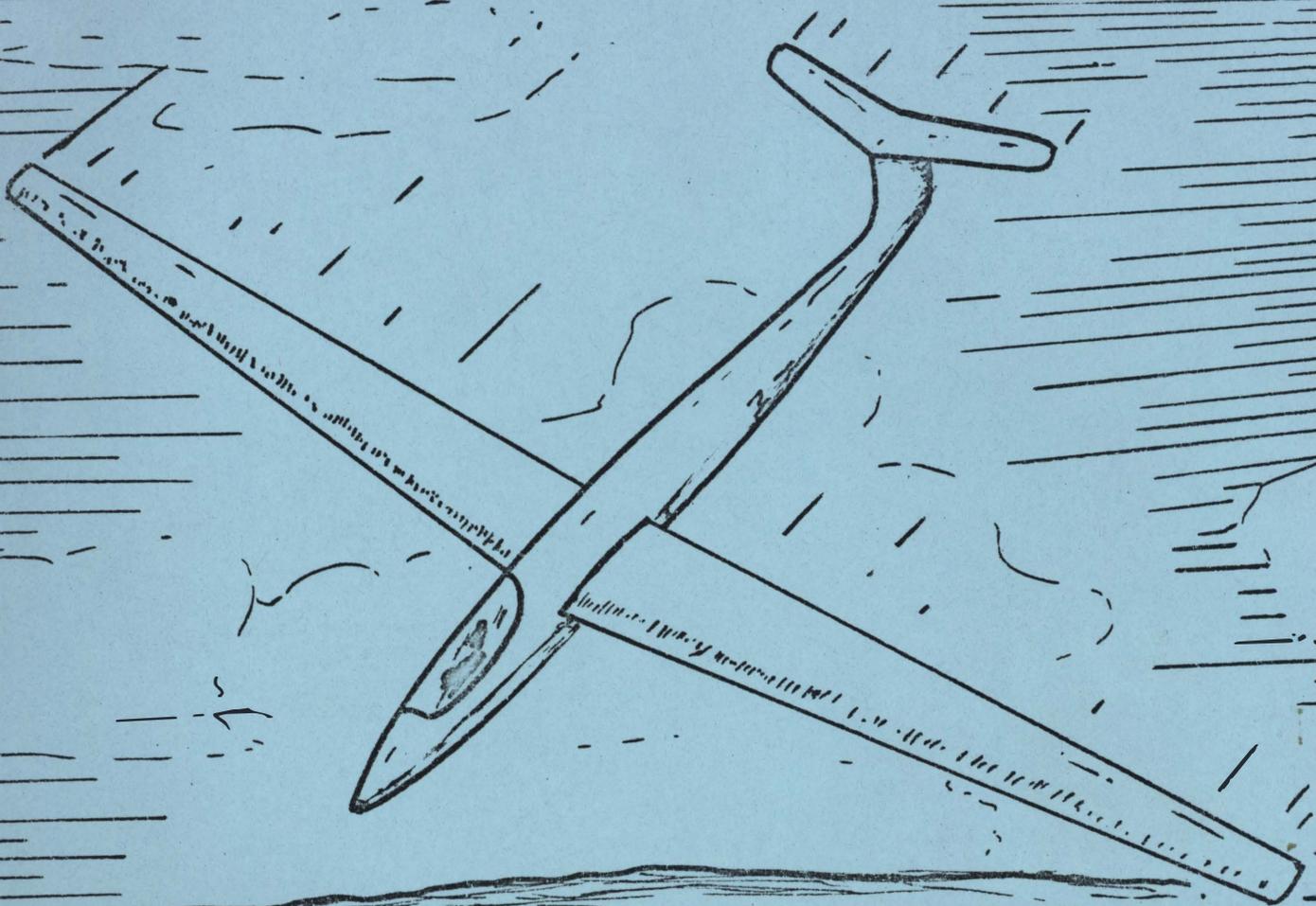
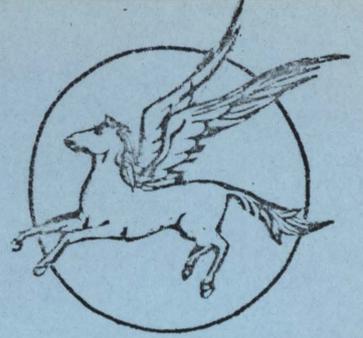


PEGASUS



JOURNAL OF THE
SURREY INVESTIGATION GROUP
ON AERIAL PHENOMENA

MAY

JUNE

1981

The holiday period has presented us with a number of problems and we apologise for the late publication of this issue. At the time of going to press for this period (May/June), the UFO scene had been very quiet indeed, however from the beginning July a number of very interesting cases came to light and these will be published in the July/August issue which will also cover the Second London International UFO Conference. A number of photo's will be included in that issue and publication will be within the next 2/3 weeks.

The News Media are currently pandering to the story of the imminent return of the Warminster "Thing" and Ken Rogers has been well to fore in publicity surrounding this enigma, which we are now being told (Capitol Radio News) will appear one night August Bank Holiday week-end (how convenient), as it has done every year since 1965. It seems that if you shout loud enough and long enough, people will begin to believe whatever you say. Apart from the initial strange happenings in 1965 at Warminster, there has been nothing to set it apart from any other "Ufocal" point, such as Bordon, Hants for instance. It appears to be the last place that any serious Ufologist would wish to be seen, but an ideal place for the news media to go and interview their sensational "bread & butter"-"nutter".

CONTENTS THIS MONTH

Pages 2/3	"Lasham Glider UFO"	Lasham, Hants.
Page 4	"Scottish Newsletter"	Peter A.Hill.
Page 5	"Cartoon Time"	Jean Bastide.
Page 6	"Case S 957 Explained"	T.W.Clark. R.A.E. Farnborough.
Page 7	"News From Around The UK"	
Pages 8/9	"Segmented Beams Of Light"	Part 2.
Page 10	"A Personal Viewpoint"	Richard Colborne.

As Raymond Whittaker flew his "Standard Cirrus" glider over Lasham Airfield in Hampshire, he spotted a silver coloured object approaching from the North (see cover).

The time was about 1515 on the 2nd May this year and the glider was flying at a height of 2,500 feet above ground level, he was in fact about a mile from the airfield when he first saw what he described as a "hub cap" flying towards him. He jokingly thought to himself "there must be some strong thermals around to bring hub caps up" certainly in over 20 years glider flying, he had never seen anything quite like this before.

He then got quite excited, as he considered the possibility that it might be a UFO and he watched the object keenly. Initially it seemed to be coming up towards him, it was not possible to see if it was rotating or not. Then he came level with the glider and drifted past. Raymond thought to himself that it must be a balloon and he decided to follow it and find out for sure. After a short time, he managed to catch it up, but then as he approached it, the object started to turn to the right. Raymond turned his glider to the right to follow it and then noticed that they both turned about each other.

Initially the object had given the impression of being like a "hub cap" so it must have been circular, he thought. He also had the impression that it was dome shaped, because as he looked at it side on, it looked like a rugby ball. Because of the lack of power in his craft Raymond was unable to get closer than about 300 feet to the object, his speed was only about 45 knots. It was difficult to see any details and the general impression was of a "flat" aluminium type surface.

It was difficult to give an opinion as to exactly what it was, commented Raymond, it might have been a balloon of some kind. The wind was Northerly and this object had approached from the North and passed him, going towards the South, the same direction as the wind. He had however had past experience with gas filled balloons of a similar size and they had shot past him, going straight up, that it would not have been possible to catch it up. Bearing in mind that a glider is usually going down all the time,

It appeared that this object had maintained the same height and had not risen upwards, as is likely with a small gas filled balloon. One of the advantages of being in a glider was the fact that there was comparative silence while flying along, which enabled Raymond to confirm that the object travelled silently.

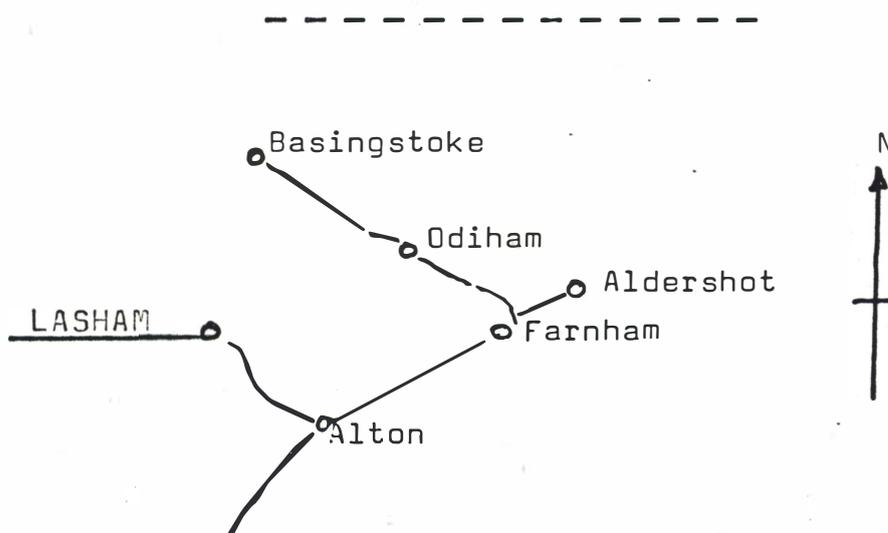
Because of the problem of flying out of range of the Lasham Airfield, Raymond was unable to continue the chase and turned back towards the airfield. Although he tried to keep the object within sight, it was soon lost in the distant haze and could no longer be seen.

The incident raises several questions against the balloon theory, how for instance did the object rise rapidly from underneath the glider and then "flatten off" at the same height? There is also the question of the apparent controlled flight of the object as it turned to the right and then around the glider?

Raymond commented that one of the reasons why he had not approached any closer to the object was the thought that he might upset the objects controls/flight path and that it might in fact collide with him and therefore he kept it at a reasonable distance.

It seems unlikely that it was a gas filled balloon in view of the "neutral buoyancy" which enabled it to maintain the same height.

Unlike the "Blackbushe Mini Disc" (Case S930), no details of any aeriels or construction design could be seen. Again there was a similar case of the aircraft flying around the object and the possibility that the object also flew around the aircraft, but this must be considered with the possible disorientation that could have taken place with the turning manoeuvre. However in each case, we have pilots with extensive flying experience and this only adds to the mystery.....



Peter A Hill

A new UFO Network has emerged North of the border: Scottish U.F.O. Network. In its well-produced journal SCOTTISH U.F.O. BULLETIN, the following information is given:

"The aims of SUFON are:-

- (1). To create awareness in Scotland on information and activities concerning U.F.O.s
- (2). To investigate the subject and draw scientifically supportable conclusions from the evidence available."

Further information is from: Mr A Lynch, 7B Prestwick Court, Ardler, Dundee DD2.

The 1982 BUFORA National Conference is gradually taking shape. Participants may register on Friday 12 March 1982 from 18.00 h, or on Saturday 13 March from 09.00 h. It is hoped to have a reception on the Friday evening at 20.00 h and to open the exhibition and bookstall on Saturday at 09.00, the Conference commencing at 10.00. This will take the whole of Saturday, with a Gala Dinner at 20.00. On the Sunday, 14 March, it is planned to have a coach trip before dispersal at about 11.00. It is planned to mount a Conference with sufficient interest to attract people from all over the country. There is even one who hopes to attend from North America! It is hoped that the 400 miles from Southern England will prove justifiable.

BUFORA Edinburgh Branch recently held its Annual General Meeting. Its modest numbers continue to grow slowly, the figures being:

1978: 8. 1979: 10. 1980: 12. 1981: 13.

Following the recent London International UFO Congress, Professor David A Haisell, from Canada, spent a few days with Mrs Haisell in Scotland before returning to London to address The House of Lords all-party UFO Study Group. While here, Professor Haisell took the opportunity to visit the site of the well-known Livingston close encounter case. He took a number of photographs of the site, although the ground markings and holes have long ceased to be visible. He compared the site with the published photographs and diagram and agreed with our view that no helicopter or VTOL aircraft would land in such a confined space, even in an extreme emergency.

This case remains unsolved and is one of the most important that has taken place in the British Isles, for it has a number of attributes which are often absent:

- 1 early knowledge of the event, enabling a quick response to be achieved;
- 2 a reporter considered by all to be of a reliable and stable character;
- 3 no apparent interest in, or knowledge of, UFO phenomena by the reporter;
- 4 physical evidence of unexplained ground marks and holes recorded on photographs;
- 5 supporting evidence from the accounts of the reporter's wife, head of department, colleagues, police and forensic scientist that an unusual event took place;
- 6 physical evidence of damage to the reporter's trousers, consistent with his account of what he experienced;
- 7 virtual elimination of helicopter, VTOL aircraft or hoax as possible causes;
- 8 corroboration of the site evidence by two UFO Societies and the Police.

These factors make this case of exceptional interest and importance to research.

P.A.H. 1981-06-29

"EIN BERLITZ SCHERZ" = Mr BERLITZ INVESTIGATED -
 - THE ROSWELL INCIDENT -



by Mr Jean BASTIDE, AUTHOR OF : LA MÉMOIRE DES OUVRIERS
 FROM A ARGONAUTS TO HUMANOIDS, MERCURE DE FRANCE

Mr Jean Bastide
 5, avenue Maurice Blondel
 13100 Aix-en-Provence
 France

26 RUE DE CONDÉ
 75006 PARIS, FRANCE.

CASE S957 EXPLAINED ?

By Terence W.Clark.

(Mr T.W. Clark is an Air Traffic Controller at the R.A.E. Farnborough)

N.B. Case S957 recently featured in the March/April Pegasus, described how two witnesses saw an aircraft like shape zoom low over them on the Southern outskirts of Aldershot on the night of 26th March 1981. They maintained that it was silent and had coloured lights along its fuselage and wings. It was then seen to swoop low near the "Hogs Back" and a low humming sound was heard. Our own analysis was stumped by the strange lights along the object which were not known to feature in any aircraft navigation/identification arrangement at that time.

Mr Clark commented:-

On the evening of the 26th March 1981, a Hercules aircraft was carrying out night parachute dropping at Hankley Common.

The aircraft was operating from Odiham and its route would take it initially past Crondall, between Aldershot and Farnham, then along the "Hogs Back" to its initial turning point near Wanborough.

It would then turn onto a track of 197⁰ T, running on this for about 4/5 miles across Hankley Common, then onto a reciprocal track, passing just West of Guildford. Then another left turn to repeat its previous run. It probably did this about six times in its 40 minute sortie, before returning to Odiham.

Hercules Aircraft are now painted in a grey/green matt camouflage pattern. In addition to normal aircraft navigation lights, it carried one or two fairly bright lights, plus a large number of whitish/blue lights on various parts of the wings and fuselage. The latter lights are a recent addition to assist other aircraft to formate onto the Hercules at night.

The Hercules has a wide (cigar shaped) fuselage and straight stubby wings, each of which carries two engines and one fuel tank (pod). The aircraft is known to have a very low noise output, in spite of the fact that it is powered by turbo-props, the actual turbine(whistle) is inaudible whilst the aircraft is in flight. Any noise produced by the propellers can be heard as a "whooshing" noise.

Mr Clark finally commented:- "Whilst not wishing to "de-bunk" the two witnesses story, I must say that I am always sceptical about, (a) Estimates of range & (b) Descriptions of hovering lights, when they are given by untrained observers." (We are most grateful to Mr Clark for his comments :ED).

NEWS FROM AROUND THE U.K.

GUERNSEY UFO RESEARCH GROUP (we are pleased to welcome exchange with this new Group).

CHRISTMAS DAY PHENOMENON seen from Alderney when Mr & Mrs Pyne were relaxing at their home in the evening and their daughter pointed out lights in the sky.

A formation of six bright objects were seen moving very fast across the sky from the direction of Longy, over Fort Albert and out into the Channel, that is in a general Northwards direction. It was felt that the objects were some sort of meteorites, or possibly satellite debris. (Guernsey Evening Press 3/1/81)

SIGAP Report S958. A large bright light, with a smoke trail, travelling fast across Guildford S.E. to N.W. was reported to us by Mr R.Hill of Addison Road, Guildford, on the night of 25th May 1981. 2320. This has now been identified as a meteorite in the form of a fireball & is believed to have come down near Cardiff. (Daily Telegraph 29/5/81)

- - - - -
On Sunday September 21st 1980 at 2030, a family of five were travelling by car on the A 530 and were two miles from Middlewich, Cheshire. When two very bright star-like objects were seen in the sky. After a short time one of the objects was seen moving away slowly. A VHF transceiver started making a loud noise, described as similar to that caused by some kind of electrical interference. The driver got out of the car and saw the first object moving away at high speed. After stopping and starting motion, the second object also moved off at high speed and a red glow could be seen coming from the rear of the object. The transceiver was switched on and it was found that the interference had stopped. (F.U.F.O.R./UFO INSIGHT).

- - - - -
UFO INTERNATIONAL is the new journal of the Provisional International Committee on UFO Research. Vol.1. No 1, dated May 1981 is available from Mr P.Hill, 47A Easter Bankton, Murieston, Livingston, W.Loathian, Scotland. EH54 9BD.

Cost: 70p including postage. Please make out cheques and postal orders to P.A.Hill.

- - - - -
DAILY MIRROR, Monday, May 25th 1981.

Where have all the flying saucers gone? On a summer package holiday to China it seems.

There have been reports of "Strange craft landing and also strange people coming out of them" said BUFORA secretary Betty Wood.

THE SEGMENTED BEAMS OF LIGHT (Part 2).

By Jean Bastide. (France)

At the beginning of the month of June 1972, Alois and Sabina A... saw a strange phenomenon near Graz, the capital of the province of Styria in Austria. An investigation was carried out by Mr Ernst Berger. The two witnesses reported several sightings of a "teardrop" shaped object, viewed through their binoculars (8x30). The object was reported as being "milky white", oval and flattened on top, with a red-orange elliptical ring visible on the upper section and crowned by a flickering top that looked like small flames.

Underneath, the drop like form elongated periodically into a pear shape and then retracted back again. The object also displayed what is called a "zoom" effect, an increase and then decrease in size, as though the drop' was moving along a straight line, towards and away from the witness. However, the most important fact is that the object emitted a beam of light a divided one.

Approximately every two hours, it suddenly acquired an extension towards the East. It was as if one could imagine a handle and suddenly red dashes would come out of the left hand edge and run along the handle. Lights like single rods of different lengths were shot out. The gaps were shorter than the length of the light dashes, but a sharply defined space could be seen between them.

Compared with the diameter of the thing, the "handle" was at least thirty times as long, according to witness Mr Alois A... It was in fact difficult for the witness to describe the "Morse Code" shooting out of the drop and travelling in a rising trajectory far across the night sky. Along the line of flow, a series of about twenty dashes continually moved to the East. At the end of the "neon tube", the dashes of variable length abruptly ended, as if disappearing behind a fixed black wall. The "light writing" was visible for about a minute and then disappeared as suddenly as it had at first appeared. This action continued, with thirty minute interruptions, until midnight.

Two dogs owned by the witnesses, a Fox Terrier and a Doberman, reacted strongly to the object. They behaved in a crazy manner and tried to climb over the balcony.

Is it possible that the light beam was linked with the method of propulsion of the object?

Segmented beams..contd.

On Friday March 11th 1977, about 22.00 , Francine Van Curen was sitting in her living room on the ninth floor of a high rise block in Arlington in the State of Virginia U.S.A. She went out onto her balcony which faces West and saw Jupiter which was three-quarters of the way down in the Western arc. Then she noticed a strange object passing over Jupiter. flying from South to North at a height of about 2,000ft and as far as she could tell, without any noise. The object had no flashing lights and remained visible for about one and a half seconds.

In her letter of 28th March 1977 sent to NICAP, she detailed her UFO experience in the following manner:- "I estimated it to be at least 100ft long or larger, depending upon the altitude". "In an arc from the centre of the sky, I would estimate that it was 30° down-high above the horizon." "It appeared to be a long luminous arrow, with a long thin shaft and large blunt tip", "It appeared to have about fifteen or twenty segments and there was a luminous strip between each segment". "I have seen many aeroplanes at night and day during my lifetime, but this was no aeroplane as flashing or strobe lights would have been visible". "A jet could not have gone over that low without me hearing it". "The object itself was softly luminous and the segments of the shaft were of a glowing red tinge".

The well known Canadian Ufologist Mr Claude McDuff reported an observation that had taken place on 25th September 1972 in Canada. It is mentioned in his book "Le Procès des Soucoupes Volantes" (Proceedings at Law against Flying Saucers).

The phenomena was seen at the North of the Mount Tremblant National Park, by several witnesses , it appeared twice, with an interval of two days. Initially four people saw the luminous object for a duration of about an hour and the second incident was seen by six witnesses for a period of half an hour. The lights were described as being three in number and twice as bright as a star. One of the witnesses (a hunter) viewed the event through his telescopic sight. The first object emitted a strong set of beautiful lights, the second object was multicoloured like a "barbers pole". The third object was of an undetermined form and no lights were emitted by it.

The "Barbers Pole" was a column of light emitting sparks and seemed to rotate and climb constantly. It was in effect another beam in pieces and seemed to be emitted from underneath the object, perhaps it was exhaust??

A PERSONAL VIEWPOINT

By Richard Colborne.

Jean Bastide's hypothesis that UFO's induce fields that prevent chemical endothermic reactions, is an interesting one. I have long been dissatisfied with the E.M.field hypothesis for vehicle "stop" cases, as vehicles all too often "restart" themselves. Even Mr Bastide's hypothesis does not account for this phenomenon and personally, I favour another entirely different idea which may be applicable to most, though certainly not all cases.

That the passage of time is so radically modified that whilst the witnesses seem to behave (to themselves) at the normal speed, the running of the car engine becomes imperceivable. This may be true even of a few select cases where the witnesses leave a vehicle, which might otherwise have been moving....

From time to time, UFO's seem to emit fields/beams capable of preventing or creating most phenomena, but whilst I have an open mind on that, (even "spirits" may be equipped with "force fields", we dont know), I am inclined to think that most of the "peripheral" features of UFO encounters are induced in the mind, occasionally the whole event.

(Richard then went on to disclose a new type of balloon which must be taken into account when investigating small metallic disc reports).

Recently a new type of toy balloon has appeared on the market, they are made from a very thin plastic/aluminium laminate and unlike the traditional rubber balloons, are made in two parts with a seam around the middle. They are gas filled and if one escapes, it takes on the appearance of a typical "flying saucer". They come in various shapes and colours and are highly reflective, they also appear to be more "cushion shaped" than the traditional balloon, due to the seam. I recently witnessed a round, all silver example of such a balloon escape, it took up an attitude with the seam horizontal and thus became a flat "discus" in shape, it ascended to a height of a few hundred feet and having found its ceiling', drifted along with the wind. It gyrated rather than bobbed around and with the sun reflecting on its plastic/metal surface, it looked as if it was under intelligent control... I wonder how many people would be fooled by that ?

R.C.

Surrey Investigation Group on Aerial Phenomena

Exchange Magazines: Northern UFOLOGY, BUFORA Journal, FSR, S.T.V. Quest (Bristol), UFO Insight (Crewe), SAPRT (Romsey), Radio 210, CEFAI (Portugal), MAPIT (Manchester), UFO Network, GEP (Germany) UFO News Bulletin (Bristol), National UFO Laboratory. J.B. (France) Odyssey (Yugoslavia), Archives For UFO Research (Sweden) CUN (Italy)

The magazine is published bi-monthly and is intended for SIGAP members only. Copies of the magazine may be purchased by non-members at a cost of .50 per copy.



To investigate the UFO phenomenon locally, a small group of people got together early in 1967. The outcome - the **Surrey Investigation Group on Aerial Phenomena**. Primarily founded to investigate reports in Surrey and surrounding counties, Sigap has contributed to studies in many parts of Southern England.

News of a sighting - often through the Sigap 'Hot-line' - Farnborough 41012 - triggers an instant and well-established course of action. This preliminary enquiry procedure is designed to eliminate obvious explanations. With so much going on in the sky today - much of it generated by man himself - over 80 per cent of reports can be explained in terms of natural and man-made phenomena.

If Sigap investigators find no immediate explanation as a result of preliminary enquiries, the group will send someone to interview the witnesses, and where possible, will visit the site from which the observation was made. Sigap then calls on the expertise of its own consultants in an effort to explain the sighting. The group liaises with similar organisations throughout the country, and often finds a pattern of activity consistent with that in other areas.

Our most significant reports are sent to the Center for UFO Studies in Evanston, Illinois, USA. The Center is run by Dr J Allen Hynek, Professor of Astronomy at Northwestern University, and for 20 years, was consultant to the US Air Force on UFOs.

Group Secretary: Michael G. Prewett, 20 Loman Road, Mytchett, Camberley, Surrey.

Chairman & Investigation Co-ordinator: Omar Fowler, 149 Mytchett Road, Mytchett, Camberley, Surrey.