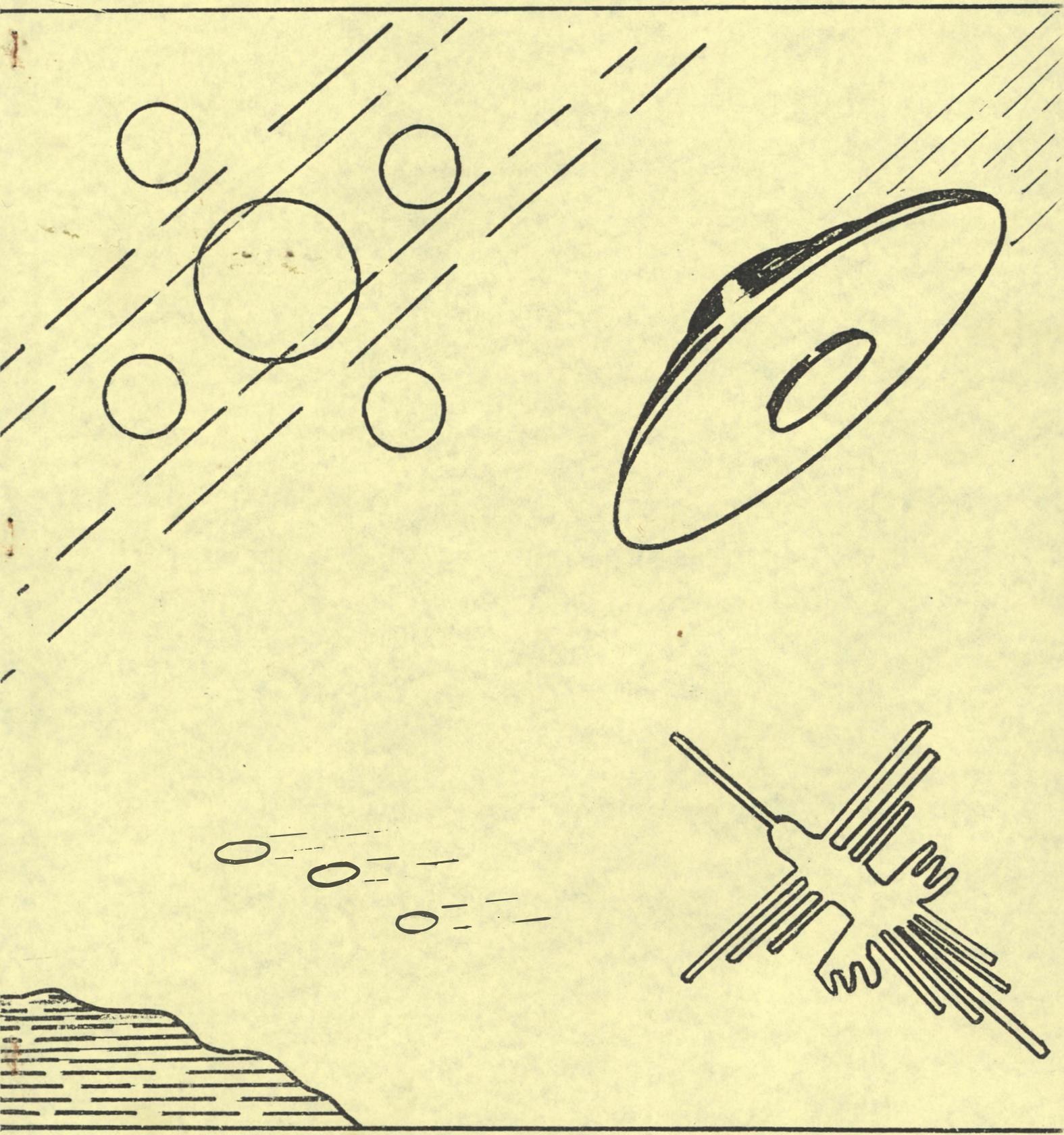


March

< OVNI >

1994



Newsletter of the Phenomenon Research Association

Price £1 incl.pstge. Members: Free

NEWSLETTER: MARCH 1994

**PHENOMENON RESEARCH ASSOCIATION
(Group Leader: Omar Fowler)**

12 Tilton Grove, Kirk Hallam, Ilkeston, Derbys. DE7 4GR
(Tel/Fax:0602 302773)

RENDLESHAM REVELATIONS

On Sunday the 27th of this month, under the auspices of EMUFORA (Group Leader Tony James), there will be a presentation by Larry Warren and Peter Robbins in the Basford Community Centre, Nottingham. This will be a unique opportunity to hear at first hand, the events that took place outside the secret air base at Bentwater in 1980. (Full details are carried in this issue).

Larry Warren was one of the USAF guards at this air base near Rendlesham Forest, Suffolk, when a major UFO incident occurred. The base, which once housed nuclear weapons, is now closed. Understandably it was at one time heavily guarded, with infiltration counter-measures in place. There were three nights of UFO activity.

It is claimed that during one incident, beams of light were seen coming from a UFO and directed in the vicinity of the heavily protected bunkers, holding nuclear weapons. It has also been stated that as the result of this beam activity, the weapons were affected in some way.

During the first night of UFO activity a team of USAF personnel were sent out to investigate. Shortly afterwards radio contact was lost and the team were not located until three hours later. They were apparently wandering about in a dazed condition and it is believed that they may have been abducted.

On the second night there was continued UFO activity, which included balls of light flying through the forest.

During the third night, flaring lights were seen in the forest. Larry Warren, in company with other air force personnel under the command of Colonel Charles Olsen, were sent out to investigate.

The group witnessed a mist suddenly appear in a nearby field and a triangular object then appeared out of the mist. The object was surrounded by the armed service personnel, then shortly afterwards two "beings" appeared. They were approached by the officer and some sort of communication took place. After a few minutes the beings returned to the craft and took off!

The opportunity of hearing this story first hand, should not be missed! (Ed.)

EAST MIDLANDS U.F.O. RESEARCH ASSOCIATION



E. M. U. F. O. R. A.

*
* INTERESTED IN THE UFO SUBJECT ? *
*

EMUFORA STAFF ARE PROUD TO PRESENT AN EXCLUSIVE PRESENTATION.

OUR GUEST SPEAKERS ARE LARRY WARREN AND PETER ROBBINS. LARRY WAS ONE OF THE U.S.A.F GUARDS ON DUTY AT RENDLESHAM FOREST, SUFFOLK IN 1980. HE WITNESSED A LANDING OF A UFO DURING THREE NIGHTS OF UFO ACTIVITY BETWEEN TWO AIRFORCE BASES.

PETER ROBBINS IS AN ASSISTANT TO BUD HOPKINS, WELL KNOWN ABDUCTION EXPERT. TOGETHER PETER AND LARRY HAVE CO-AUTHORED A BOOK CALLED "LEFT AT EAST GATE".

COME ALONG AND FIND OUT WHAT REALLY HAPPENED IN 1980 AS WE SLEPT, AND WHAT THE M.O.D DOESN'T WANT YOU TO KNOW ABOUT UFOs. THERE WILL BE SLIDES AND VIDEO IN THIS EXCLUSIVE PRESENTATION.

IF YOU WOULD LIKE TO KNOW MORE, THEN COME ALONG TO THE BASFORD COMMUNITY CENTRE, ON DAVIDS LANE, BASFORD, NOTTM, (just behind the Horse and Jockey Pub),

ON : SUNDAY 27th MARCH

AT : 6pm - 10pm

ADMISSION : £2 including refreshments

For any further information contact: Tony James on (0602) 275623

FLYING TRIANGLES OVER ESSEX.

A report from the Essex UFO Research Group.
(Investigated by Ron West & Les Stacey)

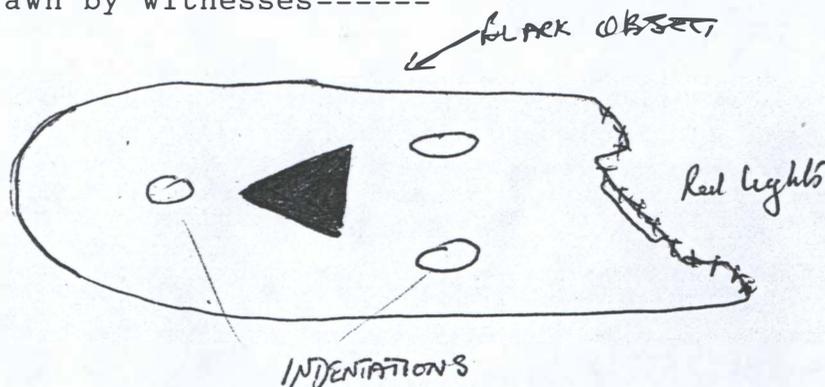
October 93.

Two female witnesses driving from Chelmsford to Maldon, noticed this, a very large bright white light stationary in the sky. It was approx the size of the moon. The car windows were open but we could not hear any aircraft noise. This light moved with us always on our right hand side until we reached Maldon. When it just disappeared from sight.

October 93.

Three witnesses walking their dogs along Clacton sea front, and one witness walking along Holland on Sea front. Witnessed a large black triangular shaped object move in from the sea, pass over the coast in a westerly direction, having just come from the east. It was at least the size of a football field, if not more. There was not a sound as this object passed just ahead of us. Height, I would not like to estimate, but it was not very high. We could see numerous red lights at the back of the object, no other lights were showing. It moved over Clacton sea front into the residential part, where it disappeared from our view. The time was approx 8.45 p.m., and the whole event only lasted for approx 2 minutes. I would estimate the speed of the object to be around the 20 - 25 M.P.H. It seems impossible for such a large object to be moving so slowly in the sky.

Diagram as drawn by witnesses=====

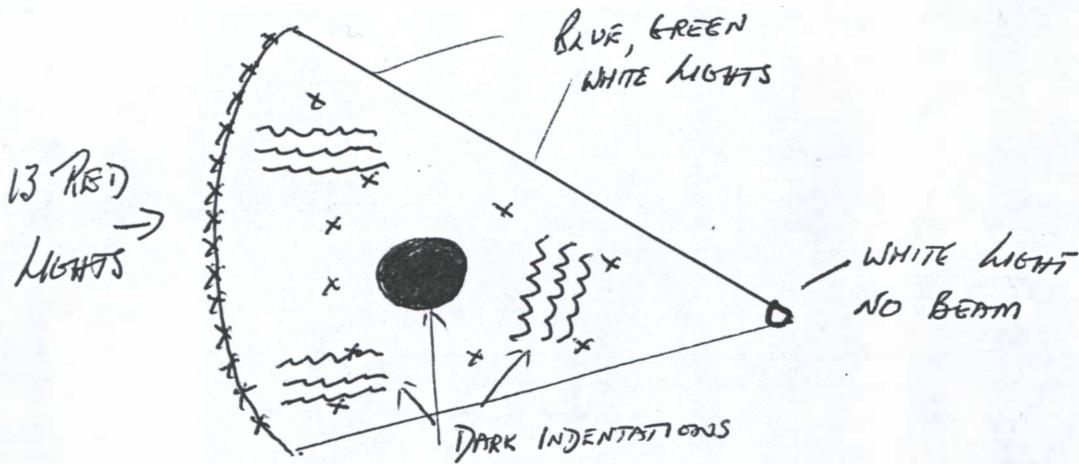


November 93.

The 5th, Sunday, 7.30 p.m., looking out of our front room window which overlooks the sea (Holland on Sea). I saw a large triangular shaped object moving along the sea front, approx 2/300 yards out from the shore. The object was massive, at least 1½ to 2 sizes of a football field. It had one large white light at the front (that did not give out a beam) there were quite a few different coloured lights in the middle and there were either nine or thirteen red lights at the back. There was no noise, which was strange for a vehicle that size. I watched it until it disappeared towards the old Butlins site.

TRAVELLED FROM EAST - WEST, Speed approx 40/50 M.P.H

Dia.....



November 17th.

Large triangular shaped object seen moving along the sea front at Jaywick. Time 11.50 p.m. no noise. Red lights at back. no other details given.

Clacton on Sea. 17th.

11.50 p.m. Two witnesses watched a large triangular shaped object moving from the west to east. estimate larger than a football field. it had a large white light at the front, red and white lights along the side and about 12 or so red lights at the rear. There was no noise. It disappeared towards Walton.

Frinton on Sea. 17th.

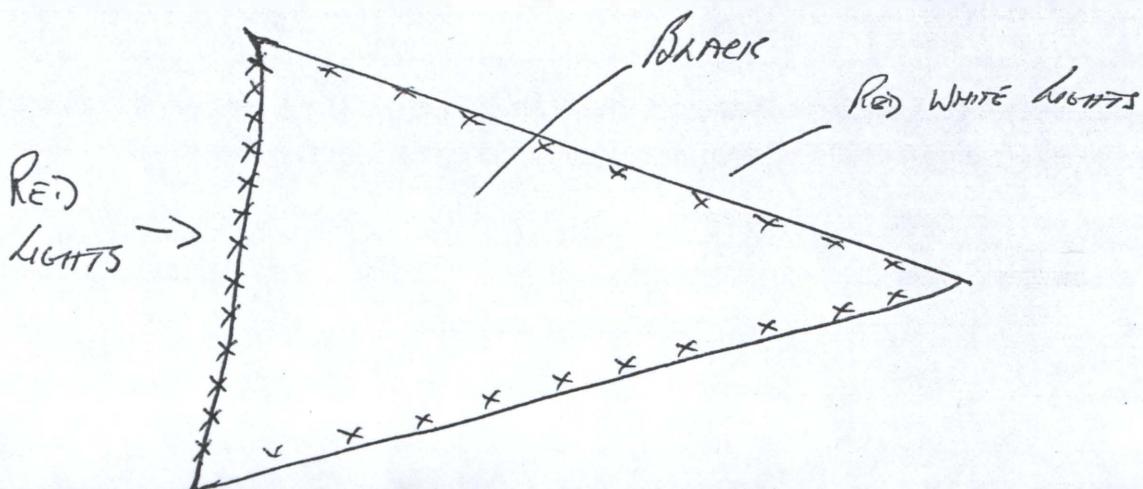
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Witnesses 4, watched a large black mass, darker than the night sky move along the sea front. Time 11.50 p.m. No lights were visible also no noise was heard. They only noticed it because they were looking out to sea at the time.

Clacton on Sea 18th.

03.25 a.m., Clacton sea front, by the big pier I saw this very large triangular shaped object moving from east to west it was moving very slowly as if looking for something it then stoped, for approx two minutes, then continued its searching still moving very slowly, then it seemed to take off like a rocket, (but no flame) and disappeared in less than a second. We heard no noise.

dia.....



Our thanks to Ron West for passing on this latest "Triangle" information.

These enormous, silent and slow moving craft have been reported world wide. OVNI readers will be well aware of the "Triangle" activity over Bakewell & Matlock, Derbyshire area on the night of 26th September 93.

The EUFORG report was handed to Omar Fowler when he visited the Essex group at Colchester (Friday 18th March). Omar gave an audio/visual presentation of some of the UFO investigations carried out by him during the past twenty five years.

One of the "contactee" cases, "The McMurray" case, was presented to an audience for the first time. It included a tape recording made when the witness was regressed under hypnosis and referred to his contact with "The Guardians".

PRA member Garry Stapleton and Hypnotherapist Mel Grant joined in the "open forum" questiontime at the end of the evening.

MORRIS MINOR OWNER'S CLUB HEAR ABOUT UFO'S

An unlikely audience it seemed, but your editor rose to the occasion and addressed a meeting of the MMOC (East Midlands Branch), held at the Royal Oak, Ockbrook, Derbyshire on the night of Wednesday 16th March.

The group sat quietly through the slide show, which introduced them into the world of UFO's, Grays, Contactee's and Flying Triangles.

The questiontime after the presentation, produced a number of interesting and technical queries.

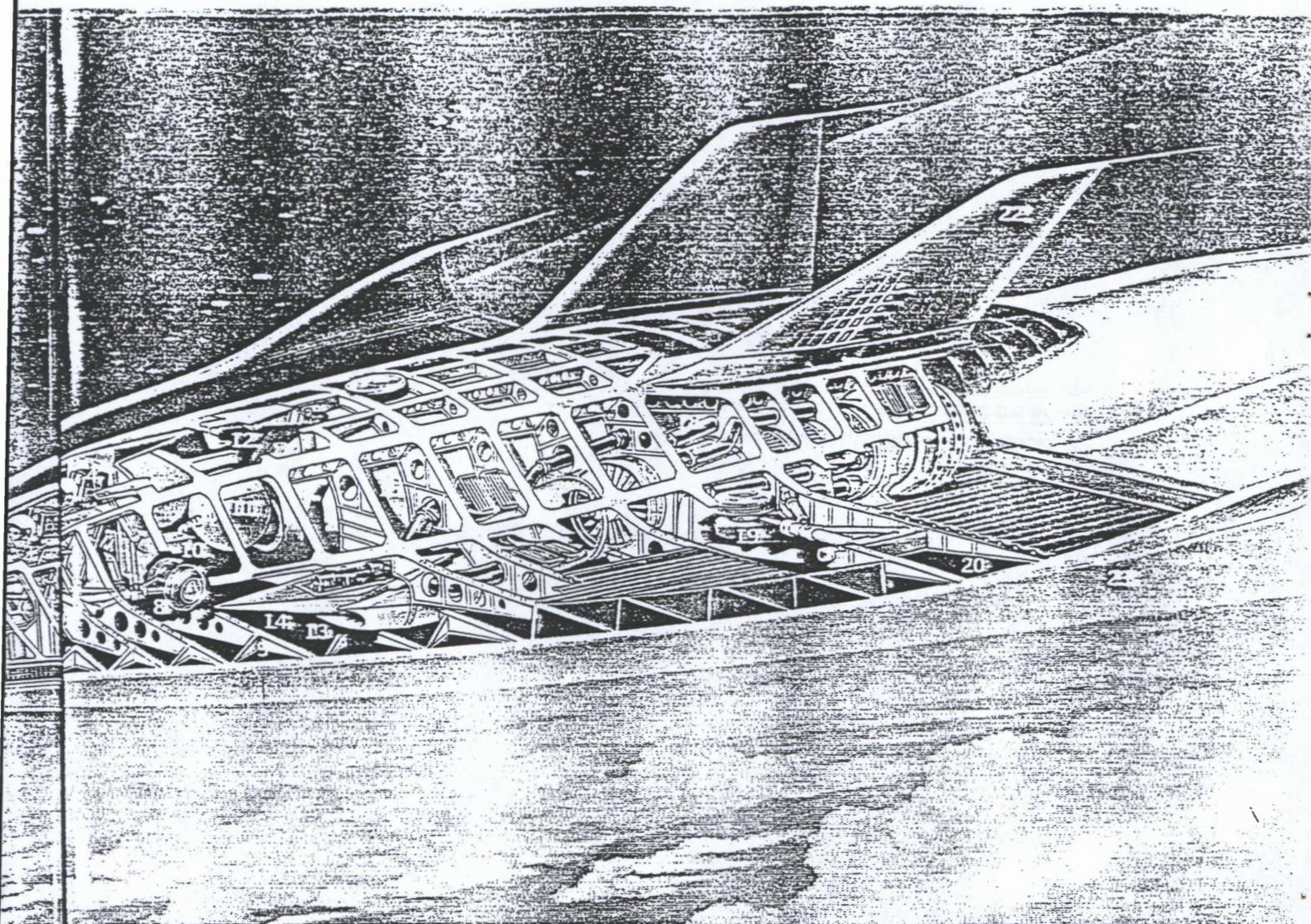
"Was there a possibility that the 'Aurora' spy plane could be responsible for some of the triangle sightings?"

"How were 'saucers' able to travel faster than light and also overcome air friction in our atmosphere?"

"Was there any evidence that there had been an interaction between the various types of aliens visiting the Earth?"

(Anyone who knows the answers to the above, please contact the Editor urgently!)

We are indebted to Mrs Pauline Elliott for the following article on the "Aurora" spy plane. This article is produced in part only, the full document is available on request.



Authoritative sources say the U.S. Air Force is developing a radar-evading reconnaissance plane that will fly five times the speed of sound at altitudes exceeding 100,000 feet. Aurora, as it's called, will replace the SR-71 Blackbird, the world speed and altitude champion. How would Aurora be built? POPULAR SCIENCE went to hypersonic-aircraft designers to find out.

HAS BEEN RETIRED FOR ABOUT THREE YEARS

By T. A. HEPPENHEIMER

Illustrations by Mark McCandlish

LOCKHEED PRODUCT

The U.S. Air Force C-5B transport plane, one of the world's largest, wings its way through early morning darkness 35,000 feet above the North Pacific. Several hours earlier, the aircraft lifted off from a restricted airfield in Alaska. Now far at sea, it is alone, remote from ships, planes, and land.

With a whine of electric motors, the aircraft's aft, clamshell doors open. Like a butterfly emerging from its cocoon, a slim black shape slides out the back. Cables steady it until it clears the doors. For a few moments, it hangs suspended from an extendable arm similar to an in-flight refueling boom.

The object is an airplane, wings folded and engines idling. Suddenly,

the wings deploy and lock into position. Cables and boom disengage abruptly, and the craft falls free. The mother ship now banks away sharply, leaving its spawn alone in the empty black sky.

Inside the newly launched plane's cockpit, the pilot pushes the engine throttles to full power. Long cones of white-hot flame stab backward from the exhausts, and the dusky dart leaps skyward. It climbs at an angle far steeper than that of any airliner.

The pilot does not notice the thin blue line that forms along the eastern horizon—the first glow of dawn. Nor does he notice the blue line begin to arc, revealing Earth's curvature. Minutes later, also unmarked, the blue arc fades to black as the airplane outraces the dawn.

Guided only by instruments, the

plane hurtles into the indigo void at five times the speed of sound—Mach 5 or 3,800 mph—more than twice the

Continued

(1) Phased-array radar; (2) heat-resistant glass windshield with retractable heat shield; (3) pilot; (4) reconnaissance officer; (5) slit-scan radar; (6) infrared and photo-optic surveillance sensors; (7) viewing port with heat shield; (8) nose landing gear; (9) sawtooth-shaped radar-absorbing material; (10) flight-control avionics; (11) oxygen tanks; (12) in-flight recovery hook and refueling receptacle; (13) engine inlet; (14) movable inlet spike; (15) methane or hydrogen fuel tank; (16) heat-resistant titanium-aluminide-alloy airframe and skin; (17) turbooramjet engines; (18) engine bypass ducts; (19) main landing gear; (20) radar-absorbing skin coating; (21) ramjet afterburner; (22) vertical stabilizer; (23) shock wave.

speed of a rifle bullet. After reaching a cruising altitude of 100,000 feet—where only astronauts have gone before—the pilot levels out for the night's southward flight.

During the next two hours the pilot skirts the Soviet Union's Pacific coastline while his crew mate operates advanced photo and radar reconnaissance sensors that record minute details of military installations far inland. Their aircraft is a new secret spy plane built by Lockheed Corp. The plane is nearly unstoppable: It flies too fast, too high, and too stealthily.

At mission's end, another C-5B transport greets the plane over mid-ocean with open doors. Like the start of an in-flight refueling operation, the smaller jet links up to the boom. The wings then fold up and the boom hauls the craft forward to be swallowed up by the cargo plane.

Officially, this aircraft does not exist. Nevertheless, early in 1988 a front-page story in *The New York Times* stated: "The Air Force is secretly developing a long-range reconnaissance aircraft that will incorporate technology designed to evade detection by radar, Defense Department officials say. The plane is being designed to fly at five times the speed of sound... It will fly higher than 100,000 feet... 'With the SR-71, they know we're there, but they can't touch us,' said one official. 'With the new technology, they won't even know we're there.'"

The Aurora spy plane is the latest addition to the Air Force's shadowy fleet of radar-foiling stealth aircraft, which already includes the B-2 bomber, the so-called F-19 fighter, as well as new cruise missiles (see the Sept. '86 and July '88 cover stories). No one in government will discuss the plane officially, let alone describe its design in detail.

There are only a few ways to build such an aircraft, however. By talking to experts on high-speed flight, I was able to piece together a likely design for the new spy plane in much the same way experts were able to formulate a view of the new B-2 stealth bomber. (Recent Air Force disclosures show that many of the analysts' original conjectures about the B-2 were largely correct.)

The original information about the United States' newest intelligence-gathering aircraft may well have been disclosed by mistake. In a 1985 Pentagon budget document, under the title "Air-Breathing Reconnaissance," there was a line referring to the well-known SR-71 Blackbird spy plane. Directly following was a reference to a project called Aurora, a classified "black" program with a \$2.1-billion

budget. A note stated that Aurora was a strategic program headed toward production.

Soon afterward, all references to Aurora vanished. But it was too late; aerospace analysts were already on the scent. With the Air Force strongly committed to stealth projects in recent years, analysts had already noted a glaring omission: There was no new spy plane on the drawing boards. The Air Force has long prized Lockheed's SR-71 aircraft, which fills this role today. It is the world's fastest, routinely cruising at Mach 3.3 at altitudes of 85,000 feet. Its flights have yielded "results that exceeded the intelligence community's highest expectations," declares Wolfgang Demisch, Wall Street's leading expert on the aerospace industry.

Demisch suspects Lockheed is the logical company to build a successor

“Like an aeronautical surfboard, a hypersonic plane rides its own shock wave. Planes like this are called waveriders”

to the SR-71. It built the SR-71 fleet as well as the F-19 stealth fighter. Lockheed has a tradition of being first with the fastest new jets. Its "Skunk Works" (named after a cartoon character's secret still for brewing moonshine in the "Li'l Abner" comic strip) brought forth America's first jet fighter, as well as the first aircraft to fly at Mach 2.

"Lockheed has had a reasonably steady level of aircraft-related revenues, about four billion dollars per year," Demisch says. "You can account for three billion of this in terms of known programs. That leaves an extra one billion per year, and it looks like an ongoing level of effort. As one project fades, another one comes in." Demisch, along with fellow analyst David

J. Smith, interpret the fading project as the F-19. The new project, they believe, is the spy plane Aurora.

What might the spy plane look like then? At NASA's Ames Research Center in Moffett Field, Calif., scientists working with a hypersonic wind tunnel offer an important clue. Inside the control center, a technician turns a key and unlocks a plastic handle marked **BLOWDOWN**. Suddenly there is a low-pitched roar as a high-speed airflow shoots through a channel behind a concrete-block wall. On a TV monitor, the sharp silvery shape of a model aircraft shows up, immersed in the airflow.

When the test is over, Tom Rivell, a senior engineer, leads me to the other side of that wall. Here is a flanged and bolted steel pipe stenciled with red letters, **MACH 5**. Similar pipes are marked **MACH 7** and **MACH 10**. "These are nozzles for the flow," Rivell says. "By bolting and attaching them in place, we can test a model at three different Mach numbers." He then leads me into the starkly lit test chamber.

The model is three feet long and two feet across. It looks like a broad, flat triangular wedge. "That's the NASA Allbody," Rivell continues. Unlike conventional aircraft, it shows no distinct wings and fuselage. Instead, they are "blended" together, sloping smoothly into each other. The Allbody is representative of shapes optimized for hypersonic flight, he says.

"For hypersonic flight, you want a shape that traps a shock wave against the aircraft's underside," explains Tony duPont, a longtime hypersonics specialist who designed the basic form of the X-30 National Aerospace Plane. A shock wave is a violent disturbance in the air produced by a plane's motion. When it hits the ground we hear it as a sonic boom. Air pressure increases behind a shock wave. In a hypersonic aircraft of appropriate design, the shock wave forms across the underbody, covering it like a veil. The elevated pressures then push upward against the entire bottom surface. This force constitutes lift. Like an aeronautical surfboard, this type of hypersonic airplane rides its own shock wave. Airframe shapes that do this are called waveriders.

"A waverider gives you aerodynamic advantages," says Fred Billig of the University of Maryland, widely regarded as the dean of hypersonics research. The question is, where do these advantages give it a major role? The answer is obvious: a plane that is to fly long distances. "The man who knows about them is a former student of mine, Kevin Bowcutt," Billig says.

PROBABLY
BUT NOT
OFFICIALLY

F-117
WHICH
GAINED
FARE IN
OPERATION
DESERT
STORM
LOCKHEED
PRODUCT

Mach 5 spy plane [Continued from page 73]

of the "party animal" riding the back of an SR-71 engine. Four of the 32,500-pound-thrust J-58 turbojet engines sit nearby on steel frames in various stages of disassembly.

William Lowrimore, a master technician, peels back a canvas covering of one, showing me the engine's compressor spool with its stubby blades that whirl to pull in air. He removes another cover at the end to display the afterburner. It is a short pipe four feet across, an extension of the engine with white hoops set within it. The afterburner burns extra piped-in fuel, producing added thrust when desired.

Now he leads me to the side of the engine, pointing to a cluster of thick black tubes resembling oversized radiator hoses. They run from just behind the compressor to just ahead of the afterburner. "Bypass ducts," he says. These air passages run along the engine's exterior, bypassing the center core where the fuel burns. The ducts, Lowrimore explains, tap excess air from the compressor to provide extra airflow to the afterburner for combustion. They are a unique feature of the SR-71's propulsion system.

To make a J-58-type engine suitable for Mach 5 flight, you would go further, says Tony duPont: "Take all the air that comes from the inlet, bypass the engine core, and feed it into an afterburner that acts as a ramjet." A ramjet is the simplest type of engine. It uses no rotating compressor or turbine. Air is rammed into a combustion chamber, where it is compressed and heated. Fuel is added, mixed with the air, and burned, expelling exhaust out the rear. That pushes the airframe and the intake forward, causing more air to be rammed into the combustor. The cycle then repeats. Such an arrangement, combining a turbojet for lower-speed flight with a ramjet for high speeds, is called a turboramjet. Experts believe that it is the most likely arrangement for Aurora.

Inlet ins and outs

However, no one should expect simply to mount an engine to an airframe and fly off to Mach 5. To work properly, a turboramjet demands a stream of high-pressure air from a supersonic inlet, which acts something like a rocket nozzle in reverse. A rocket nozzle takes high-pressure gas from a combustion chamber and allows it to expand to low pressure to yield extra thrust. An air inlet takes low-pressure outside air flowing into it at high speed, funnels it down to low speed and much higher pressure, then feeds it into the engine.

Outside the Beale Air Force Base maintenance shop, an SR-71 comes in

for a landing. After its jets have been shut down, I walk over to examine the plane closely. The inlets are circular ducts nearly filled by long, sharply pointed conical spikes. In high-speed flight, these spikes set up shock waves within the air that rushes past. As the air flows through these shocks, it slows down and is compressed, making it ready to be used by the engines. The simple cones are surprisingly effective; they raise the pressure 40-fold when the SR-71 is at full speed. But they are also sensitive. The airflow can easily break down when the shocks fail to form properly. If this happens, the inlets fail to compress the airflow and the engines stop producing any useful thrust. Inlet-operation breakdown is called an "unstart." "Just as we speak of starting and unstarting an engine," says duPont, "we also talk about starting and unstarting an inlet."

Jim Eastham, one of the original SR-71 test pilots, vividly remembers unstarts: "An unstart demands your full and undivided attention," he recalls. "The airplane gives a pronounced yaw. Then you are preoccupied with starting the inlet again. The speed falls off. You begin to lose altitude. You put the spikes forward." The spikes are movable; their positions can be adjusted for best performance, Eastham says. "Then you go back to automatic positioning—which often causes an unstart again."

Eventually, this problem was licked by an electronic system that senses the inlet flow and adjusts the spike to ward off unstarts.

Despite Aurora's greater speed and altitude, Kevin Bowcutt thinks that it might be possible to fool an SR-71-like inlet into thinking it is operating at standard flight parameters. On the SR-71 the inlet is exposed to the aircraft's full speed and height. But on Aurora Bowcutt would mount the inlets on the underside of the aircraft. There, inside the shock wave trapped by the waverider's underbody, the inlets would encounter airflow that is slowed and compressed. Aurora might be flying at Mach 5 and 100,000 feet, but inside the shock wave the airflow might correspond to Mach 3 at 30,000 feet, which would be normal for an SR-71 air inlet.

"You wouldn't want to hang cylindrical engines down below," Bowcutt warns. That would cause drag. What's more, stealth aircraft have their engines buried inside the fuselage to keep them from showing up on radar. "But you could split the inlet cone so that only half of it sticks out," Bowcutt says. Such an inlet, with buried engines, was used on the F-104 Star-

fighter, the first plane to fly at Mach 2, and another product of Lockheed's Skunk Works.

Hot skin

Still, at Mach 5 the real problems come from aerodynamic heating caused by air friction. The SR-71's titanium skin routinely faces temperatures well above 500 degrees F. Aurora's speed would subject much of its skin to well over 1,000 degrees. Until recently no materials existed that could stand such heat and yet be sufficiently light and strong.

At Pratt & Whitney in West Palm Beach, Fla., you can look through a porthole at the metallurgy of the future. From a ladle overhead, a stream of white-hot metal pours onto a rapidly rotating turntable. Fire appears to glow at the turntable's edges as the metal breaks up into tiny droplets that fling outward, spun off by the strong centrifugal force. The droplets fly through a stream of cold helium gas, freezing them almost instantly into granules of metal powder. It is a high-tech form of quenching, as when hot steel is plunged into water to improve strength and resilience.

The process is called rapid solidification. It can be used to produce titanium-aluminides, alloys of aluminum and titanium that have unparalleled heat resistance. They can be formed in no other way. In the molten state the two lightweight metals will separate. Rapid solidification doesn't give them the chance. Phillip Parrish, who directs classified Pentagon research into metallurgy, has disclosed that the new titanium-aluminides can withstand temperatures up to 1,800 degrees F.

By themselves the rapidly solidified powders are useless. But special processes, such as hot isostatic pressing (placing powder preforms into heated high pressure chambers filled with inert gases) or direct consolidation of the powders in an evacuated atmosphere, can compress them into solid ingots without destroying the alloys' unique properties. And giant, multi-story presses capable of exerting tens of thousands of tons of force can press the ingots into shapes that can be joined into airframe parts.

Fancy fuels

The heat of hypersonic flight, however, calls for more than new airframe materials. It also demands new fuels. When I examined the SR-71 on the Beale Air Force Base runway, I was surprised to see dribbles of liquid running along the underside and dripping off to form puddles. When I dabbed a bit onto my finger, it felt oily. "It's jet

Continued

TALE ENDERS

'UFO LIGHTS' reported widely from the West Midlands area during the first week of March, were found to have come mainly from the newly opened, "The Rutland Arms" in Ilkeston. Other lights reported have been found to emanate from Denby (4 lights/blue beam) and the Watnall Weather Centre, where apparently, a light system has been used to determine the cloud base!

The MANSFIELD UFO GROUP report that they are studying a video of a strange (LITS) taken by three fishermen in Norfolk, last October.

The BRITISH FLYING SAUCER BUREAU are staging a meeting in their home town of Bristol, inviting members of the public to come along and disclose their sighting of unusual objects. The group is chaired by Graham Knewstub and the group is believed to be the oldest UFO group in Britain!

UFO activity has been reported from Northern SPAIN during February and has been featured on TV Catalunya.

The BRITISH RAELIAN MOVEMENT are holding an Easter "Course of Awakening" in a "lovely old manor in Hertfordshire". Enquiries to 'Pierre' 0452-812178.

THE "ROSWELL" BAND WAGGON. Moviemakers are rushing to complete their versions of the Roswell Incident films. SKY TV have recently shown a half hour documentary on the subject, featuring Timothy Good. Steven Spielberg has earmarked £50 million for the film and another film is being made by Director/Producer Jeremy Kagan and is set to "air" on cable's channel 49 sometime between May and July next year!

JUPITER will be hit by a broken comet (S-L9) between 16-22 July, according to THE NEW SCIENTIST, (5 March 1994). This will be the most widely anticipated event in the history of modern astronomy.

ARCHIVES FOR UFO RESEARCH (SWEDEN) are the latest organisation to request an exchange of newsletters. In the December 93 issue sent to us, the case of a UFO over Haknas (Northern Sweden) is referred to. A woman visiting her parents heard the sound of an engine as she stepped out of her car. She looked up and saw a cylindrical object, pointed at the front and blunt at the rear, moving slowly across the sky. It had no windows or wings. The girls parents also saw the object.

In view of the importance of the EMUFORA meeting on the 27 March, PRA members are requested to take the opportunity of listening to this UFO encounter from one of the witnesses concerned.

THERE WILL BE NO PRA MEETING THIS MONTH.