and decent fellows most retired airmen are, I engaged him in conversation. I told him that I worked on Flying Saucer Review, and I wondered if he was aware of certain threatening formations of large craft observed hanging over certain key strategic centres in the last year. He made a measured low key reply, "it's only a problem if they are not sufficiently well disposed towards us." He then dropped his little box of flags; which terminated our frank exchange as we both crouched down to pick up the scattered winged stickers.

Having an FSR devoted to this question of "defence implications" has become necessary as we all need to wake up and read the signals that come from "those of them" that are less than well disposed towards us. The vast shadow of the consequences of "the eternal subject" still towers over our world; none of us are untouched by the danger of what we are facing even if we choose to ignore all the warning signs or remain wholly ignorant of the events of the last 60 years.

It is a timely endeavour for us to recognise the gravity of what may have been coming in unofficially on the "news grapevine" and hence under-reported for so many years. As someone who has always followed the unofficial news (from chains of civilian observers experienced in monitoring that have evolved under the media vacuum) I was well used to hearing first hand observations of incursions that bore little resemblance to what I was reading in the UFO press. These were the reports of true confrontations, pursuits and aerial duels involving all sorts of aircraft often in desperate situations. This was a story many miles away from the reassuring considered words delivered from many well known sources; it seemed to me that even the enthusiasts in our subject may have been somewhat protected

from what is going on outside. As ufologists we must extend our specialist fields of research to specifically look for evidence of direct UFO conflict with our air defences. Cases like these may be the most difficult and frightening to witness and hence may well be the most under-reported. We have to go out and ask the right questions. These kinds of reports may include non-terrestrial craft flying low over our facilities in offensive formations; large craft or aerial flotillas hovering over and even landing on our strategic centres and finally, the most overt of offensive manoeuvres, outright attacking of our aircraft by flying hostiles.

There is grave evidence of a clear and present danger from UFOs arising from direct reciprocation of our repeated attempts at interception. Be this in a case of deliberate reckless flying, for example a UFO takes a collision course straight through the middle of a group of our newest jet fighters, near-destroying them. Be this as a consequence of UFO technology, an aircraft taken up vertically into oblivion within the slip stream of a fleeing UFO. These events are happening and they challenge us to consider how prescient many of the "big ideas" are to our age, ideas that have featured in FSR for the last 50 years. Ideas about what our part of space is really like, not what we allow ourselves to be fooled into believing or what we would like it to be. If we merely chew over more and more curious UFO reports like these, filed over and over again like stamp collectors; we may have missed out completely on the meaning of what our subjects relationship really is to the peaceful skies we know outside and what each facet of each story may in fact bear witness to. The big ideas place us taut, upright in the pilot's seat trying to hold one's nerve while headed into a forced interception. The big ideas let us hear the panic of voices over radio channels as final co-ordinates and formal orders are given to engage and launch an attack. The big ideas let us see the noblest sacrifice of all being made by unseen men and women in our name, in our time; it leads us to realise there are those who must regularly put themselves between us and many dangerous unknown craft penetrating our airspace. What sets us apart as ufologists; is this ability to see these big ideas forming from each report into a new more complete "big picture" of this often fearful, wonderful world we live in. So we can dare to understand just how a secret cosmic war game can go on outside any acknowledged historical fact or theory.

It is plain to see that we are not in a constant state of aerial conflict, most encounters between air defences and UFOs lead to a brief pursuit that is concluded by a rapid out pacing or blinking out by the unidentified craft. The most pertinent

accumulated information we have from witnesses suggests that some visitors are indeed prepared to fight each other and our aerial defences to maintain their presence here. Something must drive them on, something that is secret and important about our world; important enough to make them risk a fight every time they come here. Of course we are far more likely to see a tactical stand off; using many of the classic cold war protocols where clandestine incursions are merely challenged and escorted away at a distance. We must remember, unlike the cold war, encounters with these potentially dominant adversaries often take place on the UFO's own terms. If we overstep a hidden protocol, for example by directing attack runs, they may inflict a heavy cost on us in order to push us back into the purely defensive passive role that they might want for us. We know from the earliest UFO cases what they can do to paralyse or disarm our aircraft; how they apparently read the thoughts and intentions of our pilots so we have no secret tactics or element of surprise. It is readily apparent that there are rules of war and engagement at work here and there is a highly developed home defence force operating these in our sky today. A force that is less than inclined to be intimidated by UFO retaliation, hence, the many cases that we will cover in this vital issue FSR 51.4.

We leave you now to the potentially ominous words uttered by the aliens themselves in a case reported by UK researcher Phil Hoyle.

A young girl in 1930's Liverpool was standing outside the back of her house after being left in charge of her younger brother while her parents popped out. Part of a strange craft appeared just above the house, it gave off heat. An opening appeared in the craft and two human figures leaned out wearing white space suits. They began revivating and the girl held on to her little brother's hand tightly as she looked up. She was frightened she would get a wallop when her mum got back. Many years later under interview she said she did not know why, but she understood what those figures in space suits were saying "Isn't it amazing how trusting they are!" "Harry Challenger"

Comment by FSR: This issue may contain reports which relate to the UFO security dilemma facing our world at this time. This evidence is unverifiable due to the transient nature of the material and the ultra-high level of secrecy involved; FSR has always advocated the use of anecdotal evidence in order to help create a hypothetical model of a currently unverifiable situation.

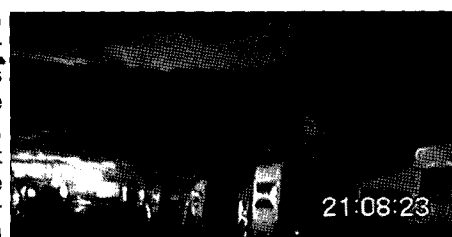
A UFO Interception over the North Sea in August 2002? Russell Kellett.

In 2003 I was contacted by the local radio station, I was asked if I had heard about the UFO sighting that a couple had witnessed of a UFO over Skipsea, and would I be prepared to give the couple my telephone number so they could contact me. As my number is available to the media and on my web-site I had no objection. Later that day my office phone rang, the voice on the line said "hello I have been given your number from the local radio station." By coincidence I recognised the voice on the line, I had founded a UFO research group called I.U.F.O.R.N., and this man, Paul, was a former member. He had witnessed a number of UFOs also he had videoed some very good footage on a number of occasions. Since the year 2000 when I had moved to Filey on the East coast, I had set up a small team whose main objective was to go out and film as much as possible of this strange phenomenon, a sort of UFO response team. So it came as no surprise when Paul rang me about a sighting he had witnessed at Skipsea on the 25th August 2002. We met up at my home to view the video he had filmed of the object or I should say objects as there were a number of objects that come into view on the film.

Paul and his partner were staying at a caravan park in Skipsea; they had gone out for a walk. In the video you can see there was 95 percent cloud. The beginning of the film was at 20.53 pm, there were other people in the shot that witnessed the sighting. The object is below the clouds it seems to move from left to right, you can here Paul's partner say "what made you notice it?" Paul replies "I get this strange little thing that makes me see them." At 20.59hrs a Red ball seems to blink in and out for a split second, all the time while Paul is videoing the object it stays in view. The object seems to be below the clouds. The bright ball like object slowly descends from the sky during this time there are a number of other objects that come into view. At one point at 21.06pm an object similar to a black triangle emerges from a cloud and begins to attack the bright ball of light. The black triangle seems to reverse back and forward to find its target, but the original ball of light moves away. At one point both the objects seem to join. As the triangle moves back you can see another object again like a black triangle emerges from a cloud and moves off to the North and disappears.

At 21.08pm another bright ball of light appears to the right hand side of the first object but some distance away, but the object soon disappears. At this point Paul moves to another area to get a better view of the object. The objects position is now getting lower in the sky and in line with Filey. At 21.29pm as the object

descends closer to the ground another bright ball appears to the left hand side of the initial object, the initial object seems to then move to the left, the other object follows it and then join on to the initial object and they become one. At 21.30 the object is now descending fast, it is at this point that there seems to me to be three objects that appear to be launched in to the sky like rockets or missiles heading straight for the object. In the picture above you



can see a long row of lights on the horizon which is the Flamborough Peninsula where there is a lighthouse; you may recall this area is famous for the **Captain Schaffner** case, where on the night of September, 8th, 1970 a fighter aircraft ditched into the sea after briefly merging with a UFO on radar.

Why did the Black triangle try to intercept the bright ball in the sky? What was it doing? Was it a threat? Had the initial object taken successful evasive action? This description of UFOs involved in aerial combat with each other appears in reports from all corners of the world such as the events over Kenya in 1996.

Earp, California, 5/15/2005 00:00. Massive number of UFO's, many triangles observed in one location.

It began shortly after midnight; we were laying out in the front yard and saw a black, silent aircraft pass over very low. We thought we saw a Stealth bomber and began trying to see where it went. We saw another, and after a while we saw several. I went inside so my son could wake up and see them. The three of us lay outside watching for over 4 hours. During this time other types of aircraft appeared, several larger triangular looking aircraft were seen, &

shuttle, would disintegrate almost instantly.

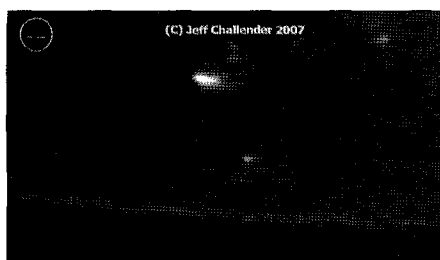
[A second object has disappeared, while two remain.]

Omega: What area did this incident cover, how many kilometres?

Jeff: Approximately 500 km.

Omega: Do you have any idea how far away from the earth's surface these objects were?

Jeff: These objects were between sea level and 5 miles in altitude, 7-8 hundred km between the camera and the objects. We can tell the area over Havana, Cuba had no cloud cover. This particular incident occurred about 50-100 km west of Cuba.

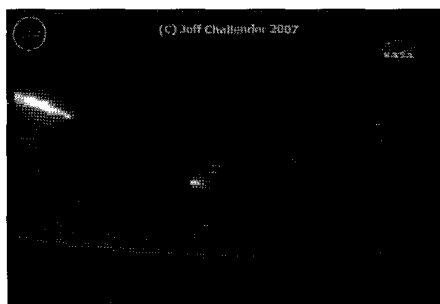


[With one object remaining NASA cut the down-link]

Jeff Challenger lives in Northern California, and is married with three sons. He has been interested in space

exploration since 1957 when Sputnik 1 was launched. Jeff began to record manned space flight in summer 1997, when Space Station Mir experienced major life-threatening difficulties. In reviewing the many VHS tapes recorded since that time, he has come across numerous anomalies captured by cameras aboard the Space Shuttles, the International Space Station, and Russian Soyuz craft. The work is ongoing, and now includes producing full-length documentary films on the subject.

Project P.R.O.V.E. (People Recording Orbiting Vehicles from Earth) was founded in May 2001 for the purpose of monitoring overhead passes of manned spacecraft, from all nations, for accompanying anomalies. It has since grown into an important website chronicling the findings of Jeff Challenger. There are over 375 pages on the site, covering several

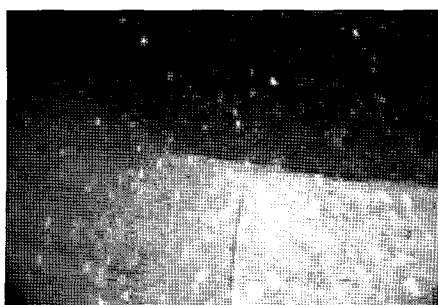


different areas of investigation. An interesting article was submitted by George Filer of Filers Files USA, regarding exploration under the sea off the west coast of Cuba. This would tie in very well with the December sightings of objects from space and also the information passed on to me when visiting Cuba recently. Contacts in Havana told of objects being sighted entering and exiting the sea in that particular area. We can now read the information from that under sea mission.

Ancient City — The UFOs appeared to dive into the Caribbean Sea in deep ocean waters off the Guanahacabibes Peninsula on Cuba's western tip.

In May 2001, an amazing discovery was made by Advanced Digital Communications (ADC), a Canadian company that was mapping the ocean bottom of Cuba's territorial waters.

Sonar readings revealed 2,200 feet down stones laid out in a geometric



pattern that looked very much like the ruins of a city. A team of Canadian and Cuban researchers have discovered the remains of what may be a 6,000-year-old city. Using sophisticated sonar and videotape equipment, offshore engineer Paulina Zelitsky, her husband, Paul Weinzwieg, found megaliths "of a kind you'd find at Stonehenge or at Chichen Itza in Mexico."

They show very distinct shapes and symmetrical designs of a non-natural kind. The precise age of the underwater site is also unknown, although Cuban archeologists in 1966 excavated a land-based megalithic structure on the western coast, close to the new underwater discovery, said to date from 4000 BC. "Based on geological information, we're speculating that these structures are 6,000 years old" older than Sumeria and Egyptian Pyramids. If the dating estimate proves accurate, it would mean that an ancient civilization had designed and erected these vast stone structures in the Americas only 500 years after human settlements first became organized in cities and states. **Thanks to the Toronto Globe and Mail & George Filer.**

FSR Asks Jeff Challenger for his views on UFO Security implications.

As for the "Security Implications" involved with U.F.O.s, we are on tricky ground. Speaking for myself, I've seen U.F.O.s with my own eyes some 8 times now, 7 of the events in daylight. In ONE of these incidents, the object came VERY near to a collision with a Boeing 747 which had just taken off from San Francisco International Airport. Here is my report on the event, as written on 1 December 2000.

My second U.F.O. sighting was the most spectacular, and unusual of all. It occurred on 31 December, 1974. The place was a used car dealership on Hesperian Boulevard in Hayward, California, at approximately one o'clock in the afternoon. Skies were gloriously cloudless, and the weather was warm for New Years Eve. The day was a paid holiday for me, so my wife and I went shopping for a used car for her. She had taken a fancy to a 1967 Austin-Healy Sprite. Whilst she was out for a test drive with one salesman, I stayed on the lot with the other salesman, chatting about cars, and looking at some of the other vehicles on the lot.

I heard a plane passing above, and being a lifelong aviation enthusiast, I just had to look up out of sheer habit. I never

miss an opportunity to see an airplane. This plane was a Boeing 747, which had just taken off from SFO (San Francisco International Airport) just across the bay from where we were in Hayward. The jet was not very high up, and straining to gain altitude. I would estimate it's altitude at no more than 5000 feet, and 70 to 75 degrees above the northern horizon. The plane was heading east in the direction of the Oakland Hills. What made this plane unusual was that there was a small white cigar shaped object following it. This object had a strange appearance in that one couldn't focus sharply on it, while the jet liner was crystal clear. The thing had no visible windows, wings, or means of propulsion. It was about 1/3 the length of the Boeing, and about the same distance off the tail of the jet. I naturally asked the salesman if he was seeing this, and he said "yes, what IS that??" As we watched this apparition together, we began to speculate as to the nature of this thing. We had come to the reasonable conclusion that it must be something entangled with the tail of the airplane, such as a tarpaulin or windsock, and was dragging along behind the 747.

At this precise moment, the little white cigar zipped UNDER the belly of the plane in less than a second, taking station about 75 feet, or so, off the nose of the aircraft. During this traverse, the object appeared to come very close to striking the belly of the Boeing. We were both quite dumbfounded at this development! We literally couldn't believe our eyes! We both asked each other..."Did you see that??"...at the same time!

At this point, there is no chance that the flight deck crew of the liner could have missed the object smack dab in front of their windscreen. There was no further talk of a tarp caught on the tail of the jet; we both KNEW we were observing a real U.F.O.! After about ten seconds of pacing the airliner off its nose, the object departed to the east in a blur. It was as if it accelerated to the speed of a bullet in a fraction of a second. We never saw this object again.

A further part of the story is that two of my co-workers at the margarine factory had seen the same incident while having a barbecue in their back yard (back garden). I found out about this second pair of eyewitnesses two days after the event, when I returned to work after the New Year Holiday. My two friends were talking, in the locker room on the morning of 2 January 1975, about what they had seen. So I know that the incident was seen by at least four people simultaneously. I scoured the news papers, and TV news broadcasts, for several days after the event. However, there was never one word about it in the media. I have to wonder what the flight crew must have seen that day. I'd love to hear their description of the occurrence.

The above has little to do with "Security", if one interprets that term as pertaining to governments. But it has a great deal to do with public safety. A group called NARCAP deals with the aviation safety aspect of the U.F.O. phenomena. These things are a menace to civilian aircraft. I'm sure you are aware of reports that in 1967 and 1975, respectively, U.F.O.s compromised the security of nuclear missile bases in the United States. It is said that they even neutralized the warheads of same. A little known facet of the Woodbridge/Bentwaters incident of December 1980 holds that nuclear devices stored in secure bunkers on the base were also neutralized during the incursions of U.F.O.s over several different nights. It is rumored that there have been many cases of violent encounters between military aircraft (specifically fighters/interceptors) and U.F.O.s. Best known of these is the tragic case of Thomas Mantell in January 1948. Another is the Kinross Incident of November 1953, in which a USAF F-89 Scorpion was sent to intercept an

U.F.O. over Lake Superior. The plane and two man crew vanished on radar as the blips representing the plane and the U.F.O. merged. Just last year, it was said that a salvage company, using side-scan sonar, had located the wreckage of the F-89 and possibly the U.F.O. on the bottom of the lake. Curiously, this story vanished quickly.

Likewise, there are accounts of "battles" between Soviet MiGs and U.F.O.s from the 1940s to the 1960s. Over Teheran, Iran, in September 1976 there is a well-known case of an encounter between a Royal Iranian Air Force McDonnell-Douglas Phantom II and an U.F.O. In this event, the weapons systems of the aircraft were disabled the moment the pilot tried to activate them. One common denominator in all these military encounters is that the Earth-based planes behaved aggressively against the intruders. Now, one might say that by "attacking" the U.F.O.s, the military got what it deserved in return. BUT, and this is a very important point, every air force in the world is charged with the duty to control and defend their airspace against ALL unauthorized or unidentified intruders. It is the publicly stated policy of every air force on Earth that ALL intruders WILL be challenged as to identity and intentions. Those aircraft which do not accede to these policies will usually be designated as possible hostile invaders, and generally be fired upon. "Friendly" aircraft identify themselves, and conform to air traffic safety rules. U.F.O.s do not. They conduct themselves, according to many decades of observation, with indifference to the safety of humans. They enter and leave restricted airspace without so much as a "by-your-leave".

So who is in the wrong here? It can be categorically stated that interceptor pilots do not act at their own discretion. They obey orders from their superiors, who in turn enforce the policies of their respective national leadership. Any case where a military plane fired upon an U.F.O. was by direct order from commanders on the ground. If the U.F.O. "fired back", then its pilot did so illegally. Such action is tantamount to the same as shooting at a police officer when ordered to halt and identify oneself. Therefore, in my humble opinion, the security implications of the U.F.O. are tremendous. In point of fact, "we" have no defense against U.F.O.s which may prove to be hostile. Conversely, I know of no evidence suggesting that U.F.O.s are actively hostile to humanity. "They" appear to be mainly interested in watching us. On occasion, "they" appear to test our defenses. But overall, their behaviour seems to be generally non-violent. "They" might be compared to the biologist studying elephant herds on the Serengeti Plain in east Africa.

Was 1974 the critical turning point?



The history of mankind is scattered with unscheduled departure points where a solitary fateful decision turns the course of history. The year 1974 may have been witness to one such critical moment when technological progress allowed better tracking of fast moving UFO targets jointly by radar and satellites; so the wholesale hunting of UFOs became viable.

Russell Kellett presents his scenario which should give us all cause for thought, on an insightful story of the kind of UFO hunting that may well have happened behind the ever present wall of silence. The inevitable consequence of a successful operation of this kind could be represented in the artist's impression opposite; motionless figures dressed in silvery-white suits rumoured to have been seen piled up beside a lonely mountain road near the site of a rumoured

third UFO crash in Wales in 1974. Two craft came down within 5 miles of each other, with the possible third crash, some weeks later. These crazy numbers of UFO crashes draw the conclusion that there must have been something more than co-incidence to blame for their demise. This pile of bodies from a third incident may be an unsubstantiated rumour, passing as a hidden footnote into obscurity or it may be the key significant moment in a secret war that has put us on collision course with another civilisation. In the words of Air Chief Marshal Sir Arthur Harris after the worst of the blitz; "They sowed the wind, and now they are going to reap the whirlwind." What changes have ensued after these shooting down events? We can only speculate how far things have gone, whether there is any quarter given by either side now in the deadly game to rule the skies.