



overhead.

10.30 - 11.00 pm. Two witnesses at Llanbadarn Fawr saw a large grey mass flying along the valley tops of the Rheidol Valley. The object was emitting a slowly pulsating streak of light. It flew in an arc out into Cardigan Bay where it was seen to hover in a pillar of light. The object made several circles of Aberystwyth during the 30 minutes it was observed. Diameter of circles was approx. 15 - 20 miles. Movement of the object described as being a mile or so at a time on each pulse of horizontal light (much brighter than sheet lightning.) The flashes were between 1 - 3 seconds long, sometimes there were multiple flashes between 3 - 7 seconds in duration. No sound was heard. The object's speed was said to be much faster than a normal jet, almost too fast for the naked eye to track. Object finally disappeared off towards Nant-y-moch and the Hafren Forest. Weather described as hazy with 25% cloud cover, dry with a light breeze and near freezing temperature.

#### Cardigan Bay Coast

Time unknown. Two witnesses in Aberaeron contacted the local coastguard on seeing bright flashes going off in Cardigan Bay. Coastguards arrived after flashes had stopped and assumed the flashes were lightning. No storm was reported in the area.

Time unknown. Witness at Llangrannog reported seeing bright white flashes going off over Cardigan Bay every few seconds.

5.30-6.30 pm several separate witnesses saw 2 RAF Hercules transport planes flying low, they were following each other closely together and at moderate speed. They were seen near New Quay travelling up the coast (S-N) towards Aberystwyth. n.b. this single report is included for information but is not considered to be related to the other sightings neither do we consider that the Hercules were mistaken for the FT by any witnesses. There is a possibility that they might have been sent as 'decoys' to conveniently account for any forthcoming UFO reports but admittedly, we have no evidence to support this.

8 - 9 pm (uncertain) witness left his house at top of the hill in Ffosyffin, he saw the horizon brilliantly lit up about 20 miles out to sea. The white light seemed to have a "central core" and was "sitting over the horizon". There was continuous illumination for 30 secs-1 minute. He called his father who also witnessed the light and shortly afterwards they spoke to several others who had also seen the light/s.

9.10 - 9.15 pm Driver going North to Aberystwyth at Llanrhystud saw a bright white flash that lit up the sky for two seconds. Definitely not lightning. No sound.

10.10 pm. Driver at Llanon, coming south on coast road, saw an enormous burst of white light to his right (i.e. seawards), like a 1,000 fireworks going off at once. No sound.

#### Teifi Valley

9.0 - 9.30 pm.(approx). Bright flashes of light seen behind Adpar hill by witnesses in Newcastle Emlyn (i.e. to the East).

9.30 pm.(approx) Driver and four passengers were on route to Llanybydder from Pencader, approx 1 mile from home when they spotted a moving white light low over the tree tops moving an NE direction. Initially thought this was a shooting star but it was too low and lasted too long and was too slow. As object moved across sky it changed to an orange colour before disappearing in a brilliant white flash. Witnesses thought it may have been a plane crashing so investigated area but nothing was found. No sound heard.

9.20 pm. Bright flashes of light seen westward of Llanfair Clydogau by witness while driving, seen approx 700 feet above sea level (NE of Lampeter). Had a panoramic view over the area. Particularly noticed two very bright flashes close together.

9.45 pm. Driver in the vicinity of Llandewi Brefi (NE of Lampeter) saw a bright white flash illuminate the sky and the surrounding area and was almost blinded by it. Then saw a second flash, not so intense, further to the north. Thought the light had come from an adjacent field about 100 yards further on the right and had the impression that there may have been a rectangular object. Clear night, no thunder or other noise heard.

## Shrewsbury / Welshpool / Machynlleth

Driver going home from Birmingham to Aberystwyth area. 10.00 pm saw a bright green "star" descending vertically on the horizon in the direction of Shrewsbury (i.e. to the West). Further along the A5 came across a police diversion due to what looked like deliberately spilled pile of sand. Diversion took them through Shrewsbury and back on to the A5 and thence the A458. As they approached the Trewern Bridge (5 miles NE of Welshpool) they saw the first in a series of extremely bright, bluey white flashes that projected upwards from behind the hills to their right (i.e. North). The flashes continued every 4/5 minutes until they reached the east side of Welshpool, when they seemed to be left behind. Witnesses bewildered! 30 minutes later, in the Mallwyd area, 3 very bright flashes dazzled witnesses. This time flashes came from in front of them (i.e. West) as well as behind the hills to their right (i.e. North). Witness also reported seeing several military helicopters flying in a "hurried fashion" during the drive home - exact location unknown.

## Subsequent Investigation

As one of the initial explanations for the flashing lights had been that there was an electrical storm in the area, the Met Office were contacted. According to their records there was no report of a storm that night, although they said they could not rule one out. No witnesses in the entire area heard any thunder that evening, nor was there any rain. Weather was generally described as "clear", with patchy cloud. It seems impossible that a storm could traverse such a wide area and not give any rain or thunder. Furthermore, many witnesses described the flashes as coming from ground level and the range of colours and length of flashes is atypical of a storm. Conclusion is simple. No storm.

As much of the area is designated as a Military low-flying and missile testing area it seemed a good idea to contact the Ministry of Defence. They simply trotted out the usual line about there being "no UFO sighting reported in the area at the time that was considered to be of defence significance" and that "there was no unusual air defence activity, no penetration by hostile military aircraft of the UK Air Defence Region, no unknown aircraft activity on any military radars and that no Quick Reaction Alert Aircraft were scrambled". Incidentally, such quotations as worded above would prove useful if and when such time arises as a new technology craft is announced as the MoD could simply truthfully say that, "yes - it was not unidentified" (we knew), and "yes - it was not of defence significance" (it was one of ours)! With a 'secret-technology' hypothesis the answer would both be true and logical whilst neatly sidestepping the real issue - another indication of the usual modus operandi of the MoD.

The MoD did inform us that two air-to-air missiles had been fired from Aberporth testing station that morning but this, of course, would not have been at the relevant time. There also seems to be a contradiction in there being a ground-based firing range firing an air-to-air missile but this may well have been a typographical error. In any event, the missiles would probably have been fired from land or sea along the Cardigan Bay coast into Cardigan Bay and certainly not towards land. Interestingly, the Aberystwyth Police informed us that two RAF Hercules aircraft had been seen in the area on the day but unfortunately they could not confirm the time for this. Hercules are known for low-flying in this area and may be responsible for some UFO sightings involving small flashing aerial lights. However, to our knowledge, they have never been associated with the huge brilliant white flashes nor the Flying Triangle-type-craft as seen by many witnesses. It is interesting that the MoD did not report the existence of the low flying Hercules.

We were unable to find out if there were any civilian aircraft, blimps or so forth in the air. However, it would seem unlikely for them to be around during the night at low altitude in a designated RAF low-flying area. Aberystwyth police claimed that a civilian pilot on an inward bound transatlantic flight contacted Air Traffic Control at Heathrow asking about bright flashes of light but ATC referred us to the military ATC at West Drayton and no information on this has been forthcoming.

Initial news reports on the radio on the following day claimed that local police and the RAF "UFO Unit" were investigating UFO reports from West Wales, the Midlands and Herefordshire. We were unable to get further information as to the source of this news. It is possible that the witness in Hereford, mentioned above, may have been

responsible as he is a radio producer for the local radio station. It seems unbelievable that this news would have been given out if there had been an easy explanation for the sightings. None of the local police stations contacted gave any indication of having been contacted by a "RAF UFO Unit" or of there having been any official enquiry. So officially we drew a complete blank - nobody was willing to give us information other than to follow the official line that nothing happened that night. None of the police stations contacted reported having received any calls from the public (other than Aberystwyth with one single report) nor that any of their officers had seen anything unusual whilst on duty that night.

And yet we have 18 reports, many of them by multiple witnesses of seeing something very unusual happening in the skies of mid and west Wales on the evening of 21st November 1996. Although it is possible that the two earliest reports are unrelated to the main events (although Omar Fowler subsequently informed us that there had indeed been elliptical craft - with tailfins - sighted in the Midlands only a week or two prior to our report!) it still leaves 16 reports which are all unexplained, other than that they all are consistent with the Flying Triangle "UFO" reports that have been compiled by various sources, in particular Omar Fowlers Phenomena Research Association.

Correspondences of reports on 21st Nov sightings with other reports.

Shape. Two reports of witnesses clearly identified the outline of a triangular craft. One of those reports also gave the rounded corners which are sometimes characteristic of these craft.

Sound. In general there was no sound associated with the reports, with the exception of the low overflight at Penparc, when a loud rumbling noise was heard. This is typical of other reports, the Flying Triangle is normally silent unless one is directly underneath it and it is flying slow and low.

Lights. These can be divided into three groups: white flashes, coloured flashes and orange glow. One of the most outstanding "trademarks" of Flying Triangle reports are brilliant, almost blinding white flashes. These usually, but not always occur when the craft rapidly accelerates or decelerates. These often occur in pairs as it appears the craft often hovers or flies very slowly for 5 minutes or so before taking off in a flash at tremendous speed only to "stop on a sixpence" 5 seconds later. Several witnesses saw two closely timed flashes, some distance apart. Besides these flashes, several witnesses saw flashing red and blue lights. Note that normal aircraft operating at night have continuously flashing anti-collision and navigation lights, which are red, white and green. These are never extremely bright and do not go on only every 5 minutes or so. Whatever the Flying Triangle is, it does not conform to standard aeronautical practice! There are numerous variations between observed lights coming from FT's but blue and red are quite common, along with green, yellow and white. Lights in the tips are also a common feature as is a white light on the leading tip and an orange one in the centre. Finally the yellow/orange glow that direct observers of the craft saw, just prior in two cases, to its taking off in a flash. Again this is standard for the FT, it would appear that the orange/yellow glow could represent some form of "Charging-up" of the air around the craft to enable rapid acceleration.

Electro-magnetic disturbances. One witness reported that the air seemed charged with static. Again not uncommon, and perhaps indicative that the motive power for these craft is not conventional jet power.

Following lights. Initially this sounded very unusual but Omar Fowler's booklet actually reports many such lights, sometimes singular, as in the Penparc report, sometimes multiple.

Speed. Our reports are again very typical of FT phenomena. It would appear that the craft operate in two modes: hovering or slow (50 - 100 knots) and extremely fast (speed unknown but appears to disappear "in a flash" with no appreciable transition between the two (seemingly inertia-free). Again this is not conventionally possible either in terms of propulsion devices or in terms of the inertial effect on possible crew members (the g forces would, in a conventional aircraft would cause a blackout or even totally squash the crew not to mention the probability of wrecking the machine itself!).

Operating height. For some reason these craft spend most of their

time flying at very low altitude. Typical phrases are "just above the roof-tops", "behind the hills" and so forth. Given the speed that these craft operate at when accelerating (which most estimate to be well in excess of Mach 1 - yet no sonic boom!) this would appear to be extremely dangerous, yet there is no evidence that there is any way the crew (if any) can see where they are going - no cockpits are sighted and the edges of the craft appear to be solid. Logos or insignia are not seen, Neither are any aerials, masts or other normal distinguishing features. A further consideration is that if, as seems likely, the craft operates within an intense electro-magnetic field, then conventional magnetic compasses, radar and radio would be appear to be useless, so how the craft navigates and tracks other craft in the area and communicates (if it indeed does so) remains a mystery. It is possible that navigation is by an inertial system and that some form of laser or microwave-based digital pulsed communication system is involved. This may also account for the lack of IFF transponder response which has been alleged in other encounters with the craft.

Size. No witnesses were able to give a reliable estimate of the size. One, possibly of "jet airliner size" in length, is the closest report given for the 21st November sighting. From other sources we know that many other witnesses have seen craft of this type and shape ranging in size from 30 feet to 700 feet in length. In some cases even quoted as "the size of a football pitch"! The accuracy in judging the size would greatly depend on an accurate judgement on the height of the craft above the observer. This can be particularly difficult against a dark sky with no other point of reference especially if the craft perhaps has some special kind of non-reflective 'stealthy' coating.

Time and Date. Although these craft have been seen in daytime and summer, they are most commonly seen in the evening during the hours of darkness in autumn and winter, as was the case with our reports.

#### Conclusion

Mid and West Wales were definitely visited by one or more (probably two) craft of the "Flying Triangle" type on the evening of 21st November 1996.

Speculation on the Identity of the Flying Triangle "UFO".

There are two schools of thought about these craft. Either they are "Our Secret Technology", that is they are terrestrial in design, manufacture and operation or they are extra-terrestrial in some or all of those aspects.

There can be no doubt that whichever is true, the Flying Triangle is more typical of other "UFOs" than it is of any publicly known terrestrial aircraft type in either design, propulsion or use. All of the reported characteristics of the FT are familiar to anyone who has studied the 'UFO' phenomenon and their variously differing designs and characteristics. This similarity would suggest a common source and/or propulsion system.

Nearly all "UFOs" manage to combine the ability to move practically silently, apart from a humming/whirring noise when very close to the observer; the ability to change speed and direction in an instant; a range of speeds from hovering and very slow upwards to extremely fast - some claim above Mach 10; they often give off electro-magnetic effects, including interference with TVs and radios, car electrics etc; they are often seen to be inside a glowing (usually red/orange/yellow) field of, presumably electrically charged/ionised air; their arrival and departure is often spectacularly bright and rapid and so forth.

In short all these craft, including the Flying Triangle, appear to be propelled by an some form of electro-magnetic device which also could possibly act as an anti-gravity force-field providing for inertia-free acceleration/deceleration and flight. Rather than this speculation being a flight of fancy (forgive the pun), it is understood, for example, that ARCO together with Japanese scientists test-flew an aircraft 150 miles in Canada in 1987 using a microwave energy source and that theoretically, an aircraft powered in this way would be able to fly almost indefinitely provided the power continued to be beamed at it. It is worthy of note that many reports of the 'next generation' stealth aircraft suggest that they are remotely piloted vehicles (RPV's) with virtual reality control from the ground, via satellite or from conventional aeroplanes such as the AWACS-type 747 - more probably a combination of the three. This would

alleviate the problems associated with high g-force effects on pilots.

It seems bizarre that if this is terrestrial technology that has been around for 50 years, at least, nobody has been found to be manufacturing or designing such craft (or paying for them!) Similarly, they might need to be crewed (unless remotely controlled) and certainly maintained but again nobody has come forward to claim to have done so. Furthermore, before such craft would have been built the underlying technology and scientific theory would need to have been publicly discussed to ensure that the project was viable.

With regard to the Flying Triangle in particular, these have been around for at least 10 years in their present designs, and have been very widely reported when flying around - yet where do they come from, where are they based? It is believed that British Aerospace have prototype scaled-down versions of this design operating from Wharton in Lancashire, but they are a mere 30 feet long and have only been flying for a year at the most. It seems most unlikely that BAe would build full-scale aircraft of such an unconventional design, operate them and then only afterwards, build the scaled down prototypes! A conjecture that is not generally considered by other researchers is that the Flying Triangle flight characteristics and styling are partly or wholly modelled on the assumed manoeuvres and physical form of extra-terrestrial craft - whether real or otherwise. The reasons for this possibility could be either to divert public attention from a top secret military project with obvious earthly origins and/or to purposefully reinforce a manufactured public belief system in an extra-terrestrial 'reality'. For whatever reason the latter may be so, we can only guess as to why. There does seem to be a mounting body of evidence to suggest that widespread covert forces exist to spread counter dis-information to actually reinforce a ET reality. This double-bluff is contrary to the popular belief that the UK, US and other governments are attempting to hide the reality of an extra-terrestrial presence. However, regrettably, this alternative theory is not readily absorbed by the growing body of biased researchers who seem bent on 'proving' an extra-terrestrial connection. It may turn out that they are being used to perpetuate the myth - only time will tell!

It is interesting to note that in 1987 there was some public concern over a British Aerospace facility in the Hafren Forest in Powis due, in part, to anomalous "strobe-like" lights being seen over the hill tops in the area. BAe refused, at the time to inform the locals about what was going on but did say that they had chosen the site (in a disused quarry in the middle of a huge forest) due to its distance from domestic and industrial electromagnetic "smog". We are currently investigating whether BAe is still operating at the site and its purpose - it certainly wasn't or isn't a conventional airfield or manufacturing site!

However, it is possible that the UK Government has given permission to another government (USA?) for the Flying Triangle craft to be test-flown over Wales and elsewhere in exchange for technological know-how or additional defence facilities. It maybe that given the apparent massive discharges of electro-magnetic energy coming from this type of craft that it is not permitted to fly in certain countries, but that the UK is once again acting as the USA's hand-maiden. With the UK's secrecy laws and culture of denial in the civil service it would be easier to maintain a "plausible denial" of FT operations here.

Other considerations include: if they are of terrestrial origin who has given them permission to fly so low over populated and rural areas, with a propulsion system that is guaranteed to be spotted by anyone who is out and about (hardly stealth!) and so low that when it "flashes" it practically blinds any motorist who has the misfortune to be nearby. Further, to operate in British skies it would need to have been granted a certificate of air-worthiness, which should be publicly available for inspection.

On the other hand some reports of 'close encounters' with purported Flying Triangle "crews" have suggested that they are flown by USA military personnel, but how reliable these reports are is a matter for conjecture and beyond the scope of this report. Elaborate hoaxes may not be beyond the bounds of possibility.

So, what to conclude? We are reluctant to suggest the extra-terrestrial hypothesis in the absence of any positive evidence but we cannot confirm the terrestrial alternative for similar reasons. However, a terrestrial alternative does seem the most likely

and logical explanation given the evidence available to-date. Until further evidence is produced, the jury must remain out on the true nature and origin of these craft. One thing is most definitely certain - they exist and they are here!

#### Current Investigations

We are currently researching the possible propulsion system and power source/s of the Flying Triangle and hope to publish a further report on this subject in the future. We are willing to exchange information with others in this field and would welcome contact with like-minded researchers.

Our local M.P. Mr Cynog Dafis (Plaid Cymru), has expressed an interest in our preliminary report and has agreed to actively pursue the matter further. It is hoped that the issue will be raised through the House of Commons Parliamentary Questions procedure.

#### Further Reading

Fowler, Omar. The Flying Triangle Mystery. 1996. Phenomenon Research Association. 94 The Circle, Sinfin, Derby, DE24 9HR. Compilation of Flying Triangle reports, mainly from the UK. Suggests an extra-terrestrial origin. Matthews, Tim. Stealth, Lies and Videotapes. 1997. Lancashire UFO Society. PO Box 73, Lancaster, LA1 1GZ. Suggests Flying Triangles are of terrestrial origin and that British Aerospace are involved in developing a UK version. Sheffield, Derek. Deadly Concealment. 1996. Blandford. The Henry Root approach to UFOlogy as the author attempts to get an honest answer out of the authorities regarding the Belgian Flying Triangle sitings in the early 1990's.

Adam Whaley & Richard Alexander  
The West Wales Paranormal Group.  
23rd May 1997

#### World News

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[W 1]\*\*\*\*\*

From: duncan@life.com  
Date: 15th May 1997

Two new films to watch out for

Actors Jodie Foster and Tom Hanks are at this moment filming 'Contact' for Warner Brothers. The locations so far mentioned are the United States, New Mexico and Puerto Rico. It is apparently based on the late Carl Sagan's book and involves a researcher who discovers an intelligible radio signal from a distant star.

It is reported that Steven Spielberg is the executive producer of a new film 'Deep Impact'. It is based on the book 'The Hammer of God' by Arthur C. Clarke and revolves around the action of three characters when scientists discover a comet is on a collision course with Earth.

There are no details as yet of release dates for these films.

[W 2]\*\*\*\*\*

Source: Sunday Mirror newspaper  
Date: Sunday 18th May 1997

Fling from outer space

X Files star Gillian Anderson said this week that she'd like to have sex with an alien. Judging by the look of her ex-boyfriend (pictured left in one episode) I'd say she already has.

[W 3]\*\*\*\*\*

Source: Strange But True - Teletext  
Date: Sunday 25 May 1997

Sightings of the Virgin Mary in the sky were reported in the South Pacific islands of Western Samoa this week.

Witnesses said they saw the image on the horizon in the early

morning surrounded by bright colours, according to Father Paulino Kolio, head of the parish of Sanaii island.

Around 100 people also claimed they saw images of the Eucharist and Holy Grail.

[W 4]\*\*\*\*\*

Source: Teletext World News  
Date: Thursday 15th May 1997

Laser beams

USA defence chiefs have protested to Russia after two pilots were blinded by laser beams fired from a supply ship.

[W 5]\*\*\*\*\*

COLUMBIA TRISTAR FILMS [UK]  
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PRESS RELEASE

MEN IN BLACK

1 August 1997 sees the much anticipated UK release of this summer's hottest new film, the sci-fi action comedy blockbuster from Steven Spielberg's Amblin Entertainment, MEN IN BLACK.

'Protecting the earth from the scum of the universe', Men in Black stars Will Smith and Tommy Lee Jones as Agents K and J - the universe's best kept secret. Working for a highly-funded yet unofficial government agency, they provide immigration services an

>From the director of Get Shorty (Barry Sonnenfeld) and the producers of the box-office smash Twister (Walter F. Parkes and Laurie MacDonald) ,the stylish and special-effect filled Men In Black is based on the Lowell Cunningham comic book series and is exe

The Men In Black film soundtrack will be released imminently on Columbia Records and features the hugely charismatic Will Smith singing/rapping the title track (and first single) 'Men In Black', as well as starring in the dazzling accompanying effects driven music video, which is produced by the Academy award winning 'Industrial Light and Magic' team and which features actors and characters from the film. Also forthcoming later this year is the action packed TV series 'Men In Black', a Columbia Tristar TV production which will run on the Kids WB! network Stateside.

[W 6]\*\*\*\*\*

Source: News Of The World newspaper  
Date: Sunday 11 May 1997

Shiny alien pops up on home video

A video of a glowing orange dwarf with stumpy antennae on it head is the first film evidence of a living alien, claim UFO watchers.

The creature is shown moving around a half flattened maize field in Mexico.

UFO follower Sarah Quevaz took the 28 second clip as a space craft hovered above.

Ken Parsons, chairman of the British Earth and Aerial Mysteries Society, says the "extremely important" film will be shown at the Society's Forbidden Knowledge Convention this year.

[W 7]\*\*\*\*\*

Source: Teletext News  
Date: Wednesday 14th May 1997

Supersonic pair set for dual

The world's fastest man Richard Noble has announced plans to race rival Craig Breedlove across the Nevada desert in a battle to break the sound barrier.

The holder of the land speed record will spend six weeks striving

against his American competitor in a bid to go supersonic and reach 750 mph.

Mr Noble will fly to Jordan next week to prepare for the challenge.

[W 8]\*\*\*\*\*

Source: Teletext World News  
Date: Saturday 17th May 1997

Spanish Vultures

Spain. Vultures in Navarre have apparently developed a taste for fresh meat and have killed a number of sheep, authorities said.

[W 9]\*\*\*\*\*

Source: Teletext world News  
Date: Friday 30 May 1997

Flintstones we're the Flintstones

Holland: a pilot who insisted on singing the Flintstones cartoon theme over his small planes radio has been jailed for interfering with air traffic control.

[W 10]\*\*\*\*\*

Source: CNN  
Date: October 4th 1996

Mysterious flash lights up Western sky

'I've never seen anything like it'

October 4, 1996  
Web posted at: 11:45 a.m. EDT

LOS ANGELES (CNN) -- A mysterious flash lit the Western sky from San Francisco to central New Mexico, fueling speculation that a UFO whizzed by, a low-flying plane swooped overhead or a chunk of space rock fell from the sky.

What the thing was remains a mystery, though an astronomer said it might have been a "piece of asteroid."

People from California to New Mexico reported the strange flash shortly before 9 p.m. Thursday. Witnesses said it was an intensely bright bluish-green light which streaked across the sky for just a few seconds.

Kevin Mullins with Kern County California Fire Department told CNN they received several calls from people claiming to have seen the mysterious light.

Christine Church of Belen, New Mexico, described the object as having a row of five to six lights lined up horizontally. At first, she thought it was an airplane about to crash, but when she went out to investigate she found nothing.

"There was no noise, no crash and the lights were gone," Church told CNN. "I've never seen anything like it."

A television news helicopter pilot said he swerved to avoid what he at first thought was a spotlight from another helicopter.

But NASA officials downplayed the sightings saying the object might have been a falling satellite, and an astronomer at Los Angeles' Griffith Park Observatory said the flash was probably caused by space debris burning up as it entered the atmosphere.

"This is probably the biggest flash we've seen in two years," said astronomer John Moseley. "The meteor was probably a crumbly piece of asteroid, or possibly a fragment of a comet."

[W 11]\*\*\*\*\*

Source: Somerset News  
Date: March 12, 1997

Contact or crisis

At approximately 0137 hours this morning the radio telescope array at Jodrell Bank detected a ticking, bleeping noise, believed at first to be a pulsar in the Crab Nebula, however after double-checking with other radio telescope stations across the globe, it is believed that the signal is being transmitted from the star Epsilon Eridanus, almost nineteen light-years from Earth. Further investigation is believed to be taking place, although no announcements have yet been made.

[W 12]\*\*\*\*\*

Source: Teletext Strange But True  
Date: Monday 1st June 1997

Ice cubes from space

Ice cubes from space the size of a house are plunging into the atmosphere, astronomers have revealed.

The giant chunks of ice, weighing as much as 20 tonnes have been pictured by a Nasa satellite.

Luckily, the space ice poses no threat since it melts while still hundreds of thousands of kilometres above the earth.

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