

UFO's IN WESTERN AUSTRALIA

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Farmer sees U.F.O.

Mr. A. Poole of Yerecoin, about 80 miles northeast of Perth, while mustering sheep in a Landrover during the evening of 16th November, 1967, became aware of a humming sound, which at first he thought may have been the generator of his vehicle. As the humming increased he saw an object approach at a distance of about half a mile; it appeared to be coming in to land, in a similar way to that of a light aircraft. It approached his vehicle and stopped next to it at a distance of about four to five feet from the Landrover. The humming noise was very strong and he could feel vibrations from it, but was not physically affected in any way. The object appeared like an inverted saucer about twelve to twenty feet in diameter, with four windows—two round and two square on the side visible to him—a grey metallic colour, about five to six feet high. It appeared to hover a few feet above the ground as there was no disturbance or marks on the wet grass after it had disappeared. He demanded to know

what it was doing there, and his words were repeated back to him in his own voice, as though an echo...but an echo would be most unusual in this particular circumstance. No electro-magnetic effects were apparent to the vehicle, although his wife stated, when told, that the TV set had played up at that time. He attempted to alight from his vehicle and on opening the door the object immediately ascended vertically; by the time he had stepped out, a matter of two or three seconds, it was out of sight...although he could still hear the humming noise. He states that the length of time from when he first saw the object until it disappeared was only about ten seconds. It did not appear to have any landing gear. The weather conditions were cloudy, slight drizzle and strong winds!

Horrible Noise.

Following several other reports we invited the 'sighters' to our usual monthly meeting on 1st December, 1967, and each gave their own story.

Firstly, Mrs. Maciejack, who stated

that on Saturday, 18th November, 1967, about 5:15 a.m. she went to the front gate and heard a "very horrible noise". Continuing, Mrs. Maciejack said she "saw an object with the terrible noise—worst noise I have ever heard. Saw the grey-blue object about the size of a 'mini' car—unable to describe its design as it was going too fast and disappeared into the north". Mrs. Maciejack states she had heard many motor-cycle sirens in Europe during the war, but nothing like this. "I call him the monster—he is a monster—it broke me up!"

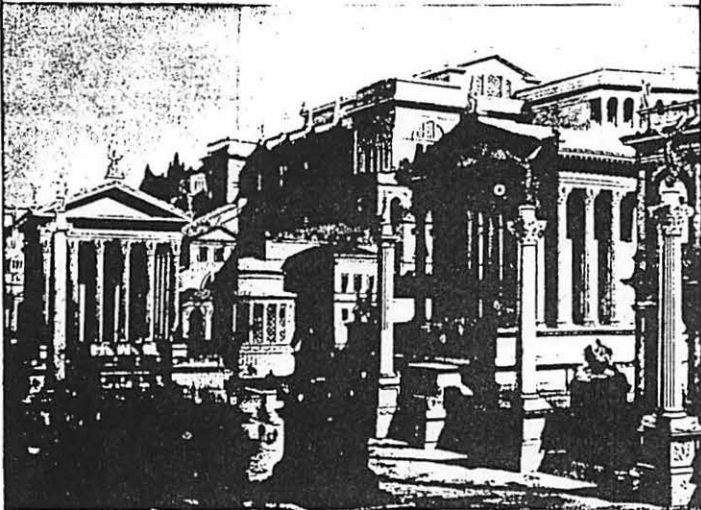
Together with her family she went to a soccer match in the afternoon but did not see the game. . . "only thought of the object!" She did not believe when people say they saw 'flying saucers and things like that'. When she read in the paper about the Yerecoin sighting she said to herself "it must be imagination. . . nothing like that would happen to me!" Now she says, "Saw once, never wish to see again!"

Mrs. Maciejack said that whenever she speaks of it the noise comes back to her head. She does not drink. Her

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Ray Palmer's FORUM

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son said, "Do not report...no-one would believe you!" But she telephoned the newspaper and was still shaking when the reporters arrived. "When I saw the 'flying saucer' I flew to my room," Mrs. Maciejack said. "My son suggested that I should see a doctor."

An old man living next door also heard the noise.

Reports have been received of neighbours having trouble with their radios later in the morning of the same day. One man who lives at the rear of Mrs. Maciejack's home said he turned off his radio as blue flashes were coming out at the back of it. The time was about 7:30 a.m.

A Disc with Port-Holes.

At 7:15 a.m. on the 20th November, 1967, Mrs. Moir of Swanview (a suburb north-east of Perth) was driving her Mini-Minor from Midland to Swanview when her eye caught the sight of an object. This she thought was a plane...because commercial aircraft, landing from NE to SW, are often in the vicinity. On taking a second look she saw it was a 'flying saucer' of disc-like shape with domed top...and what appeared to be port-holes in the lower half. It appeared quite large, then turned on edge and gradually went up towards the north. It was a silvery colour and moved fairly quickly. Mrs. Moir drew a sketch of the object on a book she had with her in the car. The sketch closely resembles the accepted design of these craft.

Bright Light.

Our next speaker was Mrs. Jones of Gooseberry Hill, an outer eastern suburb of Perth, who stated that some time previously she had read a book called "Flying Saucers, Serious Business" which suggested that we have a look whenever outside, in an endeavour to pick up any strange phenomenon. She did not bother to do this usually. However, one night recently, while putting out the milk bottles, she happened to glance up and saw a bright light coming from the north-east, travelling very quickly; not as quickly as a falling star, but much too quick for a plane. "Its light was brighter than the morning star," Mrs. Jones said, "and it was travelling southeast." Continuing, Mrs. Jones said, "It did a turn and went

east. . .and then faded away."

Mrs. Jones told the meeting that her husband said it was a satellite. . .but on ringing the observatory the following morning, Mrs. Jones was told that no satellites were visible at the time mentioned.

Flat Disc.

We then heard from Mrs. Pusey of Cloverdale, another eastern suburb, who stated that about three weeks ago, on a Tuesday, at 6:30 p.m., she was driving along Orrong Road, Kewdale, when she saw a 'flying saucer' coming from the north and going towards the south-west. "It was about the size of a very small car," Mrs. Pusey said. "It stopped for a fraction of a second, and then disappeared behind a building. . .but I saw no sign of it coming out from the other side."

Mrs. Pusey went on with her report—"It was a flat disc-shaped silvery-white light. . .very beautiful! It appeared to be two or three miles away. There was no colour change when it moved off. My car appeared to be slowed down somewhat. . .but, of course, this may have been due to my attention being diverted and not concentrating on driving."

Policeman sights U.F.O.

During the same week as these other sightings, people in Canterbury Terrace, East Victoria Park, saw an orange-coloured object moving across the sky from the west to the north. One man, well known to me, described it, as it passed over his home, as 'like a quarter of an orange, very bright in colour'.

A policeman friend of mine said that he was called by a neighbour to look at 'a strange object'. He took his binoculars. By the time he arrived the object had stopped in a northerly direction and was hovering. He observed it through the binoculars for about fifteen minutes, during which time the object changed colour several times. All the witnesses gave a similar description.

White Object.

Early on the morning of Thursday, 30th November, 1967, Master Sinclair, a lad of about 16, of Dianella (a northern suburb) awoke, and, looking out of his bedroom window, saw a white object with three lights at each end. Knowing he would not be

believed when he told his family, he awakened his elder brother, Peter (21 years of age), and together they observed the object. Peter continued this observation for about three-quarters of an hour; at the same time he took a note of the recordings being played on the all-night radio station to prove that he was awake. . .and also to note the time. He had noted the position of the 'object' in relation to a star. Peter dozed off, and on re-awakening about half an hour later, was disappointed to find the 'object' had gone. The star was still visible.

An object of the same description as the previous one was seen by another man at City Beach on the night of Thursday, 30th November, 1967.

Witness takes Photograph.

A truck driver travelling along Mongers Lake Drive, west of Perth, early in the morning, saw a white object over Monger's Lake. He stopped his vehicle and was about to leave it and run when another vehicle appeared. He flagged down the other vehicle and both drivers stopped and observed the object for some time.

A business executive who lives on the lakeside also saw the object and took a photograph. The film has not been processed at the time of making up this report.

A report received from Mr. Malcolm Neil McMillan of Cottesloe—28-11-67.

"Farm manager Alan Poole's strange encounter with an U.F.O. recently at Yerecoin, and the other sighting near Mayanup (as detailed in 'The West Australian' newspaper) made unusual but interesting reading and brought to mind a rather odd experience which occurred some three or four weeks ago. At the time this event was not considered of sufficient importance to warrant a report. However, when viewed in the light of the above two sightings, it may prove additional ground for thought.

On the afternoon in question the sky was overcast with heavy cloud. . .although visibility conditions were good; the time was approximately 4:25 p.m. A south-westerly breeze of average force was blowing. I had been out in the garden and had just returned to the incinerator to close it down for the

day. . .the fire was out and there was no smoke.

From an east-south-east direction I heard the noise of what was taken to be a Boeing 707 jet airliner. The onset of this noise was extremely sudden and its volume unusually loud. There was something about the character of the sound which signified that an unusually high horse-power was in use. . .and a peculiar whining or whistling tone, which rather puzzled me by virtue of its frequency and stridency. Looking upward, and to where the source of sound appeared to be, I saw nothing. . .but concluded that the plane was above the cloud cover layer. However, the very nature of the sound, and its intensity, tended to contradict this assumption. Furthermore, the speed with which the source of sound travelled was very great (although, strangely, I felt this was not so) and gave the impression that the craft should have been visible below the clouds. . .which were of the cumulus variety, having considerable depth. The pulsating, roaring sound was then so loud that I felt confident at any instant of seeing the craft. . .but such was not to be. In the brief space of perhaps 12 or 15 seconds the source had moved, seemingly, from one horizon to the other, although the high-pitched screaming whistle, was still predominant. My mother, who was inside at the time preparing the evening meal, later remarked on the unusual intensity of the noise. She had gone outside and looked. . .but saw nothing. My inability to locate the craft, visually, was annoying. . .but what happened next proved, at least that my sense of direction, in relation to its course, was virtually 100% correct. The cloud layer, which before had been intact and dense, appeared suddenly to be divided forcibly, or split open, along almost a straight line in a long sweeping curve west to north-westerly in direction, out to seaward. The dark blue of the sky was visible clearly through this lengthening gap, the width of which was constant along its length. This rift followed exactly the path taken by the sound! It was as though something had torn a visible path through the clouds! This track was defined clearly for perhaps ten to

twelve seconds...and I have never seen its like before!"

The preceding report is most interesting as the noise factor, which is very unusual, ties in with the "sighting" by Mrs. Maciejack, who reported a similar phenomenon. It also brings to mind the sighting at Kingston Bridge, South Australia, in October, 1967, when five workmen saw an object and, according to them, the object rose above the clouds when approached by an aircraft...and left 'a tunnel in the clouds!'.

Crackling T.V.

"The West Australian" of 8th December, 1967, reported a 'sighting' at Kirup, a mill township 12 miles south of Donnybrook. The sighting was made by Mr. Mervyn Dickson, a forest overseer, on Monday night, 4th December.

When Mrs. Dickson was interviewed she said that a little after 9 p.m. the picture on their T.V. set began to roll and crackle. As it continued to do so her husband went outside to see if anything had happened to the aerial. He was surprised to see a glow, and two bright orange lights descending through the trees 150 yards from his back door. He called his wife and they both saw the lights remain stationary for a while and then slowly rise and disappear.

Mrs. Dickson said she and her husband were positive that they saw something, but could not distinguish what it was.

In a direct line from their house and the object is a 50,000-gallon water tank, around which is a cleared area. Mr. Dickson said he believed the object landed in this clearing.

District Forestry Officer J. Mahony said he had been returning from Bunbury about 9:30 p.m. As he approached his house, which is about 50 yards from the Dickson's, he saw a glow in the trees which he, at first, took for a fire. When he realized it was not a fire he dismissed it as being the moon. It was not till the next morning that he realized there had been no moon. It was also found that interference with T.V. sets in the neighbourhood had been common. **Report in the 'Daily News' of 5th January, 1968.**

Five youths claimed today they saw a mystery object in the sky over

Rockingham. The five were rowing out from Palm Beach jetty at 3 a.m. when, they say, they saw a silent pulsating light hovering about 200 feet over the townsite. One of the youths, John Franetovich, of Alexander Road, Dalkeith, took several shots of the light with his camera. He and four others were rowing to the whaler 'Kos VII' where they had been staying for a week. They watched the light from the whaler for almost an hour. Richard Burrige said it was a big, dull-colored light moving slowly up and down, and to the side, and shining on and off at irregular intervals. Jack Michaels said he tried to signal the object with torch and *every time he turned the torch on the lights in the sky went off*. Richard Burrige said, "At first we all thought it was a helicopter, but we discounted that because we could hear no noise. It's the weirdest thing I've ever seen...it's almost frightening!"

Report from the 'Daily News' of 24th January, 1968.

Railway worker A. Nyenhuis says he saw a flying saucer near Collie last Friday night (19th January). He said, today, he saw the object at about 11:15 p.m. as he walked from Collie Burn to Collie. He was about three miles from Collie when a transistor radio he was carrying cut out. Then he heard a buzzing sound above him and saw a flat object hovering in the air about 400 feet up. It was about 30 feet in width. "Underneath, there was a pale bluish-yellow circle of light that was going on and off like a pulse," Mr. Nyenhuis said. "The object was there for about three minutes. Then I heard a car coming...and the thing took off like a plane. I had a good look at it because the moon was bright. It was silvery-black, and looked to me like a flying saucer. I didn't like what I saw...and I couldn't make up my mind until today about telling the newspapers." Mr. Nyenhuis produced a sketch of the object he claims to have seen.

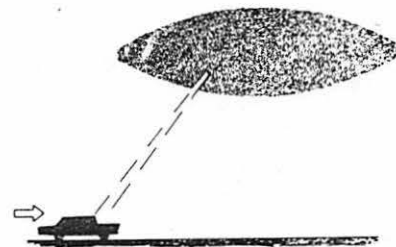
A report by a Mr. Harris recorded on tape during an interview at my home in December, 1967.

"This was 'Mount Newman'...at Mt. Whaleback in the north-west part of Whaleback, and 3½ miles from

Whaleback. The airstrip is south-west of the campsite, 8 miles away. The objects were observed from an elevation of 2,200 feet above sea level, which is about 800 feet above the level of the plain where the observations were made.

Details from the 23rd April, 1967 to the 28th April, 1967, indicate a particular time-pattern with regards to the appearance and disappearance of the objects. For instance, they tended to appear at the airstrip area at approximately 7:30 p.m., when it was quite dark, and would travel around to the camp area, around the camp approximately half a mile away, up to 11:30 p.m., when it would return to its place, or assumed place of take-off.

On the 29th April, 1967 at 7 p.m., myself and Mr. Ian McGregor, another driller...as this was our night off...drove out to the airstrip to see if we could find out where this U.F.O. was coming from. We had previously taken our directions with compasses and we arrived at the airstrip at 7:40 p.m. Approximately ¼ of a mile into the bush, southeast of the airstrip, a bright haze appeared which changed into an inverted cone of light followed



by an orange disc-like object which rose vertically. It then turned on its edge and came towards us. We flashed our headlights and it ceased movement...it then returned in the direction it came from and landed in approximately the same spot. Our compasses would not function for us to verify the position of landing. We waited until 11:30 p.m. without sighting it again that night. A daytime search of the area revealed nothing, except that our compasses still would not function. Another object was observed travelling overhead at the same time this object took off...which could have been another ship, or may have been a satellite. This we cannot really say.

On the 30th April, 1967, which is a

MT NEWMAN.

W. AUSTRALIA

April 29, 1967

TAKE OFF OF UFO

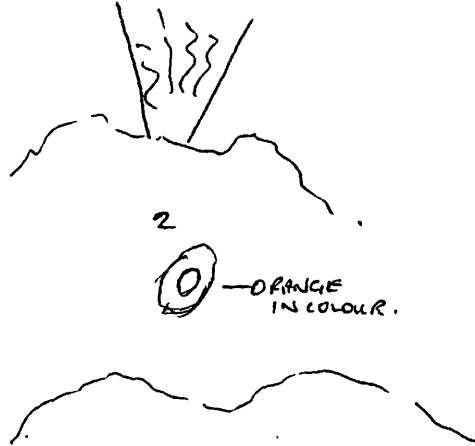
29.4.67

BUMHAZE APPEARED



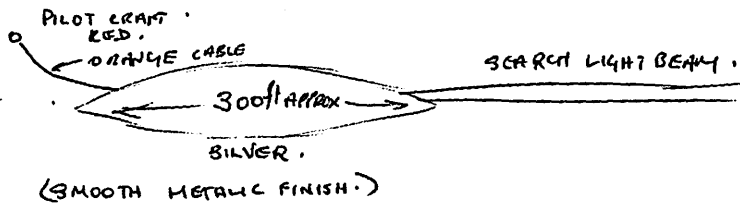
Saucer rose in cone of light which then disappeared.

INVERTED CONE OF BUMHAZE LIGHT.

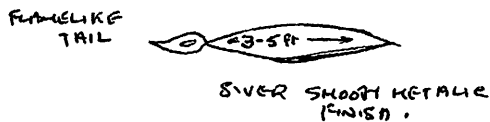


4
TURNED ON EDGE AND CAME TOWARDS US.

LARGE SHIPS AND OTHERS SEEN 15.5.67 4 AM.



SMALLER CRAFT SEEN 15.5.67 4.30 AM.



Victoriano

day later, four vehicles left the airstrip after awaiting a sighting. . . this was after we had discussed it with other men at the camp. They had not seen anything. At the time, we were working up on the hill at Mt. Whaleback and could see the vehicles out there. They were approximately 6 miles from us, as the crow flies, . . . we could easily see them. This is on the Fortescue River at 7:45 p.m. We saw the first two vehicles leave the airstrip and watched them coming back to the camp; they were followed by a third at a distance of about three miles. About another mile distant a bright light followed for about a mile. . . and disappeared. The fourth vehicle left the airstrip at 8:50 p.m. and reported seeing a bright light rise. . . which they thought was a vehicle. . . and then they returned to the camp at 9 p.m. So we were able to see. We were also able to determine, from that distance, the exact order of the vehicles. . . and what they were. There was a Volkswagen, a Toyota, and two Landrovers. . . because of the size of the headlamp we could tell. So we had a pretty good idea of what was there.

Now, on the Monday, 1st May, 1967. . . no sighting at all.

On the Tuesday, 2nd May, 1967, at 8:30 p.m. the U.F.O. was sighted due east of the airstrip, on the south side of Mt. Whaleback. We flashed lights at the object. . . and received answering flashes! These flashes occurred very rapidly in intensity. Of the object. . . it looked, from that distance, to be like, not the centre of an arc weld, but the side white-hot flash you get. . . and this happened very fast, and pulsated every time we flashed our lights. It travelled to the north-east of Mt. Whaleback, a distance of approximately 3 miles, and disappeared at 9:30 p.m. At 11:50 p.m. a bright orange light was observed from our elevation of 2,400 feet, travelling south-west along the top of Mt. Whaleback where we were working. This disappeared at 12:50 a.m. in the morning of 2nd May, 1967.

On 3rd May, 1967, there was no sighting by us. However, one of the camp men, Thomas Manolis, reported seeing an object on hills due east of camp as lights went out at approximately 11:30 p.m.

On 4th May, 1967, at 10:30 p.m. the object was seen south-west of Mt. Whaleback, colour orange. . . travelling, as camp lights went out, with bright flashes in the valleys. We returned to the camp at 11:20 p.m. After having showered at 12:15 a.m., and when leaving showers, we observed an object east of camp, at the base of the east ridge, approximately 400 yards distant. Due to us having no clothes on, we changed. . . but were still in time to see another object north-east of the east ridge, travelling along the hills. . . but, unfortunately, we could not do much about chasing after it. An object was observed at the same time from due east arising from the ground. We woke up Jock Zani, who is the Camp Superintendent, to observe the sighting with us. We turned-in at 1:15 a.m. leaving them to wander about. That was about it. Investigation of the area where the object took-off from revealed nothing at all.

Again, on the 5th May, 1967, at 8:15 p.m., the object was seen travelling around the hills area of Mt. Whaleback in an east-south-east direction continuously. On our drive down from the hill the object appeared in front of us, together with another close by. On our approach they disappeared. . . the time was 12:30 a.m.

On the 6th May, 1967, at 7:30 p.m., we went onto Mt. Whaleback for observation purposes. We lit a fire. At 7:30 p.m. a U.F.O. took off from a mile north-east of camp, moved north-west in the valley below us approximately two miles away. We drove towards the object and flashed our lights and received answering signals at regular intervals. As we came down the valley it disappeared. We drove onto the airstrip from there at 8:30 p.m. to see if we could see where it was going and whether there were any more to take off. We saw nothing. . . and returned to camp at 9:30 p.m. When we got back we checked the vehicles to see if any had been out at all; none had left the camp. Now, also on all similar instances of these sightings, we had checked on the vehicles leaving the camp and arriving at the camp; there were none on the evenings concerned. On returning towards Whaleback from

the camp, and checking to see about the vehicles, the object was sighted two miles from the camp. It moved in varied directions towards the south-west. . . and was last seen on return to the camp at approximately 3 miles due west. It landed; we saw no more. . . so we turned in.

On Sunday, 7th May, 1967, at 7:10 p.m., a blue glow was seen on the ground south-east of Mt. Whaleback. Our elevation then was 2,200 feet above sea-level; we were about 2 miles distant from the object. It travelled east-south-east for seven minutes before sighting ceased.

Monday, 8th May, 1967—no sighting.

Tuesday, 9th May, 1967—no sighting.

Wednesday, 10th May, 1967, at 7:30 p.m., a light was seen south-east of Mt. Whaleback at our elevation once again of 2,200 feet—approximate distance, 2 miles from Whaleback travelling in the valley between south ridge bordering the tributary of the Fortescue River and Mt. Whaleback. A kangaroo team (kangaroo hunters) was noted on the north road; we saw their light, so could tell they were out as well. The object was sighted on the south road, which is a difference. The north road goes to Wittenoom; the south road goes to the main road and down towards Meekatharra. The approximate distance we saw it from was, we would say, about nine miles. At 10 p.m. we returned to the camp and a bright orange light was observed in the west to land, take off again and re-land; this was assumed from the action observed. Anyhow, of course, it could be just travelling. . . or anything like this.

Thursday, 11th May, 1967—not working, so no sightings.

Friday, 12th May, 1967—not working; did not get out—vehicles laid up. No work to do so stayed in camp.

Saturday, 13th May, 1967. Went to airstrip. Again made no sighting.

Sunday, 14th May, 1967. . . the object was observed by Joe Lossie, who woke us up at 2 a.m. Now, he is a truck driver who had been travelling about and had seen these down at one of the water wells. . . pretty close to the water wells. . . and he woke up McGregor and myself. Jock went out, I didn't. . . I stayed in bed. I said, "Oh

hell! I've seen enough of them for the time being. Let's have a bit of sleep...it's 2 a.m.!" I didn't feel much like getting up, it was moving north-east of camp and continuously changing colour. At 7 p.m. this evening—note this other one was 2 a.m.—at 7 p.m. the light was seen to take off north-east of the campsite and travel towards Mt. Whaleback, approximately 1½ miles in front of our vehicle. It disappeared at Whaleback.

Monday, 14th May, 1967—at 4 a.m. when we were leaving the hill after finishing our work, a large silver disc was observed due east of Whaleback. As we returned to the camp it was seen to be hovering approximately 100 feet from the ground...with a small orange object at 10 o'clock to it. There was definitely two objects seen. The large silver one was estimated at 100 to 120 feet across. It had a very bright search-light on it and I estimate the range was well over a mile to a mile and a half. You could see everything clearly with it. The small object moved to the north, and the larger object caught up with it all the time. It would move a few feet...then the other one would catch up...so it could be reconnaissance. It was slightly higher than the other one...it wasn't much higher though. We gave chase, of course, in the vehicle...but, coming down the steep hillside, about 100 feet to go we got down on a mile of road, we had to use lights...so that, by the time we got down there was nothing to be seen whatsoever. But, when we got to the campsite at 4:30 a.m. a small object was on the airstrip outside the camp at Mt. Newman. There are two airstrips—one next to the camp for 'Cessnas', and one out eight miles from camp for 'DC 3's' and 'Fokkers'. Well, this object was three to five feet across and was silver with a bright and flame-like tail. If you can imagine a candle-flame flashing...that was the idea we had of it. It moved along the strip and we approached on foot with 'cap lamps' on. It disappeared into the scrub...and we didn't see it any more.

After this date there were no further sightings at Mt. Newman made by us.

Sightings were made later at

Meekatharra and Mt. Magnet.

I left a few weeks later. On 28th August, 1967, when I was passing through there, going up into the Great Sandy Desert, our plane touched down and we had a chat with one of the blokes who had seen them before, Joe Lossie. He said, yes...he had seen it the night before I got in. That was the first sighting since then, of course. I do not know if there have been any more sightings."

ENERGY BEAM STALLS CAR IN THE WEST

A Western Australian man, who wishes to remain anonymous, claims his motor-car was stopped by a U.F.O. on the Mayanup-Kojonup Road, on the 13th October, 1967, at approximately 9:30 p.m.

The man, whom we shall call Mr. Harris, has been thoroughly interrogated by V.U.F.O.R.S. member Paul Zeck, M.B., B.S., D. Pysch., M.A.N.Z.C.P., and his reliability and integrity are vouched for by Harris's local doctor, who referred him to Dr. Zeck.

This article has been condensed from the transcript of Dr. Zeck's tape-recorded interview.

At the time of the incident Mr. Harris, who is a shearing contractor, had just finished paying off one team of men and was on his way to Boyup Brook to see another team.

He was approximately two miles from his destination and was travelling at approximately 60 to 65 miles an hour along a particularly quiet stretch of road when he became aware of a lighted object approaching him in the air.

Almost immediately the car stopped dead and all the electrical systems—the lights, motor, and radio—went dead.

"I had no feeling of deceleration at all", he said. "The car just came instantaneously to a stop.

"I had the radio on and it had been functioning normally then suddenly it cut out simultaneously with the lights and engine.

"Apparently my watch stopped too, because when I later got to Boyup Brook I noticed it was running

five minutes slow. It is an Omega Chronometer and normally doesn't lose any time at all."

Mr. Harris emphasised that although the car stopped, he felt no sensation of deceleration or thrust.

When the car stopped Mr. Harris noticed that he was immersed in a beam of light which seemed to come from a tube which in its turn issued from the U.F.O.

"When I looked up there was this ship, and this tube descended out down on to me. It was like a big tube of light 2 to 3 feet in diameter, a very shiny light, but I could see up this tube and there was no glare or anything inside the tube.

"I had a feeling I was being observed through this tube, and yet I had no feeling of fear.

"After about five minutes, the tube of light closed off, just like you switch a torch off.

The ship or object itself was about thirty feet in diameter and it was about 100 feet in the air and the tube came out of it at about a forty-five degree angle, and sort of focused right on me.

"The ship was not like a flying saucer at all, it looked more like a football, like a great big football. But I could only see the under part. And it was all glowing itself, with an iridescent sort of light—like bluish coloured lightening.

"The end of the tube came right down on to me, right onto the windscreen."

When the light was finally turned off, the U.F.O. disappeared with characteristic speed, leaving the bewildered witness to continue his trip as though nothing untoward had happened.

"The object took off at a terrific speed in a westerly direction. I couldn't judge the speed but it vanished out of sight within seconds, so I would say the acceleration must have been fantastic.

"The moment it left, my machine was doing exactly the same speed that it was doing before I stopped and I had no feeling of acceleration at all. It was just like gravity had been stopped. However, I had no difficulty whatsoever in controlling my car. I just carried on as though nothing had happened.

"When the ship went off its colour changed a little, and it went a darker colour.

"There was no noise whatsoever, in fact everything around the place was dead quiet—there wasn't a sound of any sort.

"After the ship had passed out of sight I stopped the car and got out and had a look around. Even then I had no feeling of fear."

Evaluation

The Harris incident is a vivid account of an extraordinary occurrence which is, however, not altogether unique in U.F.O. annuals.

In particular, reports of U.F.O. interference with car radios, lights and engines (the so-called "E-M effects") are quite common. Reports of U.F.O. emitting beams of light are also not infrequent.

Harris's credibility and psychological stability are not questioned by Dr. Zeck, who is a medical psychiatrist.

.The most extraordinary aspect of

this case is the report of the apparent "stopping" and "starting" effects to which the vehicle was subjected and which at first sight seem to offend fundamental physical laws.

In relation to this aspect of the report "The Review" is indebted for the following opinion from Physicist Kenneth Clarke:—

"In trying to account for the phenomena resulting from U.F.O. appearances one is frequently forced to speculation and such speculation often raises as many problems as it may appear to explain.

"In the particular experience of Mr. Harris the biggest problem to me is his claim of instantaneous stopping from 60 miles per hour and the later instantaneous speed of 60 miles per hour from zero. Either event would have killed him as well as playing havoc with his gear box.

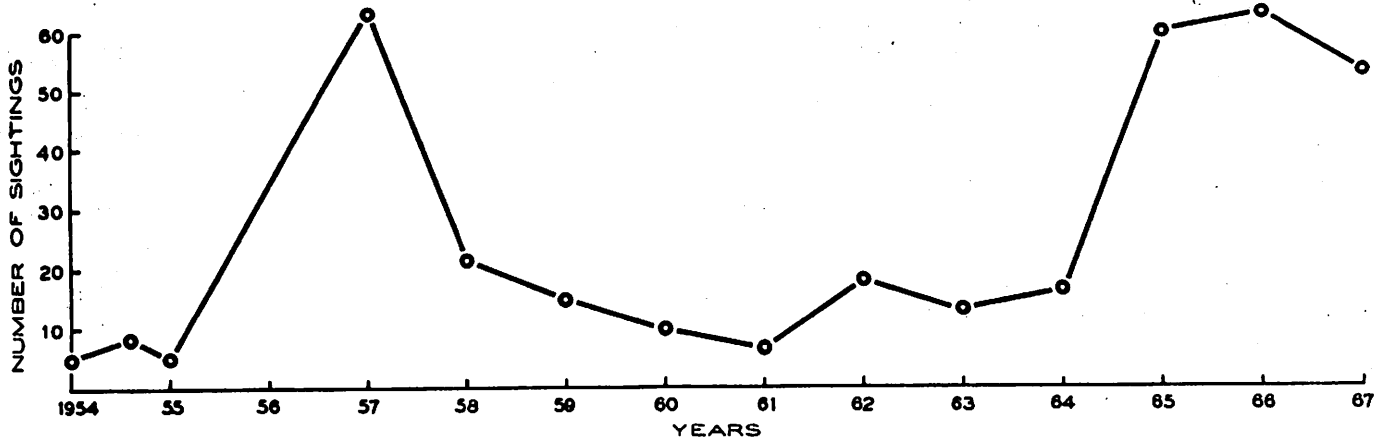
"I would like to propose therefore that Mr. Harris's car did not stop at all but that through the beam of light the U.F.O. was able to lift the car off the

road and maintain its forward speed of 60 miles per hour. This would account for Mr. Harris having no feeling of deceleration (p3) and no feeling of acceleration (p7) because there was no change of speed, and would satisfactorily explain his survival.

"The U.F.O. intervention could have caused the failure of the car's electrical systems (lights, motor, radio—p3) but it is difficult to understand how the engine could be running after the "5 minute" interval without being re-started.

"I put the "5 minute" interval in inverted commas because this time interval is based on the fact that Mr. Harris's reliable Omega Chronometer was 5 minutes slow when he checked the time after the U.F.O. incident. However, it should be considered that the U.F.O. intervention could have been for a shorter or a longer period than this and the effect on the chronometer recorded as a loss of 5 minutes."

U.F.O. ACTIVITY 1.



2.

