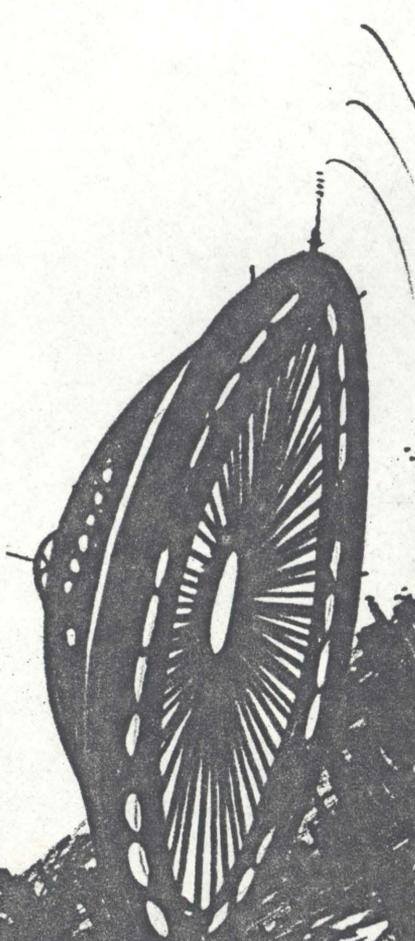
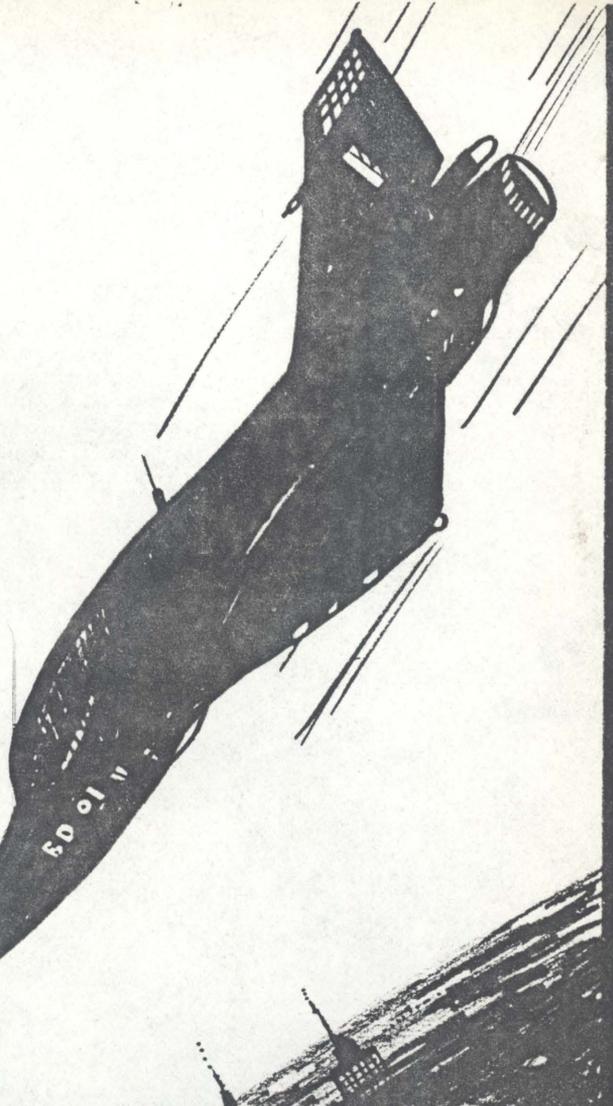


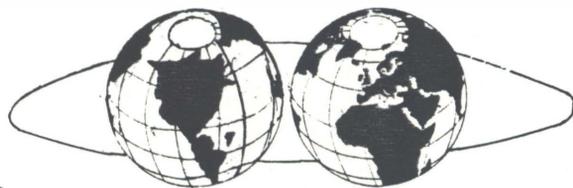
# YUFGOS

**CONTACT  
INTERNATIONAL**



**VOL. 1**  
**NO. 2**      **30 P**

# CONTACT INTERNATIONAL (U.K.)



The Largest U.F.O. Study Movement in the World

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From the editor...

Dear member, in this edition of the Yorkshire UFO Society's Journal, a diagrammatic display of U.K. internal flight paths is listed, including routes to and from the Irish Republic. Needless to say, military routes are not listed....your editor values his liberty!

Stephen Hart, our member from the Fudsey Astronomical Association, writes on misinterpretations in cases of identifiable phenomenon.

Information which I gathered on the experimental aircraft, the X-15, is included. Built over twenty years ago, this remarkable aircraft reached speeds unequalled by present day counterparts.

Ferry Green, committee member and ex-R.A.F., talks on UFO's, and raises interesting questions which revolve around the famous "Roswell Incident," which of course, was the basis for the recent "Hangar 18" motion picture.

One feature we intend to include in future journals is a letter to the editor column, so if there is anything you would like to let us know about please feel free to write. We would like to hear from you if you have certain views on any subject, and in particular what you would like to see in future editions. This journal will try and cater for all the members, and we will be delighted if you send in any material, which we will try and put into print, although the overriding decision on content rests with your committee.

Views and opinions expressed in the YUfoS Journal are those of individuals and not necessarily shared by the editor, the Yorkshire UFO Society or Contact International (UK).

Editor:

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By M. I. BIRDSALL.

To talk about the reported speeds of U.F.O.s is some what difficult, as in most cases they tend to differ with almost every report. Motionless, slow moving, to objects that travel at incredible speeds, but most investigators would agree it is difficult to analyse or judge the speed of a U.F.O. All but the slow moving object where in most cases the witness can give an approximate answer. But its when the object is moving at speed that one starts to run into problems.

Aircraft pilots have had many visual contacts with U.F.O.s and radar to, has caught and plotted the tracks of unknown craft. Its when the pilot has decided to follow the object, the speed and impressive manoeuvrability has often shocked pilots into believing they are not of this Earth. But just how does the craft change direction at such speeds. As far as we are concerned and to our knowledge there is nothing that is or has been built to perform at the speeds and lightning changes of many reported U.F.O.s. To understand what speeds we are talking about we have to know the capabilities of our own aircraft and the speeds these can fly. Perry Green at the last Y.U.R.O.S. meeting talked about the basic shape of the aeroplane and no matter how fast the aircraft moves one thing that never changes is the basic design, i.e. wing's, tail, ect. Also one must remember the fuel is standard, most planes with the exception of the supersonic planes run on aviation fuel, the latter use liquid hydrogen. Many question's have been raised about the possible fuel sources of U.F.O.s, if one had that answer it would possibly change many people's mind and doubts about there being another life source.

If we are to believe that life is visiting Earth from another planet then the speed of these crafts must be astonishing.

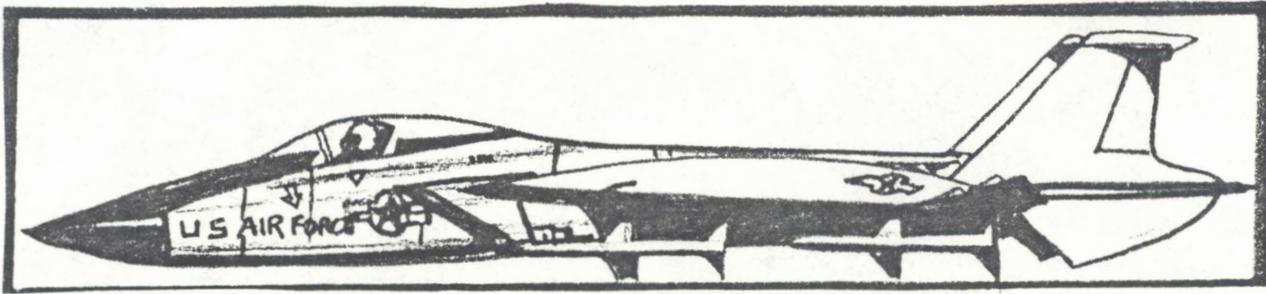
This is when comparisons stop.

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The planes on the following page are the fastest known aircraft ever to have been built. The quickest of them all was the experimental North American X.15 (no longer in service). The plane took 12 years to develop and many test pilots lost their lives. One of the main reasons for the loss in life, was the high speeds the plane reached causing the steel body to weaken, and the structure to break up. To overcome this the plane was built of Inconel X Nickel. It was a success and the designers developed engines, they hoped that would take the aircraft to Mach 6. A dream surely but in 1959 the plane reached an amazing speed of 4,105mph. One of the strange things was that only 3 X.15s were ever built. The project did continue and we do know that more in the X series where built however nothing that could match the X.15. Although an X 24A was developed but no data is available on this plane. Just of interest only 3 test pilots ever flew the X. 15 one of these being the astronaut Neil Armstrong who was later to walk on the moon.

N.B.

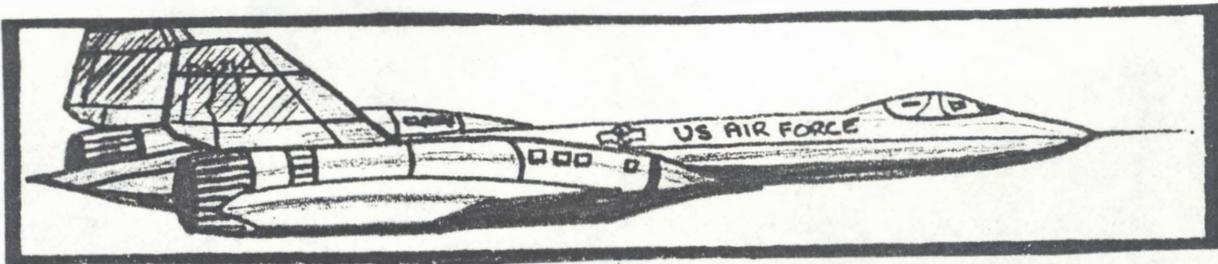
Just a footnote and probably of no significance, in 1956 an echo thought to have been a aircraft was picked up on radar at Lakenheath and Bentwaters, everything was quite normal until it faded to the vanishing point as it crossed the radar scope at a speed of roughly .....4000 mph. The X. 15 prototype maybe, but in 1956 it was reported as a U.F.O., again no one will ever know.



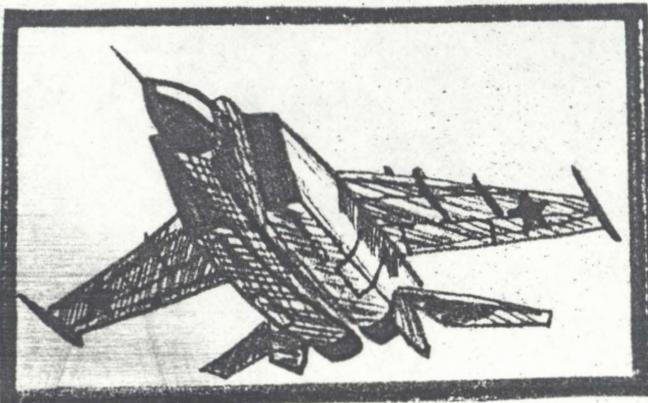
Mc DONNELL DOUGLAS F.15  
YEAR: (1973)  
MAX SPEED: MACH 3.  
CEILING HEIGHT: NO DATA.



NORTH AMERICAN X.15 (EXPERIMENTAL)  
YEAR: (1959).  
MAX SPEED: MACH 6.  
CEILING HEIGHT: 354,108"



LOCKHEED SR .71A.  
YEAR: (1966)  
MAX SPEED: MACH 3.  
CEILING HEIGHT: 98,425".



MIKOYAN GUREVICH MIG 25 FOXBAT.  
YEAR: (1965).  
MAX SPEED: MACH 3.  
CEILING HEIGHT: 88,580"

DRAWINGS BY J. L. FODIA

## U.F.O.s FOR AND AGAINST.

The following article is by Perry Green a Y.U.F.O.S. committee member who also flew with the R.A.F.

What do we know about Unidentified Flying Objects? The answer to that question poses a very real problem, with the emphasis on real.

If we are to believe the numerous words that have been written about just one case, namely the 1947 Roswell Incident, then there can be **no shadow of doubt** that they are real and pose a serious threat to Earth.

To qualify that statement, let me acquaint the reader of the bald facts of the Roswell Incident. It involves the crash of a Flying Disc, its spiriting away to an airfield in Ohio, U.S.A. by the United States Air Force, and its subsequent disappearance from the eyes of the public. Prior to the removal of evidence, pieces of the U.F.O. were handled by members of the public, and I am sure that their observations were exactly what we would have expected. That the metal and wooden artifacts bore no relationship to any Earth made materials.

What makes the Roswell Incident so unique is the fact that if the observers are to be believed, then this is the first recorded proven contact with a U.F.O., and completely **validates all the other sightings** that have been recorded and investigated. Classified as unexplainable and could therefore be regarded as **possibles**. One of the most interesting features of this crash is the reported finding of a number of bodies,..... Humanoid in appearance dwarflike in stature, but of whose biological composition we know nothing. Once again every piece of evidence was removed, but faced with the facts, should we conjecture any longer on the shape and form of some of our visitors from space.

What we have to ask ourselves now is a most important question. What fuel is used to enable these crafts to travel the vast distances they presumably do?, and what kind of food is absorbed to sustain them.

The next question must be the most intriguing. To reach our Earth in terms of travel, they must reach speeds not within our comprehension. We know for instance that our highly trained Astronauts can withstand G forces up to possibly 30G,s but at speeds reached by some of the sightings, combined with the phenomenal turns and accelerations it might not be possible for humans to withstand those forces.

Where do they come from? That is the 64,000 dollar question, encompassing as it does vast distances within our own Galaxy. So in a later edition we shall endeavour to raise some more points, and produce some further conclusions for you to absorb.

## Misinterpretations in the Cases of Identifiable Phenomenon.

This article is based upon a talk given to Y.U.F.O.S. on 28/3/82, by Stephen Hart of the PUDSEY ASTRONOMICAL ASSOC.

As an amateur astronomer with a love of the night sky and its astounding contents I have become aware of U.F.O. problem through open minded friends. A splendid talk on the subject by Mr G. W. Birdsall at a meeting of the Leeds Astronomical Society. Although it is fun to speculate about the existance of Flying Saucers, and Extra Terrestrial life we must appreciate the fact that in order to find out whether these objects exist or not, we must determine first of all what is not a U.F.O. The following subjects are often thought to be U.F.O.s when seen by people. But the following objects I have enjoyed observing for nearly three years'.

The planet Venus is often thought to be a U.F.O. but is in fact one of our neighbourly planets. Venus can easily be identified as a bright, starlike object setting either shortly after sunset or just before sunrise. For the rest of this year Venus will be a lovely morning star rising shortly before the sun in the eastern sky. Recently Venus was visited by a Soviet Spacecraft and our picture of the second planet is as hostile as ever.

Bright fireballs and meteors are U.F.O. candidates, but all they are, are small particles of solar system debris which enter the atmosphere. They burn up at an approximate altitude of 90kms, and the light from them, is seen as a flash of light streaking across the night sky. The duration of such events lasts between 0.2 and 0.8 seconds. Bright fireballs are of obviously more importance to Astronomical science. When one is sighted we have to record the time (UT), the date, month, year and altitude. Also the direction, brightness and of course the observing site ect'. Sometimes as a result of fireballs, meteorites land ..... and although not as impressive as an Extra terrestrial spaceship we've got something big on our hands.

Another U.F.O. candidate is that of the Artificial Satellite which makes its way slowly (or sometimes not so slowly) across the sky. These are not so very bright and are soon eclipsed by the Earths atmosphere. The other rare occurences of U.F.O. sightings is that of the Aurorae, cometary bodies and impressive supernovae and we have not heard of one of them since the 1500s'.

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Since writing this article we are pleased to announce that Stephen Hart has become a member of CONTACT (U.K)'. Hopefully further articles and talks on astronomy will appear in future editions of the Y.U.F.O.S. JOURNAL.

INTERNAL AIR FLIGHT PATHS IN THE UNITED KINGDOM.

COMPILED BY M.I.BIRDSALL, P.REDMORE.

Probably more U.F.O. sightings are due to aeroplane lights than any other cause. To know which airlines fly on certain routes and to where, can be of the greatest assistance. On the next 2 pages we list the major air line routes in the U.K.

INDEX TO AIRPORTS ON MAPS 5 and 6 ;

- |                |                     |
|----------------|---------------------|
| 1. HEATHROW.   | a) INVERNESS.       |
| 2. GATWICK.    | b) ENNISKILLEN.     |
| 3. MANCHESTER. | c) ISLES OF SCILLY. |
| 4. BIRMINGHAM. | d) LANDS END.       |
| 5. GLASGOW.    | e) GUERNSEY.        |
| 6. EDINBURGH.  | f) St, ANNES'.      |
| 7. BELFAST.    | g) JERSEY.          |
| 8. LEEDS.      | h) SHETLAND.        |
| 9. NEWCASTLE.  | i) BROADFORD.       |
| 10. LIVERPOOL. |                     |

- A. ABERDEEN.
- B. LONDONDERRY.
- C. CARDIFF.
- D. BRISTOL.
- E. HUMBERSIDE.
- F. COVENTRY.
- G. SOUTHAMPTON.
- H. DUBLIN.
- I. CORK.
- J. NORWICH.
- K. TEES SIDE.
- L. WICK.
- M. CHESTER.
- N. BLACKPOOL.
- O. ISLE OF MAN.
- P. ORKNEY.
- Q. STORNOWAY.
- R. SWANSEA.
- S. EXETER.
- T. PLYMOUTH.
- U. BENBECULA.
- V. BARRA.
- W. TIREE.
- X.
- Y. ISLAY.
- Z. CAMBLETOWN.

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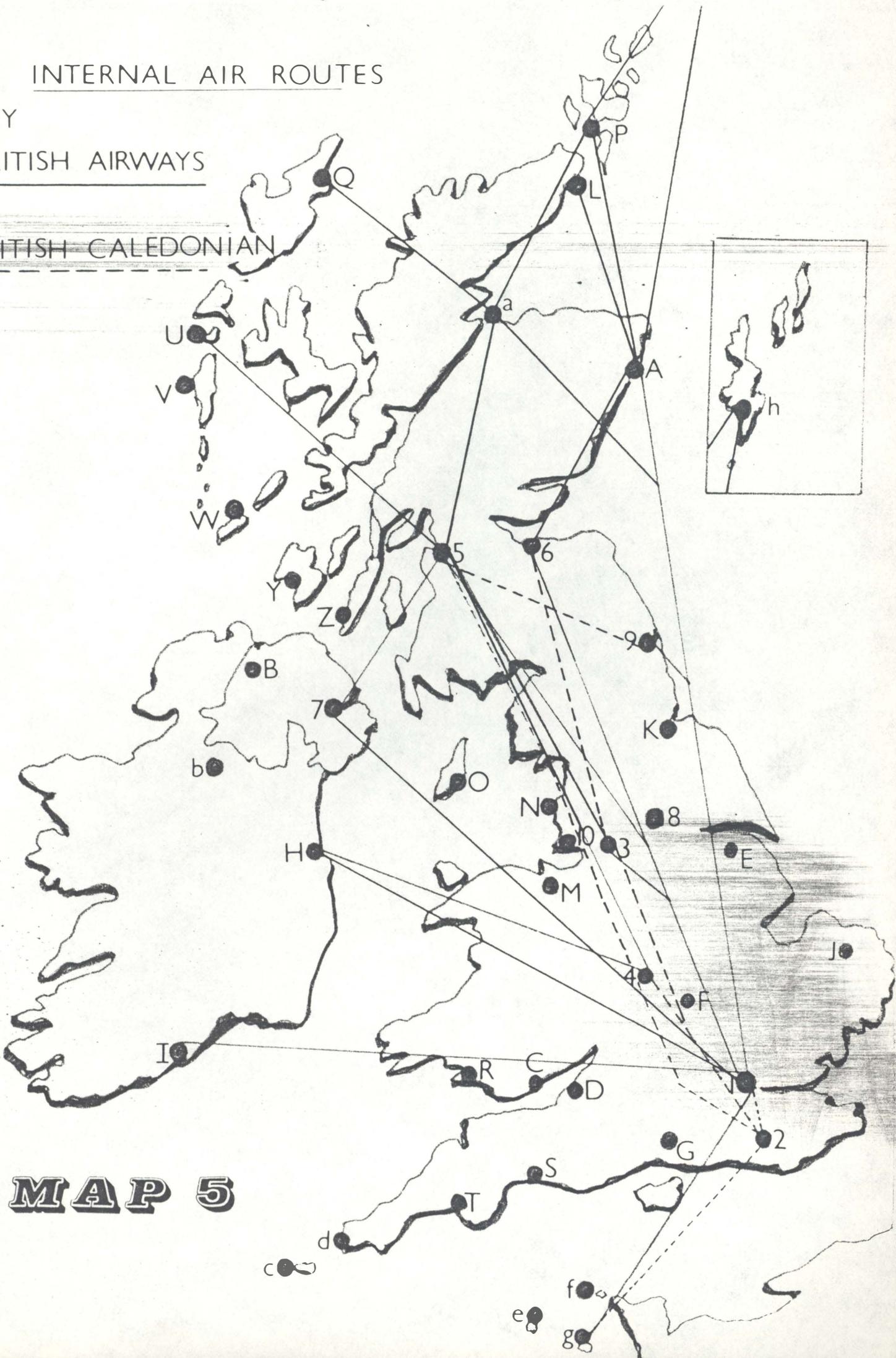
PLEASE NOTE.  
ON MAP No 2 IN VOL I No 1, R.A.F. WADDINGTON IS INCORRECT .....  
IT IS IN FACT JUST ABOVE No3.

# INTERNAL AIR ROUTES

KEY

BRITISH AIRWAYS

BRITISH CALEDONIAN



## MAP 5

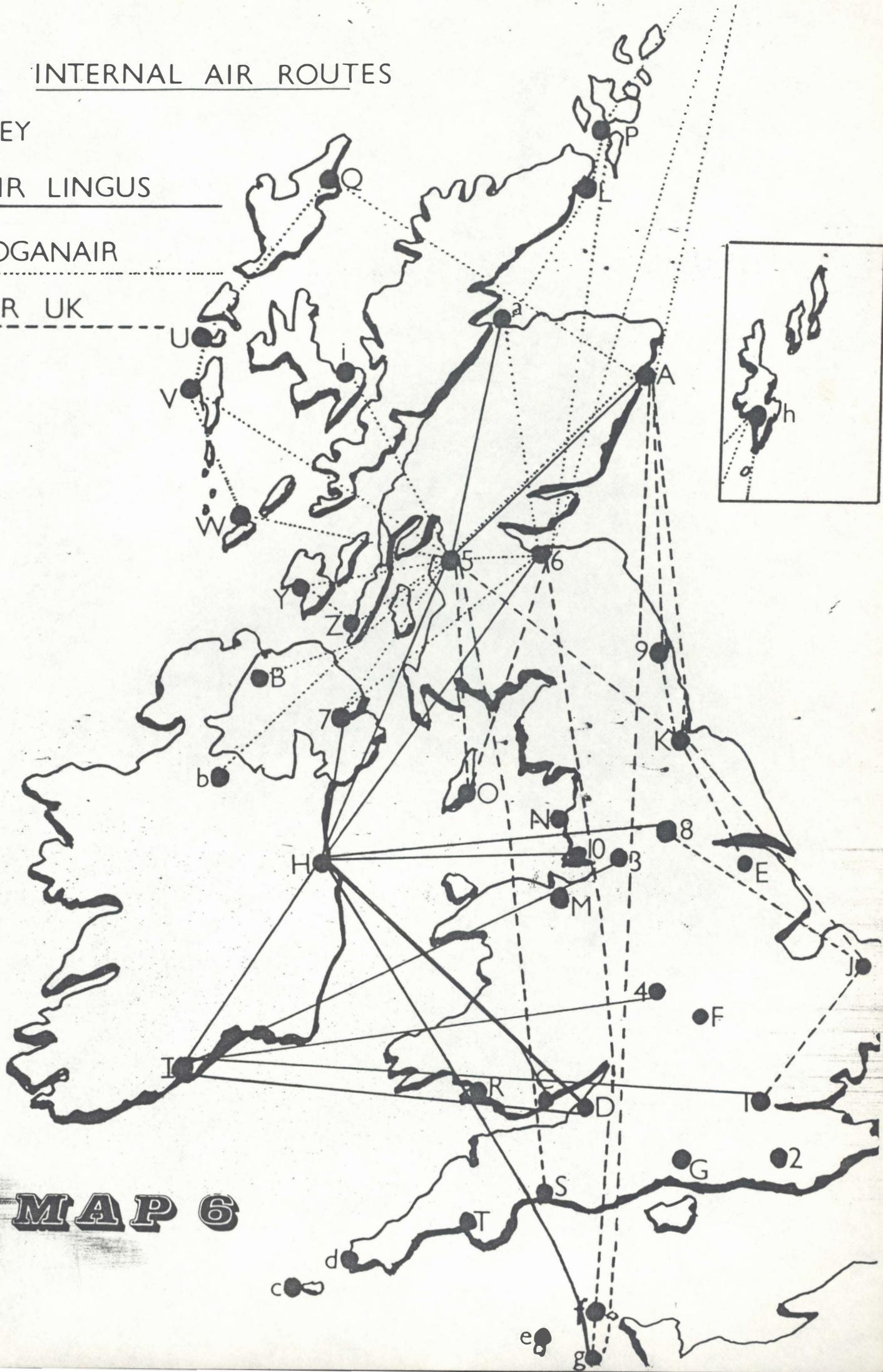
# INTERNAL AIR ROUTES

KEY

AIR LINGUS

LOGANAIR

- - - AIR UK



**MAP 6**