

## **UFOs and Vehicle Interference Effects.**

Vehicle interference effect cases are those in which a UFO sighting has included reported effects on the operation of a vehicle's engine, lights, or other equipment. There may be other physical effects on the vehicle, with magnetic effects also noted in some cases. These reports now amount to a total of just over 700 cases, and include aircraft in about ten per cent of the reports, with effects noted on aircraft systems and navigational equipment.

It is already known and accepted that most UFO sightings can be explained, in particular when there are no associated effects reported, or other confirmation of the event. Many of these cases may be no more than strange lights in the sky, for which an explanation does not immediately come to mind. Any analysis of the whole body of UFO evidence is bound to be influenced by the many misperceptions of unusual sights, or objects seen and sometimes reported as UFOs. These may include everything from unusual atmospheric effects to balloons, orbiting satellites, or astronomical objects such as bright planets. A study of shapes described in such cases will reveal a confusing variety of descriptions, from a star-like light to more defined shapes.

Vehicle interference cases, together with such events as objects leaving reported physical traces which can be examined later, and radar-visual cases which have independent confirmation of the reported incident, are a much greater challenge to explain. These represent the core of 'high strangeness' cases. The nature of reported events involving vehicles, and the evident close proximity sightings in many of these cases provides an opportunity to examine the reports in more detail. It is practical to analyse some of the characteristics described, not only the vehicle effects reported but also the effects on the eyewitnesses - the drivers and passengers, and in some cases the effects noted in the surrounding area. The basic shapes and features of the objects reported to be producing these effects is also more descriptive in the case of close proximity sightings.

### **Description of UFO Shapes.**

Studies of reported UFO shapes, for example in the United States as far back as 1949 (Project Sign) and in 1973 by scientist Claude Poher in France, analysing over 1,000 reports, confirmed that the most frequently reported UFO shapes included discs, cigar or egg-shaped objects, and round objects including those just described as balls of light.

In reported vehicle interference effect cases, the shapes of objects seen in association with the event are described in almost half of the total number of reports. The lack of descriptions in other cases is due to the shortened nature of the original reports, and some simply describing a bright light or a glowing object. When shapes are described most cases seem to be sightings of well defined objects, with relatively few cases of indistinct or irregular shapes. Many of the sightings reported are of objects in apparent close proximity to the witnesses and their vehicles. This has allowed a more detailed description in many of the cases, and a more accurate and remarkable picture begins to emerge.

In more than a quarter of the reports the shape of the object is described as a domed disc. In a number of cases the shape is more specific, with objects described for example as being like a sombrero or Mexican hat, helmet shaped, like a beehive, or mushroom shaped. Other reports describe objects like two basins or soup plates joined at the rim, with some reports of objects like a cone or triangular in shape.

In two cases occurring in the morning and evening of the same day, (March 10, 1969) drivers in the North American States of Missouri and North Dakota both reported observing a domed disc coinciding with interference effects, with both of the objects also described as emitting a light beam from underneath.

Added to the generally circular shape described in many of the reports, objects are seen as spinning in a few per cent of cases, sometimes likened to a spinning top in appearance. Some cases report a rotating ring, or the top and bottom parts of the object described as spinning separately.

More remarkable is that in almost ten per cent of the cases when a shape is noted, there is also a description of a craft-like object with legs, feet or other apparent 'landing gear'.

### **Effects on Vehicles and Equipment.**

Interference effect cases usually involve partial or complete failure of a vehicle's engine and lights while the unknown object is nearby. Cases involving aircraft are also reported. The effects are normally of a temporary nature, the vehicle returning to normal operation after the object has moved away. In some of the reports the vehicle engine slows, and the lights dim without total failure. In about ten per cent of the cases, only the lights

of the vehicle are affected. Some reports note only radio interference in varying degrees of intensity. The extent of all of the effects is assumed to be related to the proximity of the object.

A typical case was related by a driver who found his car's electrical system and engine beginning to fail. He looked up and saw a large object with yellow and orange lights around the rim, and felt unable to move in spite of his efforts. After about two minutes the object moved away, the effects disappeared, and the car worked normally again. (Archena, Spain, February 7, 1979.)

In a more recent case, a police officer driving a patrol car saw a large disc-shaped green light which came up from behind the vehicle, and hovered around it for about a minute. As he pulled to the side of the road to avoid hitting the object, the engine and lights failed, and he found that the walkie-talkie radio would not work when he tried to report the incident. (Haines City, Florida, March 19, 1992.)

It is rare for a diesel engine to be affected in these incidents. A diesel engine does not depend on an electrical ignition system, and there have been cases reported in which both 'conventional' and diesel vehicles have been involved. In one report, a diesel lorry driver found that his headlights were beginning to dim. When he stopped, with the engine still running, a large egg-shaped glowing object was seen moving across the road ahead. The object remained stationary for a while before it moved away at increasing speed. A car driver who had been travelling in the opposite direction found that both the engine and lights of his car were affected during the incident, and his torch would not work even though it had been used earlier without any problem. (A338 road between Avon and Sopley, Hampshire, November 6, 1967.) In another case involving two tractors, only the diesel engined vehicle was reported to have remained unaffected during the incident. (Forli, Italy, November 14, 1954.)

Many cases also are not single vehicle events. There are a number of cases in which more than one vehicle has been involved, amounting to about five per cent of the total number of reports. In one case, a driver found that his car engine had stalled, and was then surprised to find two other cars which had also stalled, at the side of the road. A silvery, triangular object with a rim and a rounded base was then seen nearby. After about 15 minutes the object, with a white light at its base, rose at an angle and moved away silently. (Lorraine County, Ohio, September 25, 1988.) In another case, reported from a U.S. Air Base in Vietnam, a bright light was seen approaching at varying speed before it dropped towards the ground. After being stationary for a while, it then disappeared upwards again in a few seconds. It was reported that there was a power failure during the incident, all vehicles in the area were immobilized with engine and lights failure, and two aircraft on the runway were unable to take off. Everything returned again to normal a few minutes after the object had left the area. (Nha Trang, Vietnam, June 19, 1966.)

There have also been 'waves' of reports concentrated in particular areas, for example in France during October 1954, with as many as twenty separate cases of reported vehicle interference effects, and in Texas and New Mexico on the 2<sup>nd</sup> and 3<sup>rd</sup> November, 1957, with a total of eleven reported cases, several of which also involved more than one vehicle.

A surprising feature in a number of cases are reports that the vehicle has restarted by itself, with no action by the driver to operate the ignition after the object has moved away. In one such case, a driver found that the car slowed then stalled when a metallic-looking object with a domed structure appeared over the road ahead. After the object had moved away, the driver was startled when the car restarted by itself, gaining speed slowly as it was still in gear. (Aische-en-Refail, Belgium, January 24, 1974.)

Aircraft incidents are included in about ten per cent of the cases, with again mostly temporary effects reported on aircraft systems, communications, and navigation equipment. In a well documented incident which occurred over the Bass Strait, between Tasmania and the Australian coast, an aircraft experienced engine problems while the pilot reported seeing an unidentified object circling overhead. Radio communication was then lost, the aircraft disappeared, and nothing was ever found. (Bass Strait, October 21, 1978.) Curiously, there was a much earlier incident in the very same area in February 1944, when a pilot reported that his aircraft was accompanied by an unknown object for twenty minutes, coinciding with the failure of all radio and direction finding instruments until the object accelerated away.

Interference effects are not restricted to vehicles, aircraft, and occasionally vessels at sea. Sometimes there are reported events in adjacent areas. On one occasion an area around Lisbon, Portugal was illuminated by a bright blue light with a central red-orange point which was moving northwards. Motorists reported engine failures, with also a three minute power cut reported at a radio transmitter. (July 15, 1979.) In another incident involving several UFOs, reported to have been seen by police officers, it was noted that police radio communications were affected, and that electricity power supply had also fluctuated strongly during the sighting of the objects. (Darmstadt, Germany, March 15, 1982.)

Other physical effects on vehicles are reported in a large number of cases. Vehicles are sometimes damaged as a result of heat or vibration effects. In some events drivers describe being unable to control the vehicle, which can be accelerated or drawn towards the unknown object, and sometimes even lifted. At other times the vehicle may be reported as being held in position before the object moves away and everything returns to normal. In a South African case, a driver saw two green lights approaching above the road. He then found that his vehicle was starting to accelerate, up to a speed of 160 kilometres per hour even with his foot on the brake all the time, and was only able to slow down when the unidentified lights moved away. (Beaufort West, South Africa, April 20, 1983.)

Lifting effects reported by drivers include two Canadian cases, both in Alberta, in which the cars seemed to be floating above the road during the sightings. (February 18, 1969, and May 14, 1971.) Also a well-documented case from Australia when a family found their car lifted by an unknown object, then dropped back on to the road. (Nullarbor Plain, West Australia, January 20, 1988.) Two cases involving aircraft include one at Mansfield, Ohio, in which an object hovered over a helicopter, causing a rise in altitude (October 18, 1973) and a similar report from Canada when a pilot experienced problems with the aircraft and its controls, saw a large object 'like a rolling energy ball' overhead, then found his aircraft being drawn upwards towards it. (Ottawa, Canada, 1979.)

### **Magnetic Effects.**

Evidence of magnetic effects is apparent in many of the interference effect cases, with reports of vehicles found to be magnetized after the incident, effects on watches, and on navigation equipment affecting aircraft and ships.

A compass, often essential as an item of equipment for aircraft and for navigation at sea, normally indicates the direction of the magnetic north pole - unless it is influenced by some other magnetic source. In some UFO incidents a compass effect has been noted while the object is nearby. Sometimes the compass is seen to be deflected to some degree, while in other cases it is described as swinging wildly or spinning around until the unknown object moves away. Although such compass effects are noted in just a small proportion of cases, these are concentrated as expected in reports from aircraft and ships, with significant effects on navigation, apart from any effects there may be on other systems or equipment. Some reports describe particularly remarkable events. In one case, for example, the pilot of a private aircraft observed three oval, grey objects which passed by in formation. He noticed that the magnetic compass was spinning so fast that it could not be read, while the electric compass indicated precisely the bearing of the objects (near Albuquerque, New Mexico, August 13, 1959.) In another case, at sea off the coast of Japan, a freighter was circled for about fifteen minutes by a bright object with a blue light. The object moved so fast that it could only be seen clearly occasionally, when it hovered. Radio communication equipment failed, and the captain reported that the ship's instrument needles were spinning as the object circled, with watches and clocks also noted to have lost time during the incident. (near Kanazawa, Japan, April 17, 1981.)

It has been found in a number of cases, making up about five per cent of the total, that watches have stopped temporarily during the incident, or have suffered more lasting effects. Watches taken for repair have been found affected by a strong magnetic field. In one case in which a car was found to be highly magnetized after the event, the passenger travelling in the vehicle discovered that her watch started to gain time, up to three hours in a day. (near Rio de Janeiro, Brazil, October 15, 1979.) In another incident, when a domed object was seen emitting light beams, effects included one watch stopping while the minute hand of another watch was noticed to be moving around at the same speed as the second hand. (Stanford, Kentucky, January 6, 1976.)

In the case of other equipment, car batteries and in some cases other battery operated equipment such as portable radio is occasionally found to be affected during or after a vehicle interference incident. Cases have also been noted in which a torch would not work, such as an Australian case (Wingen, New South Wales, September 17, 1976) when a motor mechanic found that his car stopped, and the lights failed, but he was unable to find any faults. He found that his torch would not turn on, and its magnetic clamp would not hold on to the car body. A blue ball of light passed low overhead before it disappeared over a mountain range. The car was restarted after some difficulty, but he found continuing problems including the car starting by itself. He had also noticed during the incident that the car speedometer was jumping up to 40 kilometres per hour then down again while the car was stationary.

### **Light Beams and Effects.**

Reports of UFOs emitting beams of light are found in more than ten per cent of presently known vehicle interference cases. Sometimes the light beam is described as being very well defined, illuminating a small area around the vehicle, and with a truncated end to the beam. Witnesses have described the strange sight of light beams being emitted gradually, or being withdrawn slowly back into the unknown object. One such case of a

'coherent' beam reported from France ( Serdon, September 1956 ) described a beam of light coming down to the ground slowly 'like a rope being uncoiled' from an object stationary and silent in the sky. The witness felt a slight tingling sensation during the incident. In another example a police officer found his car surrounded by a bluish-white light as the engine, lights, and radio failed. The temperature inside the car increased, and he then saw that the light surrounding the car was a conical beam coming from a grey circular object in the sky. The cone of light then started to rise, and was withdrawn into the object after about five minutes. (Haderslev, Denmark, August 13, 1970.)

Light beams are reported to produce effects on vehicles and on witnesses. Heating effects are described in a number of cases, and sometimes a vibration or other physical effect is felt on the vehicle. A driver in one case saw an object emitting rays of light, then felt a bump against the car as if the rays had struck it. An electric shock and neck pain was also felt, and a headlight on one side of the car went out. (Shrewsbury, Shropshire, November 8, 1966.) In a more recent incident, involving a military aircraft, the pilot described observing an object which emitted a light beam from underneath. He felt a bump, then was forced to eject from the aircraft when he realized that it was breaking up, (near Moscow, April 2000) and confirmed by the Russian Air Force.

Beams of light from unknown objects are also associated with reported lifting effects. In one incident a driver saw an object with lights and a domed top while the engine slowed then stopped, the lights failed, and a humming sound was heard. A light beam extended from underneath the object, which hovered as it seemed to take control of the car, which stopped and moved sideways until it was about fifteen feet off the road. (Ithaca, New York, December 12, 1967.) Witnesses have described feeling light in weight, and in other cases vehicles have been lifted and dropped. One case involved a driver who was returning home with his wife when an intense blue light beam suddenly seemed to lock on to the car. There was a swishing sound, the car lights began to dim, and the radio emitted static interference before fading out completely. The rear of the car was then felt lifting off the road before the light and sound disappeared, and the journey continued normally again. (Denver, Colorado, November 19, 1980.)

### **Effects on Eyewitnesses.**

Drivers and passengers in vehicles who have witnessed close proximity UFO sightings have described experiencing effects both during and after the incident. Most of the effects have been temporary, as noted with interference effects on vehicles while the object has been nearby, but some of the effects on eyewitnesses are described as being more lasting.

One of the more frequent descriptions of effects during a sighting is a tingling or prickling sensation. One example is the case of a motorcyclist who described a tingling, numbing sensation as a pulsating blue light descended from the sky, and his engine failed (between Colchester and Mersea, Essex, September 19, 1965.) Sometimes the effect is described as like small electric shocks or in other cases a more severe effect is experienced, as in the case of a company manager who reported suffering temporary paralysis when he saw a bright spinning object rising from the ground, after his car lights and engine had failed. (Corsica, July 21, 1973.)

A number of reports also mention changes in temperature. In some of these cases a cold feeling is described, sometimes with a rush of air. In one case, the driver and passenger travelling in a car on the M4 motorway were near the Wiltshire border when they saw a bright object which was elliptical and stationary at times, giving out a low pulsating humming sound. The weather was calm, but on getting out of the car a cold rush of air was felt towards the object. A rough pulling of the car engine was also noticed during the incident. (October 25, 1977.)

Many more of these cases, however, describe an increase rather than a drop in temperature, such as in one incident when a car and a motorcycle were on a rural road in Yorkshire in wet weather conditions when both vehicles were surrounded by a brilliant light. This was seen to be coming from a silent oval object with a solid outline. The motorcycle began to lose power, heat was felt on the petrol tank, and on the motorcyclist's back and legs. His jacket began to steam, becoming quite dry, with the car being similarly affected by loss of engine power during the incident. (Barnard Castle, Yorkshire, June 6, 1977.)

Heating effects are sometimes also described as being associated with light beams. One driver found that his vehicle was surrounded suddenly by a pale green cone of light, and felt a sudden rise in temperature (near Barraga, Michigan, January 1968.) In another case a driver described a low-flying red object which turned, and emitted a light beam. The beam came down to the ground, producing considerable heat, while the car radio and the engine lost power then failed. (Atlanta, Missouri, March 4, 1969.)

In a further example, also reported from the State of Missouri, a truck driver described seeing a bright object with both the top and bottom parts spinning. There was a humming sound, and a light like a spotlight descended on to the vehicle. The driver suffered burns to his forehead, with one of his spectacle lenses falling out. The

spectacle frame was taken to the Southwest Missouri State University physics department for analysis, and was found to have been melted by internal heating. (Greenville, Missouri, October 3, 1973.)

It is cases such as these already described briefly which add strength to the belief that many UFOs appear to be craft-like objects, producing strange effects, and that they are intelligently controlled - even without the addition of some further evidence.

### **Landing Reports.**

It is perhaps to be expected that close proximity sightings of UFOs could also include many reports of landing incidents, and this does indeed appear to be the case. Eyewitnesses have reported seeing objects on the ground, landing or taking off, in about fifteen per cent of all vehicle interference cases reported. In almost half of these landing reports there is also a mention of ground effects seen, including depressions in the ground, and vegetation effects in the surrounding area. Some cases described by motorists include landings on roadways. In one noted incident of this kind, two police officers reported that their car engine stalled when they encountered a disc-shaped object about thirty feet in diameter, which was on the road ahead of the car. The object then took off, and tar on the road surface ignited leaving it completely disintegrated. (Silverton, South Africa, September 15, 1965.)

In another case, a disc-shaped object with a domed top was also reported to have landed on a road in front of a car. The object in this case appeared to be standing on three beams of light, and burn marks were found on the road surface after the object had departed. (Torrita di Siena, Italy, September 17, 1978.) About a couple of months later, another Italian interference effect case was reported when a patrolling night watchman found that his car lights and radio had failed, and he saw strange lights sweeping the area. A loud whistling noise was heard, there was a wave of heat, and a luminous triangular object was seen taking off. The car lights came back on, the radio could be operated again, as usual in these cases, and when the nearby area was checked strange ground markings were found. (Marzano, near Torriglia, Italy, December 6, 1978.)

A particularly remarkable finding is that in most of the landing reports involving vehicle effects, the presence of strange humanoid figures is also described in the vicinity of the object. This was the case in both of the Italian incidents in 1978. In most of the accounts, the figures seen are described as appearing to be of less than average height, with fewer reports of tall beings. There are some reports describing a robot-like movement. Two such events were reported on the same day. On October 19, 1973, a figure described as being like a small metallic robot was reported to have appeared, moving around the car of a startled motorist at Ashburn, Georgia, after the vehicle's steering and brakes malfunctioned. At Draguignan, France, during the evening of the same day, the headlights and dashboard lights of a car were reported to have failed suddenly, and three figures were seen walking around in a slow, mechanical way. Coincidentally, these two reported incidents were timed about five hours apart, and could have been more nearly simultaneous, taking into account the time zone separation in the different countries.

The way in which UFOs, and sometimes their reported occupants, are described as becoming visible or disappearing should also be noted, as this may provide further clues to a better understanding of these cases. There is sometimes a description of the sudden disappearance of what is being seen, as if it is 'switched off' instantly. In other cases, a fading out or gradual disappearance is described, without the object moving away. In one case describing a reported landing incident, the driver and several passengers in a car saw a glowing disc-shaped object standing on legs, at the top of a hill. Thumps were heard on the top of the car before the engine burst into flames. A strange tall figure was seen, disappearing suddenly and in an unusual way - 'like a curtain being rolled up', as described by one of the eyewitnesses. (Sydney, Australia, June 4, 1972.)

Reports of landing incidents are sometimes described as completely silent, as with most other UFO sightings, even though the objects seen on the ground, landing or taking off, are in relatively close proximity. However, a proportion of the reports, amounting to about fifteen per cent of the vehicle interference effect cases, and rather more in the case of landing descriptions, do mention sound being heard. Some of these reports describe a buzzing or a more high pitched noise, but in most cases a humming sound seems to be the most frequent description.

### **Conclusions.**

What explanations, and perhaps conclusions may be drawn from all of this? Firstly, one evident conclusion seems to be clear from reported vehicle interference effect cases, as with other incidents where there is also substantial evidence. Reports of UFOs are in many cases much more than the sometimes perceived notion of just unidentified lights in the sky, and more than some kind of unknown or misunderstood atmospheric phenomenon. Some of the more dramatic claims occasionally found in UFO reports may be explained as

subjective experiences, particularly in the case of events described by a single witness, where no supporting evidence is available or where there are no close comparisons with other cases.

In the case of vehicle incidents, it is not common knowledge that UFO sightings are associated with reported effects on vehicle systems, yet a pattern of these characteristic effects can be found on a repeating and worldwide basis, now amounting to many hundreds of cases, and over a period of more than fifty years up to the present time. While most of the incidents have been reported at night, many of the sightings are in daylight, with the same effects and characteristics noted.

It has already been found from the descriptions of these incidents that many sightings appear to involve intelligently controlled objects. This has been noted in radar-visual cases involving aircraft, as well as in the behaviour and descriptions in the vehicle interference reports.

One possible explanation which has been put forward is that some of the reports may be misidentifications of aircraft, and that some of the more puzzling incidents may be related to the operations of secret aircraft of some kind. The most serious problem with this suggestion is that the sightings are reported from many different countries, and include objects operating at low level, with landing incidents also reported. Would any country risk operating secret, high-performance aircraft in this way? Another point, of course, is that no aircraft are known to cause interference effects on vehicle systems, otherwise there would surely be problems with vehicles at every airport. Whatever UFOs are, it seems reasonable to say that a different kind of energy source must be involved, and is the cause of the vehicle effects described. The apparent intelligent behaviour, and high strangeness evident in many of the reports has led researchers towards the extraterrestrial theory as a probable explanation, even though it may at first seem highly unlikely. It is accepted by astronomers that the existence of intelligent life elsewhere in the universe is a distinct probability. In recent years, the actual existence of planets orbiting other stars has been indicated from the study of gravitational effects, but interstellar travel is seen by astronomers as an impossible concept, because of the distances involved, even though our own technology is moving forward at a rapid rate. Any other civilisations may be far more advanced. Although interstellar travel is not something which can at present be envisaged, this is not to say that it will always be impossible. Advanced technology to make such journeys feasible, and in a way presently undreamed of, could already be available to other civilisations, wherever they may exist.

There are other alternatives, and perhaps significant clues. Although it is apparent that the objects seem to have a physical presence, confirmed by the effects produced, some of the eyewitnesses describe a strangeness in the surroundings during the event. Sometimes there is a complete unnatural silence, and a sense of unreality, with time anomalies also experienced for which there seems to be no reasonable explanation. In some cases a transparency is described in what is seen. Some of this evidence suggests another, rather different possibility.

We already have scientific debate on the probable existence of 'parallel worlds' around us which may coexist with our own, but in another dimension. This may have particular relevance in our search for explanations. Is it possible that UFOs could be from another dimension in space, materializing under certain conditions, and as a kind of 'transient reality'? If this is a possibility, it could also perhaps explain other described paranormal events, with conditions in particular locations facilitating the appearance of these phenomena.

In general, scientists tend to dismiss UFO reports, not taking the more interesting reports seriously, and putting forward instead easy explanations which do not fit the description of what has been seen, rather than taking the trouble to examine the reports in any detail. Everything seen may not always have a reasonable explanation in line with what is presently known, and some astronomers have in fact seen objects which they have been unable to explain. A survey of members of the American Astronomical Society in 1976 revealed that a small but significant percentage of the members had observed such objects, which they would class as a UFO.

A few scientists and astronomers have taken the subject more seriously, one of these being Dr Peter Sturrock, former Director of the Center for Space Science and Astrophysics at Stanford University, California, one of the leading research centres in the United States. In 1997, Dr Sturrock headed a panel of scientists investigating a selection of significant UFO cases, and it was concluded as a result that the subject deserved more serious scientific attention.

Vehicle interference effect report cases identify some of the most interesting characteristics found in these unexplained UFO events. It is hoped that further study of these cases may help towards a better understanding of these events.

The case examples outlined here briefly are from more detailed case summaries describing the presently known cases of this kind, prepared for the British UFO Research Association (BUFORA).

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