

# PEGASUS



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ON AERIAL PHENOMENA

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Another year draws to a close - and with it a decade in which scientific and technological advancement has been nothing short of revolutionary. In the short space of ten years we have seen Man taking his first faltering steps outside his earthly cradle, culminating this summer with the first manned landing on another celestial body. We have also seen a tremendous increase in the number of UFO sightings. Craft of a variety of shapes and sizes have been reported, as have landings and alleged contacts with extraterrestrials. It is regrettable therefore, that the 70's should be ushered in with the atmosphere of gloom and despondency created by the Condon Report, still hanging over serious UFO research. Looking back on the sheer number of UFO sightings reported in recent years, I believe it is safe at this juncture to draw some tentative conclusions regarding the UFO phenomena. First, admittedly a number of sightings are the work of hoaxers seeking cheap publicity, and sometimes financial gain by putting their lies into print, it is surely ludicrous to believe that all can be explained away in this fashion. Neither can all the remaining sightings be the result of hallucinations, optical illusions and misinterpretation of conventional objects. For UFOs have been seen by professional observers - pilots, policemen and astronomers. The only sensible conclusion one can come to, I submit, is that UFOs are real. But are they real natural or real artificial? That is the 64,000 dollar question. Although Man still has a great deal to learn about the environment in which he lives, it seems remarkable in this space age that if UFOs are natural, a rational scientific explanation for them should not have been arrived at by now; especially with the atmosphere being probed daily by sounding rockets and meteorological balloons. On the face of it, the only remaining explanation for UFOs is the extra-terrestrial one. And with evidence mounting all the time in favour of the alien spaceship theory, the UFO phenomena should become the subject of an international scientific investigation. This seems unlikely in the immediate future in view of the Condon Report. But it will come one day - let us hope it is in the next decade. In the meantime, SIGAP and other amateur research groups round the globe have an important job to do investigating fully all UFO reports that come to their attention. For so often down the ages have amateurs made, or paved the way for, great scientific discoveries. And I think we all realise just how important the UFO phenomena could be for mankind. We must not be disheartened by the negative statements of politicians and so-called scientists or the facetious remarks of friends and colleagues. We have a job to do. Let's get on with it.

- Ron Toft.

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+ DID A METEORITE LAND AT FERNHURST? +  
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A meteorite may have landed in the Sussex village of Fernhurst shortly after dawn on Wednesday, December 10.

At about 5 a.m. on that day, postman Mr. S. W. Bicknell, of 16 Old Glebe, Fernhurst, was driving to work in Haslemere, three miles distant, when he saw in the sky a brilliant ball of white light rapidly descending, illuminating nearby trees as it did so. Mr. Bicknell saw the object, which made no noise and was accompanied by a pale trail, as he climbed Friday Hill after leaving Fernhurst. It was foggy in the valley, but reasonably clear at the top of the hill. Mr. Bicknell reported what he had seen to Haslemere police who, in turn, kindly contacted SIGAP Secretary Dick Beet. Dick, accompanied by a reporter from the "Haslemere Herald", visited Fernhurst and Mr. Bicknell the following afternoon. But despite a 1½-hour search in two fields and some woodland, no evidence was found that a meteorite, or for that matter any other object, had landed. As a prominent report of the incident appeared on the front page of the December 12 edition of the "Herald", other people who might have seen the object may well come forward - in which case SIGAP will be able to plot more accurately where it landed. After questioning Mr. Bicknell, Dick said that the object had been travelling from N.W. to N.E., the angle of elevation changing from 60° to 120°, after which it was lost from view. Between Fernhurst and Haslemere buildings are few and scattered. On the evidence available, it seems the object was a meteor, although it may well have been further away than Mr. Bicknell thought, and consequently burnt up before reaching the earth's surface. Dick Beet has carried out some research on ball-lightning, which has been responsible for certain UFO reports and can also take on the appearance of a meteor. When asked if this could have been what Mr. Bicknell saw, Dick said: "The atmosphere wasn't turbulent enough at the time, so I don't think it could have been. With fog, the atmosphere was pretty static".

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PEGASUS TO BE PUBLISHED EVERY TWO MONTHS: For the first time in its 2½-year existence, SIGAP is in serious financial difficulties. This has arisen gradually since "Pegasus" replaced the SIGAP Newsletter. The cost of publishing and posting well over 100 copies of "Pegasus" each month, comes to £5. Because certain members have failed to renew their subscriptions, SIGAP's account has gone more and more into the red each month. In order to overcome the present situation, it has been reluctantly decided to publish "Pegasus" once every two months, instead of monthly as at present. This will cut by half SIGAP's yearly postage bill of £25, for example. Depending upon how the financial situation improves, it is hoped to increase the number of pages in each issue of "Pegasus" and the general quality of the magazine. Members who still have not paid up are urged to do so without delay. Suggestions as to how SIGAP can increase its revenue and/or donations, would be gratefully received!

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+ EGG-SHAPED UFO HOVERS OVER WOODS +  
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A glowing reddish-orange ovoid-shaped UFO which hovered over woodland between Oxshot and Leatherhead in Surrey in the early hours of March 12 this year, is the subject of a report just received by SIGAP.

The sole witness was Mr. D. G. Briers, a 45-year old engineer of 23 Barrett Road, Fetcham, Leatherhead, who was in his car when he saw the object. In his report, Mr. Briers says the UFO was stationary, between 3,000 and 5,000 feet above the ground. To his knowledge, the object made no sound. Mr. Briers estimates the UFO was 150-200 feet in diameter. He adds that it appeared solid and had "sharp" edges. Mr. Briers watched the UFO for about three minutes through his car's windscreen, after which it seemed to fade away. The sky was overcast at the time of the sighting - 12.45 a.m.

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APRO SIGHTING REPORTS: America's internationally renowned Aerial Phenomena Research Organisation (APRO) recently published the following breakdown of UFO sightings reported in the first six months of this year:

United States reports - 174 (60 investigated)  
Other countries - 136 (17 investigated)

LIGHTS: 49 flyovers; 25 hovering manoeuvres; 61 manoeuvring lights; 1 manoeuvre and flyover; 2 formation flyovers; 6 manoeuvring formations; 1 hovering formation.

DISCS: 21 hovering manoeuvres; 8 flyovers; 18 manoeuvres; 6 hover and manoeuvres; 3 manoeuvring formations; 3 formation flyovers; 3 landings and hovering; 3 landings; 1 landing and manoeuvre; 1 landing with hovering and occupants; 1 flyover and landing.

EGGS: 4 flyovers; 2 hovering manoeuvres.

CIGARS: 7 hoverings; 4 flyovers; 1 manoeuvre and hover; 6 manoeuvres; 2 formations with 1 cigar, 1 disc.

GLOBES: 5 hovers; 13 manoeuvres; 14 flyovers; 1 flyover and hover; 1 formation; 1 formation flyover; 1 landing and hovering.

OTHERS: 5 hovers; 8 manoeuvres; 9 flyovers; 1 multiple objects manoeuvring; 1 possible landing; 1 manoeuvring formation.

The report, in the APRO BULLETIN, says that night-time sightings outnumbered those made in the daytime.

Of the 310 cases, there were: 3 cases of people burned; 21 cases of car chases; 1 of car lights affected; 2 lights sighted on the ground; 3 car-engines stalled; 1 person partially and temporarily paralysed; 1 case of a train being buzzed; 1 case of a ground fire; 1 power failure, 1 case each of television and radio interference.

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+ UFO TRACKED BY RADAR MYSTERY +
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"The Royal New Zealand Air Force has not yet established any explanation for the UFO tracked by Wellington radar earlier this month. The incident occurred at about 7.30 p.m. on September 4. Wellington radar gave the position to a "Safe" aircraft which was nearby, and the captain and first officer both spotted a blue fluorescent pulsating light where radar had the fix. A spokesman for the Air Force said he was waiting for reports from both men. He had a report from another aircraft in the area, but the crew had not seen the light. Eventually, he would be approaching the DSIR, the observatory, Civil Aviation and the Meteorological Service. From the few facts he had already, it did not sound as though it were a weather balloon. The slow speed seemed to indicate that it might have been a helicopter, but there had been no reports of helicopters in the air at the time, and they, to his knowledge, had normal red-flashing lights. A possible explanation was that it might have been a late flight by a private individual who had not informed the authorities of his passage. The intermittent blue light could have been caused by the aircraft's exhaust, because exhausts never provided a steady flame. It could also have been a similar contact to many made in the United States, which were there referred to as angels. Radar picked up the object, but aircraft had never made a visual sighting. The report has sparked the interest of a Palmerston North man, Mr. H. H. Fulton, who has been closely interested in UFOs in the last 22 years. Mr. Fulton, who from 1952-59 organised a society, with a membership exceeding 500, of people interested in UFOs, said that about 85 per cent of the reported sightings could usually be rationally explained. But it was the other 15 per cent reported by first-class witnesses, such as scientists, pilots or astronomers, that remained unanswered. The best answer which fitted the facts surrounding these sightings, was that it was an extra-terrestrial object. (The recent radar tracking and confirmative sighting of a UFO add interestingly to the conservative estimate of 20,000-plus other similar observations recorded around the world in the last 20 years. New Zealand incidents of radar plottings are on the increase, if only because of the fact of the local installation of more sophisticated longer-range surveillance-type radar', he said.

'The really convincing sightings are the broad daylight observations which are far more numerous than ever imagined by the public. Twenty-two years of close involvement in the study of such sightings leaves me with the absolute conviction that the answer is a great deal more fascinating and extraordinary than is ever officially admitted or intimated'. The above report, which appeared in a New Zealand newspaper on September 24, was kindly sent in by Camberley, Surrey, SIGAP member Mrs. B. S. Blundell.

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SATELLITE NEWS By Tim Childerhouse: So often clouds obscure many astronomical and space events in this ever-changing sky of ours. Rainstorms had lashed and drenched Southern England on Friday, November 14. Meteorological reports indicated these storms would continue throughout the night; so the chances of seeing the latest space-shot seemed remote. Then, suddenly, a break in the WSW, and even before the clouds had cleared, there sweeping silently and slowly through the constellation of Aquila was a pale gleaming lights - APOLLO 12. The magnitude of this circular patch of light was +1, as bright as the brightest stars. The area grew until it covered almost four degrees of the sky. But as it expanded, it slowly dispersed, until no more light could be seen. Then, out of this haze, appeared the spacecraft, rolling and flashing as the control jets stabilised Apollo 12 on its course to the Moon. The effects of the trans-lunar-injection exhaust gases still followed in the wake of the spacecraft. Perhaps the cloud was impregnated with the many ice droplets seen by the astronauts through the spacecraft's windows. The scheduled fuel dump at 10.25 BST was not seen, as cloud obscured the spacecraft again. But this event was photographed in Surrey where clear skies prevailed. A second chance to see Apollo 12 occurred the next evening and, after a four-hour search, the spacecraft could be seen flashing occasionally to magnitude +10 at a distance of 110,000 miles.

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NEW APPOINTMENT: "Pegasus" Editor Ron Toft has been appointed to serve on a four-strong Panel of Editorial Consultants, members of which will periodically write articles for the BUFORA Journal, quarterly publication of the British UFO Research Association.

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SIGAP MEETINGS: The following is a list of forthcoming SIGAP meetings. Each one will, as usual, be held in the canteen of the Plastic Coatings Factory, Guildford, starting at 8 p.m. New members who don't know the exact location of the factory can find out by ringing the chairman.

MARCH 10: A talk on meteorological phenomena.

APRIL 7: "How Not To Mistake Satellites for UFOs", a talk by Mr. Tim Childerhouse, of the Space Department of the Royal Aircraft Establishment, Farnborough, Hampshire.

MAY 5: SIGAP's Annual General Meeting.

UFOs - UNSOLVED: A SCIENTIFIC CHALLENGE

By Professor James E. McDonald

PART II

The best way to convey some notion of the disquieting inadequacies of the Condon Report is to cite specific examples. On Page 141 of the Bantam edition of the Condon Report ("Scientific Study of Unidentified Flying Objects" 1969.) you will find a two-paragraph discussion of a case at Kirtland AFB, Albuquerque, New Mexico, on November 4, 1957. This is an example of a UFO report not previously known outside of Air Force Project Bluebook channels, of which the Condon Report contains perhaps a dozen instances in its total set of around 90 cases analysed. Immediately upon reading it, I became quite curious about it; more candidly, I became quite suspicious about it. For, as you will note on reading it for yourself, it purports to explain an incident in terms of an hypothesis with some glaringly improbable assumptions, and makes a key assertion that is hard to regard as factual. Let me quote from the first descriptive paragraph:-

"Observers in the CAA (now FAA) control tower saw an unidentified dark object with a white light underneath, about the 'shape of an automobile on end', that crossed the field at about 1,500 feet and circled as if to come in for a landing on the E-W runway. This unidentified object appeared to reverse direction at low altitude, while out of sight of the observers behind some buildings, and climbed suddenly to about 200-300 feet, heading away from the field on a 120° course. Then it went into a steep climb and disappeared into the overcast".

The Condon Report next notes that:-

"The Air Force view is that this UFO was a small, powerful private aircraft, flying without flight plan, that became confused and attempted a landing at the wrong airport. The pilot apparently realised his error when he saw a brightly-lit restricted area, which was at the point where the object reversed direction".

The Report goes on to mention that the radar blip from this object was described by the operator as a "perfectly normal aircraft return", that the radar track "showed no characteristics that would have been beyond the capabilities of the more powerful private aircraft available at the time", and the conclusion arrived at in the Condon Report, without further discourse, is that:-

"There seems to be no reason to doubt the accuracy of this analysis".

It seemed to me that there were several reasons "to doubt the accuracy of this analysis". First, let me point out that the first line or two of the account in the Condon Report contains information that the incident took place with "light rain over the airfield" late in the evening. Thus we are asked to accept the picture of a pilot coming into an unfamiliar airfield at night and under rain-conditions, and doing a 180° turn at so low an altitude that it could subsequently climb suddenly to about 200-300 feet, and we are asked to accept the picture of this highly hazardous low-altitude night-time turn being executed so sharply that it occurred "while out of sight of the observers behind some buildings". Now these are not casual bystanders doing the observing, but CAA controllers in a tower designed and located to afford full view of all aircraft operations occurring in or near its airfield. Hence my reaction to the cited Air Force explanation, which the Condon Report merely endorses without further discussion, was a reaction of doubt. Pilots don't live long who execute strange and dangerous manoeuvres of the type implied in this explanation. And CAA towers are not located in such a manner that "buildings" obscure so large a block of airfield-airspace as to permit aircraft to do 180° turns while hidden from tower view behind them (at night, in a rain!)

So I began to check on that case, just as I concurrently began checks on many other unconvincing explanations one finds all through the Condon Report. What I found was this, briefly: First of all, in this case as in essentially all others of the 90 or so cases presented in the Report, not witness-names are given, a feature that does not facilitate independent case-checks, needless to say. But by beginning my inquiries through the FAA, I soon got in touch with both of the two CAA tower observers, both of whom are still with FAA, one in Oklahoma, one in California. Concurrently, I initiated a number of inquiries concerning the existence of any structures back in 1957 that could have hidden an aircraft from tower view in the manner suggested by the Report. What I ultimately learned constitutes only one example of many that back up the statement I have been making recently to many professional groups: The National Academy of Sciences is going to be in a most awkward position when the full picture of the inadequacies of the Condon Report are recognised; for I believe it will become all too obvious that the Academy placed its weighty stamp on this dismal report without even a semblance of rigorous checking of its contents.

The two tower controllers, R.M. Kaser and E.G. Brink, with whom I have had a total of five telephone interviews in the course of clarifying the case, explained to me that the object was so unlike an aircraft and exhibited performance characteristics so unlike those of any aircraft flying then or now, that the "private aircraft" explanation was quite amusing. Neither had heard of the Air Force explanation, neither had heard of the Condon Report concurrence therein, and, most disturbing of all, neither had ever heard of the Condon Project: No-one on the Condon Project ever contacted these two men! A half-a-million dollar Project, a

Report filled with expensive trivia and matters shedding essentially no light on the heart of the UFO puzzle, and no Project investigator even bothers to hunt down the two key witnesses in this case so casually closed by easy acceptance of the Bluebook "aircraft" explanation.

Kaser and Brink's account matched impressively the information that I subsequently secured from Bluebook files based on an Air Force interrogation made on the day following the incident. The object came down in a rather steep dive at the east end of Runway 26, left the flight line, crossed runways, taxiways and unpaved areas at about a 30-degree angle, and proceeded towards the CAA tower at an altitude they estimated at a few tens of feet above the ground. Quickly getting 7X binoculars on it, they established that it had no wings, tail, or fuselage, was elongated in the vertical direction, and exhibited a somewhat egg-shaped form (Kaser). It appeared to be perhaps 15-20 feet in vertical dimension, about the size of an automobile on end, and had a single white light in its base. Both men were emphatic in stressing to me that it in no way resembled an aircraft.

It came towards them until it reached a B-58 service pad near the northeast corner of Area D (Drumhead Area, a restricted area lying south of the E-W runway at Kirtland). That spot lay about 3,000 feet ENE of the tower, near an old machine-gun calibration bunker still present at Kirtland AFB. There it proceeded to stop completely, hover just above the ground in full view for a time that Kaser estimated at about 20 seconds, that Brink suggested to me was more like a minute, and that the contemporary Air Force interrogation implied as being rather more than a minute. Next they said it started moving again, still at very low altitude, still at modest speed, until it again reached the eastern boundary of the field. At that point, the object climbed at an extremely rapid rate (which Kaser said was far faster than that of such modern jets as the T-38). The Bluebook Report expresses the witness' estimate of the climb rate as 45,000 feet per minute, which is almost certainly a too-literal conversion from Mach 1. My phone-interview notes include a quote of Brink's statement to me that "There was no doubt in my mind that no aircraft I knew of then, or ever operating since then, would compare with it". Both men were emphatic in stating to me that at no time was this object hidden by any buildings. I confirmed through the Albuquerque FAA office that Area D has never had anything but chain-link fence around it, and that no buildings other than scattered one-storey metal buildings ever existed either inside or outside Area D in that sector. The bunker is only about 15-20 feet high, judging from my own recent observations of it from the air. The Bluebook interrogation report contains no statements hinting that the object was ever hidden from view by any structures (although the Bluebook file contains the usual number of internally inconsistent and confusingly presented details that are so much a mark of the inadequacies of many Bluebook case-reports.

I shall not attempt here to describe in detail the radar tracking of the unknown, except to note that the unknown went south towards the vicinity of the Albuquerque Low Frequency Range Station, orbited there for a number of minutes, came back north to near Kirtland, took up a trail position about a half-a-mile behind an Air Force C-46 just then leaving Kirtland, and moved offscope with the C-46. The November 6, 1957 report from Commander, 34th Air Div. to ADC and to the Air Technical Intelligence Command closed with the rather reasonable comment: "Sighting and descriptions conform to no known criteria for identification of UFOs". The followup report of November 13, 1957, prepared by Air Intelligence personnel from Ent AFB, contains a number of relevant comments on the experience of the two witnesses (23 years of tower control work between them as of that date) and on their intelligence, closing with the remarks: "In the opinion of the interviewer, both sources (witnesses) are considered completely competent and reliable".

Bluebook files are bulging with inexplicable cases, well reported by reliable witnesses, cases that go back to well before 1950, and all these years the scientific community has been left with the gross misimpression that nothing significantly unexplainable was in all those files. Air Force consultants and panels have been able, through the very superficiality of their scrutiny of this body of evidence, to wave it aside as one or another misidentification, and have failed to apprise the Air Force that it was effectively shoving under the rug matters of highest-order scientific significance.

(Professor McDonald is based at the Institute of Atmospheric Physics of the University of Arizona. The above article was the second installment of a transcript of a speech he gave to the National Investigations Committee on Aerial Phenomena in Washington this summer).

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NEW UFO BOOK SHORTLY: SIGAP Consultant Professor Frank B. Salisbury, of America's Utah State University, has finished the final revision of the manuscript of his proposed UFO book. It should be published in the not too distant future.

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BOOKLET ON UFO SOUNDS: SIGAP member Dan Butcher, of Ash Green, Aldershot, Hampshire, has just finished writing a unique booklet on sounds associated with UFOs. The 36-page booklet is being published by SIGAP in a quarto duplicated format. The first copies will be available early next year, price three-shillings. The demand is sure to be heavy, so ask the secretary to reserve your copy now.

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MOST MASSIVE GALAXIES: Russian astronomers have found that the galaxies NGC 4486 and NGC 7626 are the most massive in the visible Universe. Each consists of 2,000,000 million stars, surpassing our galaxy by almost 15 times.

BREAKDOWN OF SIGAP UFO INVESTIGATION RESULTS: SIGAP has investigated 171 UFO reports since its formation 2½ years ago - and more than a quarter remain unexplained. According to a report just issued by Group Chairman Omar Fowler, no logical explanation has been found for 47 cases, in which an object of definite shape was seen. This represents 27 per cent of the total. Of the 47 cases, 28 involved a one-witness sighting (16 per cent) and the remaining 19 cases two or more witnesses (11 per cent). Ninety-four reports investigated possibly had a logical explanation. Natural phenomena accounted for another 7 and in 23 cases there was insufficient evidence for a definite conclusion to be drawn. Of the 171 reports, not one involved a UFO landing. Only 25 reports were investigated this year. This is substantially down on previous year's figures. The peak year was 1967 when 67 cases came to SIGAP's attention. Last year there were 49 reports. SIGAP, formed in May 1967 by Mytchett company executive Mr. Fowler, and Cranleigh, Surrey, post-office engineer Dick Beet, treats all its sightings impartially and adopts a scientific attitude in its investigations. In order to try and reach a speedy conclusion as to what a given UFO was, SIGAP has enlisted the aid of a team of experts, which includes a Guildford, Surrey, optical physicist and a satellite expert. Commented Omar Fowler: "We cannot say from the evidence we have examined whether or not the genuine UFOs were from another world. But our research does show that the whole subject is worthy of international scientific investigation".

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FACT OR FOLKLORE? By Dan Butcher: Legends of the Wild Hunt, which are widespread throughout northern Europe, afford numerous parallels to UFO lore. First and foremost they relate to aerial phenomena, to sights and sounds occurring in the sky. Secondly, as in the case of the UFO, the Wild Hunt also manifests its phenomena at ground-level. Like the UFO, it is said to emerge from clouds, mountains, forests, lakes and rivers, and to disappear into them again. The original Wild Hunt was led by Woden, the Teutonic storm-god, who was to be seen rushing across the night-skies surrounded by a pack of baying hounds and hollering horn-blowing huntsmen, a set-up which might suggest to the ufologist, a "mother-ship" accompanied by smaller "scouts". Often a voice was heard to come from the hunt; and Woden's hounds were reputed to talk like men. When Woden was hunting, people knew that there was a danger of being carried off by him. Encounters with this phantom host often resulted in paralysis, loss of consciousness, and circular burns. The Welsh Cwn Annwn (Dogs of Hell) or Cwn y Wybr (Dogs of the Sky), a British equivalent of the Wild Hunt, were a pack of hounds of white luminosity and with red "ears" (red lights?). As they approached the percipient the volume of their sound decreased, while it increased as they receded from him - a typical ufoic phenomenon.

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NEXT ISSUE OF PEGASUS: "Pegasus", as explained earlier, is to be published once every two months, starting in the New Year. Consequently the first issue of Volume II will appear in mid-Feb.

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P E G A S U S

Journal

of the

Surrey Investigation Group On Aerial Phenomena

EDITOR: Ron Toft, 14 Buckhurst Road, Frimley Green, Camberley, Surrey.

Articles for publication in "Pegasus", be they long or short, are extremely welcome. They should be sent to the Editor. Views expressed in "Pegasus" are not necessarily those of the SIGAP Executive Committee. Extracts may be taken from the magazine, provided they are in context and full credits given. Individual copies of "Pegasus" are obtainable from the Secretary at 2/- each. (By post 6d. extra).

Exchange publications and advertisements should be sent to the Editor too. The advertising rates are as follows:

Classified - Members 2d. per word. Non-members 4d.  
Display - Quarter-page 15s. Half-page 30s. Full-page 55s.  
Special display rates are available to members.

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SIGAP CHAIRMAN: Omar Fowler, 149 Mytchett Road, Mytchett, Camberley, Surrey. Tel. Farnborough 41012.  
" SECRETARY: Dick Beet, 23 Coatham Place, Cranleigh, Surrey. Tel. Cranleigh 4420.  
" TREASURER: Mrs. Jean Fowler, 149 Mytchett Road, Mytchett, Camberley, Surrey.

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