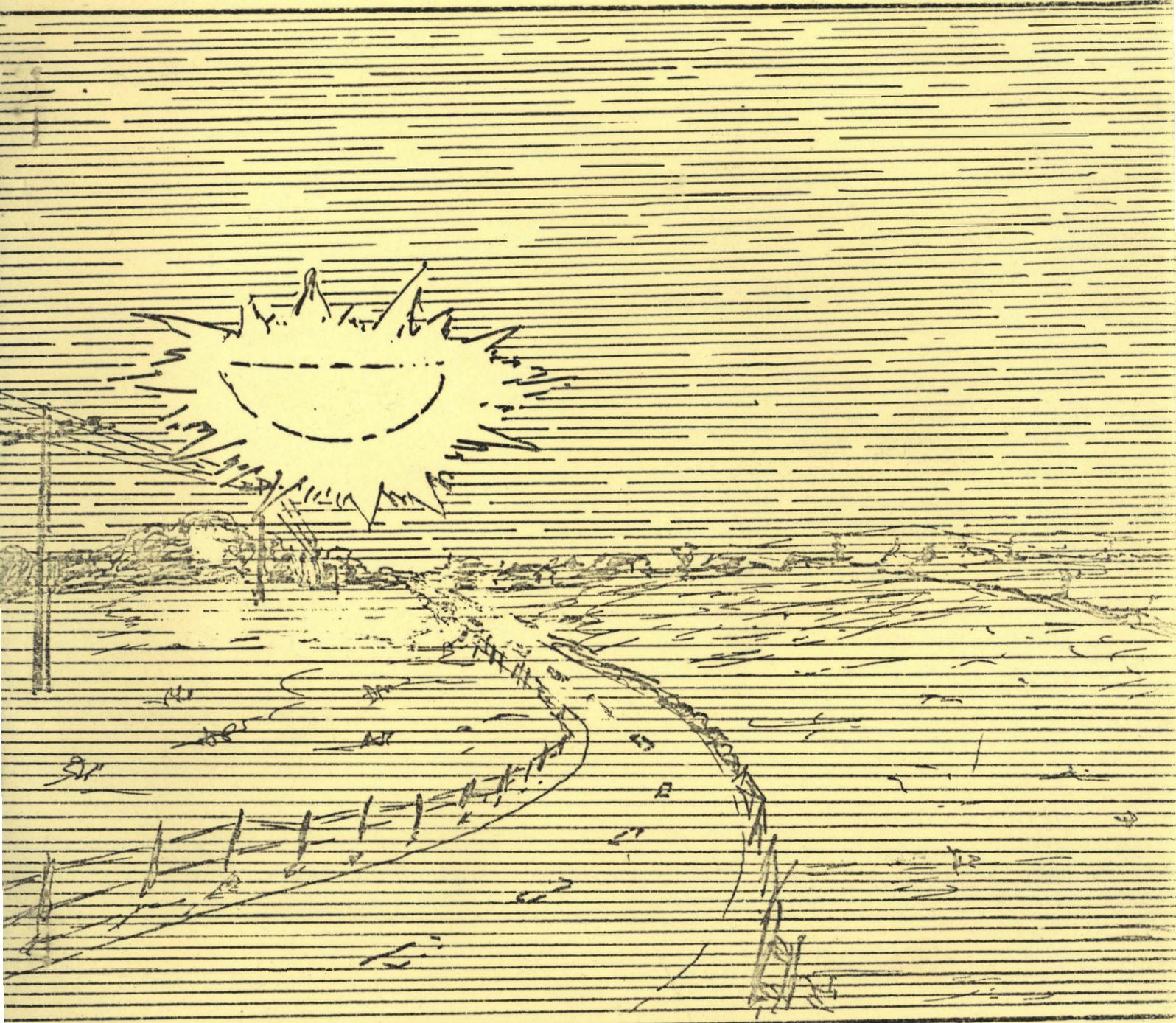
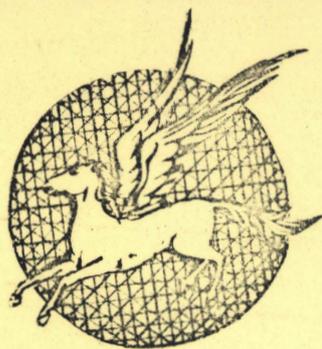


# PEGASUS



JOURNAL OF THE  
SURREY INVESTIGATION GROUP  
ON AERIAL PHENOMENA

MAY  
JUNE

1980

The marked decrease in sightings throughout the U.K. is evident not only from our own local experience, but from the comments also carried by a number of our "exchange" magazines. There have been few reports to follow up and therefore this issue has taken advantage of the information supplied from outside our Southern area and has something of an "International" flavour which we hope you will find interesting.

One of our latest contributors Mr Peter A.Hill is known to several of you as an old friend, as well as being the Working Party Party Chairman of the investigation into "Standards In UFO Research". You will find an example of his progressive thinking included in this issue, typical of his battle to establish UFO study as a serious business.

Unlike the constructive criticism that has been offered in our own magazine, Peter has been the subject of attack in one or two other minor publications. It appears that such papers are more intent on destroying initiative than trying to develop the logical thought and one has only to scan through their pages to appreciate the seeds of discontent and bickering that have been the downfall of so many "flash in the pan" groups in the past."Go To It Peter and Keep Up The Good Work!..... O.F.

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"THE ROBIN PECK CASE: 19th June 1969"

(See Front Cover Sketch)

We were approached by an American gentleman Mr Jan Eric Herr of San Diego, California, in November of last year, to assist him in tracing the whereabouts of Mr Robin Peck.

Although SIGAP basically carries out investigations in Southern England, we offered to assist Mr Herr in his quest to locate the witness of the incident related below, which took place near the small town of Docking in Norfolk on the night of 19th June 1969.

The search took several weeks of telephoning and writing letters, in an attempt to trace Mr Peck after so many years. Eventually he was found by ourselves and an old acquaintance Mr Peter Johnson, who is a well known investigator in the Norfolk area, of many years standing. We are also indebted to Mr Stephen Smith (BUFORA) for additional information about the case and the map of the incident.

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Report from the NUFORD BULLETIN No.1.

By John Claydon.

Mr Robin Peck, Station Road, Docking near Kings Lynn, Norfolk, is an electronics engineer with his own shop "Pecks" and business.

Mr Peck was travelling home at 12.25 a.m., Thursday, June 19th 1969, in his Ford Thames van, along the Bircham-Kings Lynn road. He was just approaching a group of houses about 1½ miles from Docking. Suddenly his van's engine began to misfire, then his headlights dimmed and they completely extinguished as his ignition system failed. He sniffed to see if anything was burning in his electrical system and pulled up at the side of the road. He then turned off the ignition, released the bonnet catch and opened the nearside door and got out of the van.

Immediately he was out of the van, every hair on his body stood on end, head, arms and legs. He then saw a bright object about a ¼ mile ahead of him in the direction that he was travelling, but a few yards off the road. The object was the shape of an inverted mushroom, but without the stalk. It was a pale luminous blue in colour and surrounding it was a gold aura that stretched to the ground.

From the objects position just above some trees and an electricity line pole, he estimated its height as 100-150 feet and its size 150 x 40 feet. He could not see any details on the object and could not hear or smell anything unusual.

He looked at his luminous wrist watch to see the time and was amazed to see that the luminosity of the watch was a 100% brighter than usual. He could see beams of light emitting from the watch face.

After watching the object, which was completely motionless, for about a minute, it suddenly moved off at "fantastic speed" to his left in the direction of Kings Lynn ("It did not accelerate- it just moved").

Mr Peck then got back into his van (his hairs no longer stood on end when the object had moved away) and smoked a cigarette. He then turned the vans ignition back on and found that everything was working. He started the van and drove to the spot where he had seen the object hovering. He could not see, hear or smell anything out of the ordinary, but observed that there was a small transformer attached to the electricity pole that he had seen the object above.

After the sighting Mr Peck found that his watch had lost all of its luminosity and that the luminous paint was a brown colour, "as if it had been burnt". He also found that his watch has lost about two minutes a day since the sighting, whereas before, it had gained about a minute a week.

He reported the incident to the police at 10.30 am that morning and they took the matter seriously and took down a full statement from him

N.B. I took a number of radiation readings around the transformer and at the position of Mr Peck's van at the time of the sighting and I also took a reading 250 yards behind the transformer, but found nothing abnormal (J.C.)

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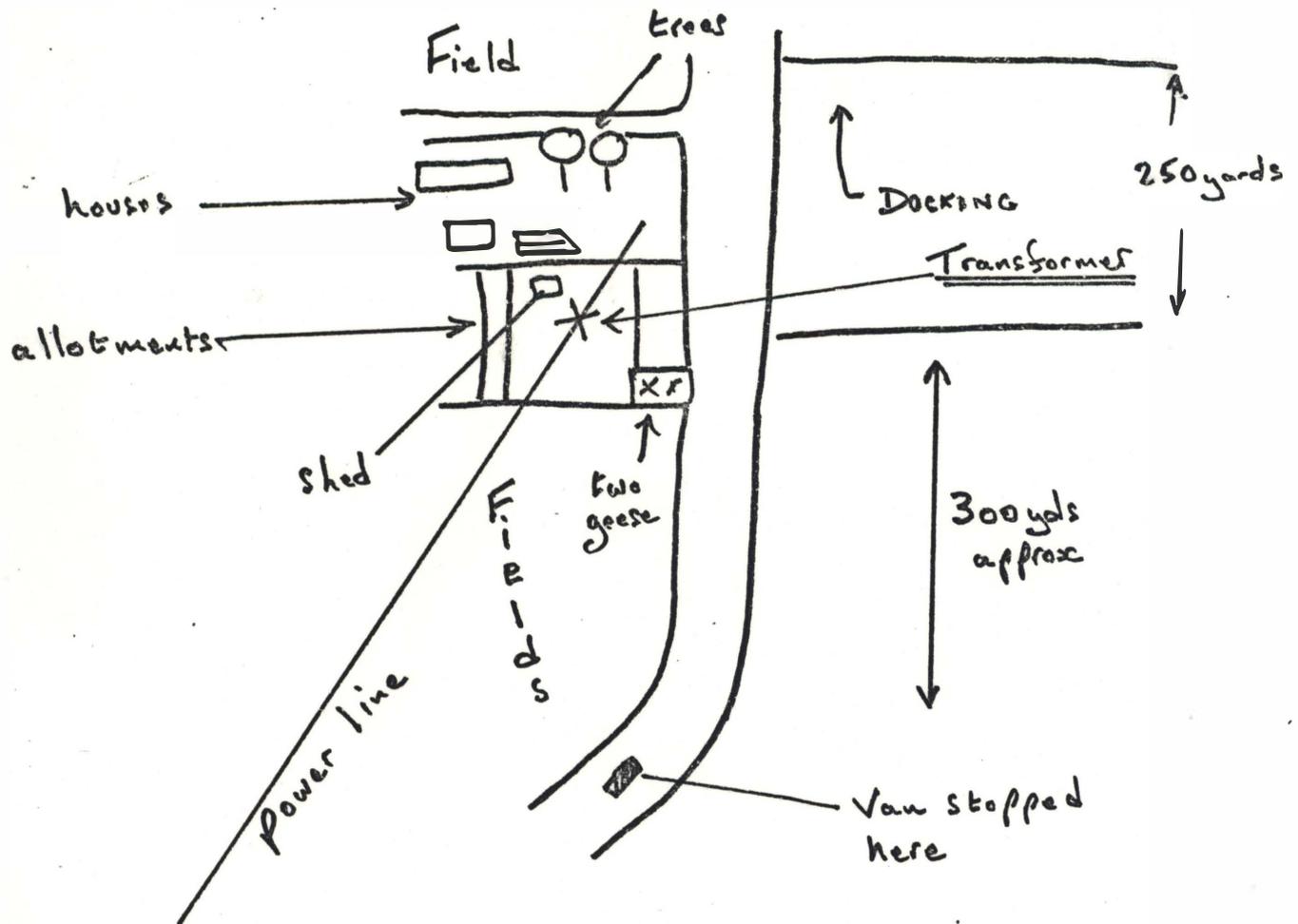
Mr Jan Eric Herr commented :- The readers of "Pegasus"(which I much enjoyed) will have an extremely interesting report to read if Mr Peck and his watch can be found. An analysis of the luminous

paint on the dial of that watch will supply the precise frequency of the radiation which struck it and a more exact measurement of the distance from the position of the vanto the utility pole, will enable the field strength of that radiation to be calculated quite accurately.

Thank you very much for your most welcome help. Also please thank Mr Smith for me, the information sent, is some of the best data on secondary effects I have encountered in several years. J.E.H.

N.B. It was strange to find, that when Mr Peck was finally located and asked about his luminous watch, he told how he had taken the watch to a shop to be repaired and on returning a couple of weeks later, was told that the watch had been "lost"..... and it has never been traced since? D.F.

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OBJECT SEEN OVER TRANSFORMER.

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AUSTRALIAN UFO LANDING  
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( Extract from the "ADVERTISER" Adelaide: Source Jean Bastide:France)

A check yesterday (8/2/80) at Stirling, where a mystery object was reported on Thursday night, revealed many classic signs of a UFO landing, according to a UFO research group.

On Thursday night a large tree had several big branches damaged by what was claimed to be a yellow UFO. The Stirling police were called just before 10pm on Thursday by Mr Daryl Browne (21) a stud hand at the Glenalta horse stud farm just north of the South-Eastern Freeway near Stirling. "I was upstairs watching T.V. when the cogs started howling like dingoes and then I heard the trees smashing" Mr Browne said yesterday. "I locked the kids inside the house and went outside with a torch". "I shone it up in the tree and saw this sort of speedboat-shaped yellow thing, it was about 25 to 30 feet long". "It was like a big cylinder and sort of half mooned shape on the bottom". "Last night both pet dogs were too scared to go outside" Mr Browne said he neither believed nor disbelieved in "Flying Saucers", but he did believe in life on other planets. Although he called the police, the object had gone before they arrived. He commented that the horses in the stables had also been scared. There was also a report from radio "hams" that there had been "blackout" of transmissions on Thursday night in Adelaide.

UFO researchers said the damaged tree was similar to damaged branches high up on a pine tree in the churchyard at McHarg Creek near Meadows, in June 1966. The 25 branches damaged there, still remained a mystery, with freak winds and vandalism discounted at the time.

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" A MANUAL OF PSYCHO-PHYSIOLOGICAL EFFECTS ATTRIBUTABLE TO THE  
UFO PHENOMENA".

We are indebted to Mr J.M.Andrade for his translation from the Portugese publication produced by CEAFI: Centre for Astronomical Studies and Unexplained Phenomena.

The author of the report is José Figueiredo, 29, graduate in Medicine and Surgery, Medical University of Oporto, Portugal.

It is intended to reproduce the report in "Pegasus" in serial form, commencing next month and will cover six issues.

Peter A Hill

The uncertain glory of Spring in Scotland has brought a curious mix of snow and daffodils, severe frosts and hedges coming into new life. It also brought us Concorde, at Edinburgh Airport for the first time. This was a once-only venture, taking a party to Paris on an Air France Concorde. It was under the command of the chief Concorde Captain of Air France. A large crowd turned out, in brilliant sun, to see her land and take-off.

The Edinburgh Branch of BUFORA has its Annual General Meeting in April. Membership has grown from 8 in 1978 to 12 today. This number includes Stuart Campbell, BUFORA Investigation Co-ordinator for Scotland. Some interesting meetings have been held, including two with French visitors and two public lectures in the University of Edinburgh. These have been well attended and have been run at a profit.

Media interest has been satisfactory. Members have broadcast on Radio Clyde, Radio Forth and BBC Radio Aberdeen and appeared on Scottish Television. Press mentions have been made in Evening News (Edinburgh), Leith Gazette and The Scotsman. It is hoped to have a full report of the Livingston case published shortly. The torn trousers of the witness are in possession of BUFORA and were examined at our last Branch meeting. As reported by the Police, there are cuts down both sides. Forensic scientists of Edinburgh Police HQ consider these to be consistent with cause by metallic objects. There is no sign of burn or scorch. The shape of the damage is not that caused by such as barbed wire. Stuart Campbell has retraced the route home made by the witness and there is nothing on which he could have torn his clothing on the way.

The report by Collins and Keatman (Pegasus 1980 March/April 4/6) was most interesting. A few minor comments only would be relevant. The missing couple in a car (p 6) was of potential interest to us but we made no public comment until some evidence came to light to avoid undue stress to relatives. The car was eventually found, having driven into water. There is no evidence of a connection with UFO events.

A recent report comes from Uphall, West Lothian. On leaving the factory where he works on 8 November 1979 at 16.30 h GMT, a 35-year old clerk saw a dull white round object travelling left to right as he looked North. Behind the object was a red patch looking 'as if the air was on fire'. Duration of sighting was nearly one (1) minute. It was nearly dark and cold and dry, with no wind. There was scattered cloud.

I will be in London on 12 April 1980, to chair the BUFORA lecture meeting. The same weekend will give us the opportunity of having discussions with Scandinavian UFO researchers as we expect representatives from both Denmark and Sweden to attend the lecture. The Scandinavians have extensive experience of computer application to UFO data and are generously giving us the full benefit of their experience.

P.A.H. 1980

## LIVE LETTERS

Dear Editor,

I am grateful for the comments on the Report of the International Working Party. May I make a few points in answer to the matters raised.

(a) Whether or not UFO sightings can be predicted, it is likely that UFO reports will be predictable. The difference arises from the fact that some 93% of UFO reports are false reports, due to misinterpretation of aircraft, stars, planets, satellites and other stimuli. As most of these are predicatable within certain limits, prediction of reports should be possible.

(b) The matter of finance is not a major problem. This has already been potentially resolved.

(c) It is recognised that the geographical representation of the Provisional International Committee is unsatisfactory. The matter of representation is to be discussed to improve this.

It is certainly desirable to have Africa, Asia and Australia represented. This is one of several reasons that the committee is 'Provisional' only. However, it was formed initially to continue the work started in London in 1979 from those able to attend. Improved representation is a high priority.

(d) There is no need to fear that reports will be in "computer jargon". Computing will replace manual punch cards used now by BUFORA for analysis. The original reports will remain in reporters words. Further, computer printout can, if desired, be in English without jargon. Accessibility will be greatly improved.

Peter A.Hill.

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### ON THE MEXICAN SCENE

By Richard Colborne.

I thought that the readers of Pegasus might be interested in this snippet from the press. 'La Prensa' Mexico 11th March 1980 :-  
"UFO's Do Exist" says Astronaut Edgar D.Mitchell, Commander Apollo 14.

They exist, people from another planet do exist and UFO's do exist, commented Edgar D.Mitchell during a discussion with President Lopez Portillo. There is life in the galaxy, but not in our solar system. The "Ufonauts" have a greater knowledge (intelligence) than us and there seems no possibility that they wish to conquer the Earth.



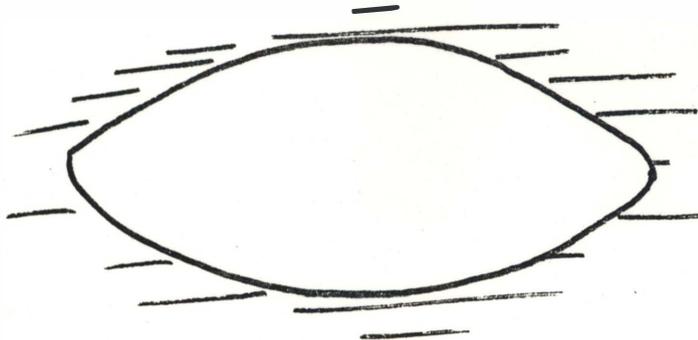
A SELECTION FROM THE LATEST REPORTS.

S.948 Date of sighting: 16/1/80 Area: Farnham, Surrey.

Witness Mrs F.N. (35), described how she had just stepped off a bus, when she spotted a huge light in the sky. It was shaped like a rugby ball, one huge white light. It suddenly faded "as if a flower closed up", then within seconds it "opened" again, as if it had needed time to recharge, as it seemed even brighter. I watched this with other witnesses for about 45 minutes and I did not see the going of it, as I had to go out and when I came back it had gone. Observation commenced at 1745.

Although it appeared to hover, it must have moved gradually, as the angle of it changed. The brilliance and size seemed unusual and there was no noise.

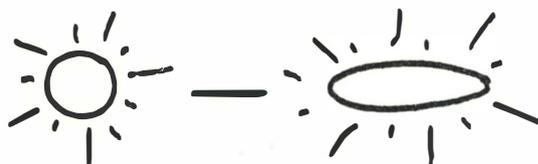
A number of other witnesses have been named and will be interviewed.



S.951 Date of sighting: 26/3/80 Area Guildford, Surrey.

Witness Mrs P.K.(54) together with her husband and son, saw what they thought at first was a very bright star, but they then noticed that the object had changed shape from round to oval, it was also much larger than a star. At times, red and green lights could be seen flashing underneath it. It was very high and even when viewed through binoculars it was not possible to make out any shape or other detail.

The object was first seen at 1915 and observed for about thirty minutes until it was obscured by clouds. Colour of the object was described as white/silver.



## CAR PROBLEMS AND THE UFO.

As the result of Omar Fowler participation in a 'phone in' programme on Radio 210 (13/3/80). The following case has come to our notice:-  
S952.

At 20.30 on Friday 9th June 1978, Mr D.J.Hood and his wife left their home in Alton and drove off to Wales on holiday. At approx.0200 on the 10th June, they turned off the main road, some 10 miles short of Abergavenny with the intention of having refreshments and a sleep. It was about half an hour later that they noticed a light low in the sky. They discussed the light and wondered what it was, it seemed like a hovering helicopter with a light shining down underneath. After about twenty minutes, the light started to move towards them.

Mrs Hood opened the car door to listen for any sound, but there was silence, it could not be a helicopter they thought. Mrs Hood decided to get out of the car, just then the object flew over the trees near the car. Mr Hood described the event, the shape could not be clearly seen, it had no wings, no helicopter blades, appeared to be lit up from the inside and also produced a short exhaust trail. As the car door was open, he heard a sound similar to a jet aircraft coming in to land. The object was travelling at approx 30mph and was at a height of approx 300ft.

Mr Hood quietly commented "that must have been a UFO", he could think of no other explanation. He then decided to turn the car around and face the main road, as he switched off the car engine he saw once again a stationary light in the distance. "I seemed to sense there was somebody in the object" commented Mr Hood. At about 0430 the light started to move away from us, but still in a straight line and after a few minutes it disappeared, "leaving me very disappointed not knowing what it was" said Mr Hood.

"At 0500 we started on our journey again, only to find that our car, a 1976 Ford Capri, had developed a fault. The engine was running uneven at low speed."After driving like this for two hours, I decided to stop and dismantle the carburetter and clean the jets, but this did not cure the trouble"."We then stopped at a garage at 1100 and I replaced the sparking plugs, but this had no effect".

After driving for about another two hours, Mr Hood pulled into a small garage and a mechanic checked the engine, he found that the H.T. lead to No.3 cylinder had burnt out.

"I have read about UFO's affecting the electrical systems on cars and think this case was a coincidence, although I am convinced that what we sighted that night, was not from this earth" said Mr Hood.....

# Surrey Investigation Group on Aerial Phenomena

Exchange Magazines: Northern UFOLOGY, BUFORA Journal, Quest (Bristol), UFO Insight (Crewe), SAPRT (Romsey), CEFAI (Portugal), MAPIT (Manchester), UFO Network, GEP (Germany) UFO News Bulletin (Bristol), National UFO Laboratory. J.B. (France)

Supplied to:- Flying Saucer Review, Radio 210 & Southern T.V.

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.