

Internet Relay Chat made easier

For those of you having read the below in the last issue and who are using Microsoft's Internet Explorer web browser we have found the following problems. It appears that currently Microsoft's Internet Explorer web browser is unable to use the java program that enables it to connect to the IRC. However if you are using the Netscape web browsers everything should work fine. We'll keep you updated as and when things change.

Connecting to our weekly IRC (Internet Relay Chat) meetings on Saturday nights is now easier than ever before. Our meeting's begin at 11pm (2300hrs) UK time. Everyone is welcome. By simply using your Java compatible Web Browser and going to either of the below sites, you will find pages there to join in using your actual Web Browser. Give it a try...it's easy.

<http://www.holodeck.demon.co.uk/>
<http://www.crowman.demon.co.uk/>

For those of you using any of the IRC programs, further connecting details can be found at the end of this e-zine.

Air Traffic Controller incidents

In issue {71} of the e-zine I published the below incident which happened to me recently. From this I had a mail from Bren McCartney who has been an Air Traffic Controller at Heathrow for 25+ years. Following this is a mail I sent to Bren and his subsequent reply. And as this article is about Air Traffic Controllers we round up with a report from the current issue of CNI News.

Bren McCartney has very kindly agreed to do an e-mail interview for us. All questions over the next few weeks will be collected and finally sent to Bren as a single mail. The resulting questions and answers will be published at a later date.

Here is your chance to put some questions to an Air Traffic Controller with over 25 years service. If you have a question/s to put to Bren send your mail to:

ufo@holodeck.demon.co.uk

In the subject section put: ATC QUESTION

Source: United Kingdom UFO Network - issue {71}

uk.ufo.nw Dave says: I recently had the chance to visit Air Traffic Control (ATC) at Birmingham Airport. Working at the airport enabled me to arrange a visit for myself and two colleagues. ATC at Birmingham is a relatively small affair compared to the likes of say Gatwick and Heathrow. Over the past eleven years this was probably my fourth visit. The one thing that has always struck me is just how interested they all appear to be in their respective jobs. Nothing had changed on this visit except that over the last few years a fair amount of equipment appears to have been updated.

While we were in the radar operators room having the various blips and smudges that were moving around the screen explained to us, I could not pass up the opportunity to ask the inevitable question. I'm sure the majority of you would have done the same. It did cause my two colleagues to look at me with embarrassed smiles. Their interest in ufology is near zero. However I asked the operator if over the years they came across many unidentified objects on radar and if so how did they log them. He asked me what I meant. I replied "UFOs". In about one second flat he looked at me, smiled and said "No" and carried on discussing the radar. I got the distinct impression that that was the end of that and any further questions were going to get me nowhere. What did I expect really. Nothing I suppose.

I know for a fact that most if not all UK ATC's record any strange situations in a 'log' book. Another colleague who has seen Birmingham's 'book' but not had access to its contents told me of its existence but stated "they will never show it to you".

This leads me onto a question. Do any of you out there know of

similar 'books' held by ATC's? Have you ever seen one? Do you know anyone who has? Send in your comments to us. If we publish your mail and you wish to remain anonymous please inform us. In the subject area of you mail put: ATC's SECRET BOOK.

From: Bren McCartney
Date: Saturday 5th April 1997
Occupation: Air Traffic Controller at Heathrow Airport

Hi. Just found your web site and downloaded Issue 71. I was fascinated to read the report on the visit to Birmingham ATC. However, I would urge you NOT to pay much attention to the so called "ATC SECRET BOOK".

I have been a Heathrow Controller for 25+ years and I am also a UFO nut! There are no "secret" ATC books. Every ATC unit has a log book - and the old Heathrow ones are - I believe - kept at the Public records Office at Kew. An ATC Log Book is exactly what it says - a log of events - and it is maintained by the Duty ATC Supervisor. All sorts of things are logged ranging from serviceability of navigation aids to the visit of VIPs to the Control Room. Naturally, a report of a UFO would constitute a loggable occurrence but, having served as an ATC Supervisor at Heathrow for many years, I can assure you that such occurrences are pretty rare! In my experience, when a member of the public has rung up with a UFO report it has been possible to explain it away as aircraft navigation lights. I personally experienced two "UFO events", which genuinely terrified me, when I worked in Africa 30 years ago but I haven't experienced any such event here in the UK. Incidentally, I used to be an investigator for BUFORA... then I saw those goons on Reigate Hill with light bulbs in cocoa tins - "UFO detectors". I retain my deep interest in the subject but do NOT anticipate ever learning the "truth" in my lifetime... I'm 53 years old.

I guess the guys I work with breakdown to around 10% "believers", 30% "don't know" and 50% "no way" when it comes to UFOs! Of course, we see hundreds of unidentified objects on our radar's every day, but most are light aircraft or gliders operating quite legitimately in UK airspace. Remember, aircraft do NOT have to have an ATC service when they are flying outside Controlled Airspace and there are plenty of small aircraft, not equipped with radio, which do just that. When I read the garbage in UFO magazine I have to weep!

If you want any more info don't hesitate to contact me.

Regards from Bren McCartney

From: United Kingdom UFO Network
To: Bren McCartney
Date: Wednesday 9th April 1997

I must also tell you of a meeting that occurred shortly after the last e-zine issue was published. Whilst at work (Birmingham Airport) I was assisting a colleague in our office when two young ladies were shown in. They were from Birmingham's Air Traffic Control office. They were - in a nut shell - trying to get a working idea together whereby a gridded map of the airport and so many thousands of metres outside of the airport could be mapped. These maps would then be held by ATC, the local Police and Fire service. If an accident or incident occurred it would be a simple case of passing the necessary grid reference onto the necessary emergency departments. etc etc etc.

The young ladies had not been in the office two minutes when my colleague asked them outright if they had ever seen any UFOs and if so I was the one to talk to because of the e-zine etc etc etc. Well it was so sudden I just wanted the floor to open up and swallow me. I was a little embarrassed as you can imagine.

But some good did come of it. The senior lady of the two did infact tell me that she was also a believer in UFOs and had infact seen various strange things herself. She said that she was one of many Air Traffic Controllers in the UK who believed in the subject. She was a reader of UFO Magazine (one of the better one's I have to say Bren). She asked if I would print our e-zine out for her, which I agreed to do. I shall be asking for a meeting with her in the near future. Like your self she said that they saw many UFOs everyday on radar but the vast majority were no more than gliders and light

aircraft.

Best wishes

Dave

From: Bren McCartney
Date: Friday 11th April 1997

Hi Dave. Many thanks for the Email. In principle I would be most pleased to attempt to answer questions concerning ATC and I have no problems with my name and job being published - nobody is going to put the screws on me at work!! However, I don't want to get bogged down too much as I have lots of other interests which take up my time. As I told you, I used to be an investigator for BUFORA and it became obvious that a lot of the people involved in this game simply have no idea what they're talking about so I packed in through sheer frustration.

I'm not surprised that the two ladies at Birmingham said that many ATC people are interested in the subject - a number of Controllers I work with are extremely interested in the subject and one recently went to Area 51, and enjoyed the old "heave-ho" treatment from the boys in the dark shades. So often I read in UFO literature about "cover-ups" by the CAA, or other aviation authorities and I KNOW it's simply not true. The Civil Aviation Authority has quite enough "real" work to do without becoming involved in such a bizarre subject and, contrary to popular belief in UFO circles, pilots are not reporting UFOs on a daily basis. I have been an operational Controller in the Heathrow complex for over 25 years. Every day of my working life I speak to a hundred or more aircraft and I have NEVER been involved in any UFO incident during that time. A friend of mine from Wigan recently rang to say he had heard of a "major event" with a large UFO seen hovering over West Drayton (where I work). That was rubbish! The Building I work in is situated in the middle of a large housing estate close to playgrounds with loads of kids around. Also there is a large police presence AND the whole area is visible from the Tower at Heathrow. There is no way in this world that such an "event" could have taken place without thousands of people knowing and the word getting out. For one thing, if a large UFO appeared over West Drayton I, along with many of my co-workers, would run for our lives! I'm afraid that my denial to him was received with the usual "Oh - I suppose you mustn't talk about it" nonsense! If he thinks the CAA is involved in such cover-ups he's sadly mistaken, but he is so paranoid about the subject that nothing will convince him otherwise. He went on to tell me about a huge triangular UFO which had hovered over the M6 one afternoon, stopping the traffic! With several large airports close by, plus the fact that from West Drayton I can view that area on radar, I have to ask what is happening? Some stealth? I asked him why the news didn't appear in the papers - "They've slapped a D-notice on it". Heaven help us if the UFO-fraternity is full of cranks like that.

The UFO Magazine, while it's about all we've got, does contain some nonsense, albeit published in good faith. There's a lot of unnecessary sensationalism - e.g. page 15 of the Mar/Apr issue. Middle column, para 4. "Here then, is the confirmation that Britain's airspace is indeed regularly penetrated by 'unknowns'". This statement applies to pretty well every country in the free world, but the vast majority of those "unknowns" are probably innocent gliders, balloons, hang gliders, light aircraft, etc, because no way is every aircraft tracked on radar or even in communication with ATC. On page 59... the comments about the Saudi mid-air collision are puzzling. That mid-air had nothing to do with UFOs - more sensationalism.

The 6th paragraph says: ".....the data...seems to confirm that Britain's airspace is quite literally a haven for UFOs". I'm sure this is written to appeal to the loonies - to convince them that we're surrounded by flying saucers, whereas there is not a shred of evidence to support this view. I honestly despair at this form of journalism. I have been fascinated by this subject for around 45 years and I am a firm "believer" yet, despite everything I have read and all the people I have met with a similar interest, I am just as ignorant now as I was back in 1953 when I first read a book on UFOs.

Remember, all you and I have is 2nd, 3rd, 4th, 5th... 10th hand information and there is not one single piece of hard evidence to help us. I remain a firm believer and will be forever curious but I

am absolutely 100% certain that I shall leave this earth just as ignorant as I am now.

Source: CNI News vol.3 part 3

AIR TRAFFIC CONTROLLER TELLS OF UFO INCIDENTS

[The following text is excerpted and paraphrased from a letter sent by the writer to the National UFO Reporting Center and later posted in several newsgroups. The writer's name was withheld by request. For further information, visit the National UFO Reporting Center web site at <http://www.ufocenter.com/>]

An air traffic controller working at Los Angeles International Airport (LAX) says that in the six years he has worked there, he has personally witnessed four unexplained UFO incidents.

"My area of jurisdiction [covers] northeast of LAX, out over the Mohave desert (including the Edwards test ranges), and up around the LAS area (including 'Dreamland')," he says. This area includes a large part of the most restricted airspace in the western United States, an area known to host a large amount of top-secret aircraft activity and also rich in UFO reports.

The writer says he is kept completely apprised of even the most secret air traffic. "We work closely with the military, and when I am at a sector, there is NOTHING that goes in my sky (military or civilian) without my knowledge. Even the most classified military projects have proper protocol for reservation of airspace, and numerous flight restrictions (they're not about to let their multi-billion dollar projects be sighted or harmed by some dentist's Cessna 172 chugging along for a weekend trip to Vegas)," he says.

Codenames or nicknames are assigned to the most secret aircraft. "They'll just call them something else to keep with procedures and restrictions (the Stealth fighter went around as an "A6" fighter when it was classified)," he explains.

That being the case, when he sees something that is truly unidentified, he's pretty sure it's not a super-secret military project. And he has seen some unusual things.

"In my (only) six years at the Center, I have personally been part of three bizarre encounters, non-military and non-civilian. I'm just one of 15,000 controllers, too, so there have to be many more that go unreported.

"We used to have a specific number to report 'UFO' sightings," he says, "but in the late 80's the directive was replaced by an official 'advisory' to tell pilots, if requested, that they should contact a university or research institution, and no further paperwork was required (unless it was a near mid-air [collision])."

On one occasion, he saw another controller discuss a UFO incident with his supervisor. "The controller told the supe about the encounter, and after both determined there was nothing on radar, they just kind of shook their heads and rubbed their chins, and that was that.

"This I believe is what typically happens," he says. "Nobody knows what to do, really. There is no government 'coverup,' no mirror-sunglassed agents 'debriefing' us in the back room, no military specialists to take reports. But 'UFO' encounters happen.

"I've directly been involved in three incidents -- DIRECT involvement. I was there, plugged into the sector, my own eyes were watching the radar, it actually happened! I've been puzzled on all three."

The writer describes his three UFO incidents as follows:

1) (Date uncertain, probably 1992) Northeast of LAX, a UAL 747 on climbout, about 24,000 feet (Flight level 240), suddenly said, "Do you show something went right under us?" We didn't; there was absolutely nothing on the radar. The pilot said it "went right under us, opposite direction, about 3 times the normal closure rate," which normally is 900 knots (head-on jets at 450 knots each), so 3 times is about 2700 knots, minus the 450 of the 747 means it was approximately 2,200 knots. We pulled up the primary radar (raw radar returns) and

there was absolutely nothing. The pilot said it was "kind of like a rocket, but with something on the top," and it was "about the size of an F-16." I got on the landline to the lower controller to warn him for subsequent aircraft. The only nearby restricted (military) area had no activity at those altitudes, and there were no military aircraft in the area. We told the supe, and he just said "huh." We just shook our heads, and mostly forgot about it, though the pilot did make a report on it and it appeared in Aviation Week and Space Technology.

2) (1995) I was working a UPS jet in descent to ONT (Ontario), as the only controller at the sector. There was ZERO traffic within 30 miles of him, but he said a "large aircraft of some type, no, I'm not sure what it is" just went over and in front of him, crossing right to left. It was about 9 pm local, after sundown. I showed NOTHING on radar, and anything large would show up on primary radar (we see even tiny Piper Cubs). The military restricted airspace R-2508 was completely cold and the airspace turned over to us. I asked the pilot further if he could see the type, and he said, "No, it was just very large, and it had some strange lights." He was very shaken and asked for a number to call in. I gave him the Area's number and told my supe he'd be calling. After they landed (15 minutes later) he called in and talked to my supe. I just told him what I saw -- there was NOTHING on radar, and NO military activity, and again we just shook our heads. The Area Manager (facility boss) was called in and he shook his head and said they "used to have a UFO reporting number, but we don't any more." That was that.

3) (date not given) I was the only controller in the area during the S-L-O-W midnight shift. Two little cargo aircraft within a 200 mile range was all. This was around 3 am. The military airspace (R2508) was cold and was turned over to us. Nothing going on, not even up at Dreamland -- all the military controllers were home in bed.

I'm sitting there and I notice a primary target moving across the desert, about 30 miles east of MHV (Mohave), 20 or so north of Edwards and near our sensitive Boron radar site, close enough that the radar picks up everything, even cars on the highway. The target was zipping along about 4 miles between updates, which is about 20 nautical miles per minute, or about Mach 2. Then, within a 1-mile radius, it reversed course and headed the other way. (At 450 knots, jets need about 10 miles or more to reverse course, and at supersonic speeds even more. The SR-71 needs half the state to turn around!). I lost it as it got away from the Boron site, and wasn't sure what to make of it.

One hour later the Kern County Sheriff's [Department] called in. I answered -- I was the only controller in the Area. They had several calls about an extremely bright light moving around the area north of Tehachapi. Did we have any aircraft in that area? I was staring right at the scope, right at Tehachapi, and there was nothing, not even a primary target (no ground clutter even). I asked them if it was a flare. He said no, it's been there for a half hour, moving around, no sound, and they had a deputy right there looking at it too. I said we had nothing there, but I'd call him back if I saw anything. I saw nothing. About 30 minutes later the Sheriff called back and said the light "turned off" and was gone. There was nothing on the radar the whole time.

[The writer says he will notify the National UFO Reporting center immediately if any such incidents occur on his watch again, so that "you can get the hard data."]

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United Kingdom News

[UK 1]*****

Source: Birmingham Evening Mail newspaper
Date: Friday 18th April 1997

Something out there!

More than 1,300 lovers of the paranormal, the mysterious and the

downright bizarre are expected to flock to a two-day "UnConvention" this weekend to mark the 50th anniversary of UFO research.

The event in London is being organised by the Fortean Times, the journal of strange phenomena, and will feature exotic exhibitions and stalls such as a celebration of the Victorian freak show.

Welsh vicar Lionel Fanthorpe, presenter of Fortean TV, will be discussing the Creeping Coffins of Barbados and a possible vampire attack in Cumbria near the end of last century.

[UK 2]*****

Source: BBC Ceefax Newsround
Date: Tuesday 15th April 1997.

Cosmos Computer takes on the universe

Scientists in Cambridge have bought an amazing new 2 million pounds computer which they hope could solve the mysteries of the universe.

The Silicon Graphics Origin 2000, which is installed at Cambridge University, is nicknamed Cosmos and has a main memory of 8,000 megabytes.

The scientists hope it will help them model a history of the universe from the first fractions of a second after the Big Bang to the present day.

[UK 3]*****

Source: The Mirror newspaper
Date: Wednesday 26th March 1997

WW2 Ghost Plane Riddle on Moors

Rescuers can't find 'crash'

By Steve Dennis

A mystery plane crash that vanished without trace left witnesses and rescuers baffled yesterday.

Locals dialled 999 after seeing the plane explode in flames as it hit a remote Yorkshire moor.

Emergency services from two counties launched a huge search on Monday night.

But despite scouring the moors for 24 hours, not one piece of wreckage was found.

Now people in Hope, South Yorks, are talking of a ghost plane after recalling an identical mystery crash two years ago - on the 50th anniversary of a World War Two Dakota coming down nearby.

Witness Mariafrance Tattersfield, 39, a former special constable from nearby Sheffield, said: "I know what I saw. None of this adds up."

The search began after she and other other witnesses reported a blinding orange flash and billowing smoke as the twin engine crashed on the Pennines above Hope Forest.

Fifty police from Yorkshire and Derbyshire, fire and ambulance crews, more than 100 men and dogs from seven mountain rescue teams, an RAF helicopter and the West Yorks police helicopter joined in.

Police said: "It certainly is a mystery and extremely baffling - reliable witnesses clearly saw something go down."

The spot is just three miles from where the Dakota crashed in 1945, killing all seven Canadian crew.

Two years ago postman Tony Ingle, 53, reporting seeing a Dakota crash in the same area.

But when he raced to the scene he found only grazing sheep.

He said: I don't believe in ghosts and have racked my brains for explanation but there isn't one."

[UK 4]*****

Source: Internet Magazine
Date: April 1997

Spooks.com

Secret Service Agency, MI5 is to launch its own Web site in the autumn as part of its policy of greater openness. The service is believed to be working on elaborate security measures to stop hackers breaking into the site. It's rumoured that MI5 is also considering using an e-mail address as a point of contact for informants after the FBI received thousands of emails in response to a request for more information about the TWA crash.

[UK 5]*****

Source: BBC Ceefax Newsround
Date: Tuesday 15th April 1997

Pigs might fly say magnetic scientists

British & Dutch scientists have created a giant magnetic field to make small creatures, including frogs, float in mid air.

The boffins learned how to magnetise a plant or animal temporarily, then use a force field to hold it up.

Incredibly, they say the techniques can be used on humans too, which would be particularly useful for astronaut training. Frogs used in the experiment have all come unscathed.

uk.ufo.nw says: according to tv news reports NASA has taken a keen interest in this technology.

[UK 6]*****

Source: Evening Mail newspaper
Date: Thursday 24th April 1997

Aliens... over Brum

A new video recounting close encounters of the alien kind - over Birmingham goes on sale tomorrow.

Produced by Heritage Films, the video takes a close look at UFO sightings over Small Heath and Erdington and footage of a crop circle that appeared in Longbridge.

There is also the story of the Aston housewife who claimed to have an aliens baby and the abduction of a mother and daughter from Castle Vale.

uk.ufo.nw Dave says: While in W.H.Smiths yesterday 30th April 1997 I saw the very same video priced at 12 pounds and 95 pence.

[UK 7]*****

Source: The Express newspaper
Date: Wednesday 9th April 1997

A sci-fi telescope for finding life in space

A GIANT telescope may be built to search for life outside our solar system.

The plan is to launch it millions of miles into space to scan 300 Sun-like stars within 50 light years.

The sci-fi telescope project has been named after scientist Charles Darwin and experts will begin making a detailed assessment this summer of the technology needed.

If the scheme is approved by the European Space Agency the telescope would be launched in about 2015.

Darwin would be made up of six separate telescopes placed 50 metres apart in space. They would send signals to a central station which would then beam images back to Earth. Dr Alan Penny of the Rutherford Appleton Laboratory at Didcot, Oxfordshire, said the

telescope would be able to detect if there were Earth-sized planets near stars and check if they have an atmosphere.

He said: "If there is a lot of water in the atmosphere, it would mean the planet probably had oceans. But the most important discovery would be an ozone layer because that means there is abundant oxygen which can only be generated by life.

"If you see ozone, that is a good indication that life exists."

Dr Penny will outline the Darwin project to scientists meeting at Southampton University on Friday.

[UK 8]*****

Source: The Hinckley Times newspaper
Date: Thursday 17th April 1997

Man sights UFO over pub

A HINCKLEY man claims to have seen lights from an unidentified flying object hovering in the sky over the area.

Mr Matthew Buchan (21) believes that life is not confined to this planet alone and thinks he has seen visitors from another world on two separate occasions.

Mr Buchan became fascinated with space science at a young age and first saw some unusual lights while out fishing near The Mill On The Soar pub when he was just 15.

He said: "I never actually saw the vehicle itself, all I saw was a set of seven lights. Planes normally have no more than five so it was unusual.

"They were blue and white and there was also a hazard light which was flashing. The vehicle wasn't moving at all, just hovering over the fields 100ft to 150ft in the air. Then it shot off and the lights disappeared within about two seconds."

The second unexplained incident Mr Buchan saw was over the Tin Hat pub on the Hollycroft Estate last month.

Again he witnessed a set of lights which he is certain was not from an aircraft. With this fresh in his mind, Mr Buchan joined two groups, the Northampton UFO Research Forum and the Phenomena Research Association in Derby.

And he is interested in hearing from anybody who has seen any-thing strange or unexplained in the Hinckley area.

If the incident is recent then he will contact experts from one of these two groups who may come out and investigate it further.

"I have been trying to get more information about what goes on in the area because I think people in Hinckley must have seen something," said Mr Buchan. "I like to think we are not the only life forms in the solar system."

If anyone has any information the subject Mr Buchan would like to be contacted on Hinckley 633708.

[UK 9]*****

From: <tjbtelem@andover.co.uk>
Date sent: Saturday 8th March 1997

UFO sighting Newport Gwent August 1983

Dear David,

Hace just discovered your website, very interesting reading, and I thought you might like to know about an experience of mine in Aug 83. It was about 7.00pm and out of my window I saw a bright light, it was too bright for a star, or planet, and was too large. I went to ask a neighbour as to what he thought it was, and we could not decide, UFO was not at any time mentioned. That is until it moved at great speed and was at the other side of the horizon in a millisecond, yet just as bright. It was there for at least 15 maybe 20 minutes, then started to 'dance' in the sky, it then shot off to where we first saw it, stayed a few minutes and then shot off at incredible speed and

gone.

We, together with as reported on local radio, several thousand other people phoned the police, who had to take it very seriously, purely due to the numbers of reports. However, I feel that this is more interesting, a few days later, I had a military policeman knock at my door, asking for a statement.

>From that moment on I knew and then believed in the existence of UFO's and that the MOD and the government knew exactly what was going on.

Question is, why the lies and deceit, when I know for a fact that, by way of the fact I was questioned together with many others with regard the sighting.

Just thought you would be interested.

William C. Scott

uk.ufo.nw says: Just prior to publication we received the below mail from William for which we thank him.

From: William Scott <tjbtelem@andover.co.uk>
Date sent: Thursday 1st May 1997

Dear Dave,

Thanks for your email regarding the sighting in Newport.

As I said a couple of days after the sighting by myself and many many others, I received a visit from the military police. The civil police switchboard was jammed with calls reporting the sighting, it was also reported on the then local radio station GB Radio, now Red Dragon.

The MP's where obviously interested in this particular siting, they were curtious, but where without any doubt whatever trying to convey that it was explainable, saying that they were not in a position to give details. They went on to say that there would be a perfectly reasonable explanation for what we 'believed' we saw, i.e. met office balloons, (they forget to mention it was an ultra-supersonic model!!) They also said that it was usual practice to follow up reports such as the one we made to civil police. (I did not and do not beleive that at all) Other than that they simply wanted us to repeat to them what we saw, and left by again saying it was explainable.

The very fact they came to see us, is enough to tell me that it was not explainable, and had no idea what we saw. Because of this, I am 100% sure that we, we being the planet, are being visited, whats more, the world governments are fully aware of this.

My theory to why they are hiding the truth is because of the effect it will have on religions around the world, and how it would affect the word of the gospel. I also believe that much of todays high technology have come from 'captured' UFO's. in particular digital technology.

As far as i'm concerned it is an insult to our intelligence to have us believe that there is nothing out there, for its a mathmatical certain fact that we cannot be alone.

Yours sincerley,

William C. Scott

[UK 10]*****

From: Phil Williams <philip@ambridge.win-uk.net>

Just an observation.

Phil Williams.
Wotton under Edge
Gloucestershire
U.K.

While travelling home in the early hours of Saturday morning, (01.20 14th Dec. 96), cold night, clear sky, very good visibility I observed a Blue ball of light falling almost vertically from the sky,

(I est. 3deg from vertical).

Previously that evening I had seen at least two shooting stars, a third may have been a trick of the light, this object was totally different, no trail as with a shooting star.

The object was round, blue but very white, if that makes sense, I was unable to judge size as I had no distance reference and local hills prevented me from seeing if there was any ground impact.

Any thoughts, no I don't think it was a ufo but it was an unidentified falling object !

Best wishes Philip Williams

[UK 11]*****

From: Mike <testar@globalnet.co.uk>
Source: The Stratford-upon-Avon Journal
Date: Thursday 5th November 1996

Please find attached a copy of a report in our local 'freebie' paper "The Stratford-upon-Avon Journal" dated Thursday December 5th 1996 .

On the Tuesday the 26th November my wife Kathy and our son also saw this object and followed it for several minutes before losing site of it .

Mike

Another UFO..?

Another UFO has been seen this time in Bretforton.

Following reports of 'weird lights in Harvington and Chipping Campden, another mystery sighting has been reported by Yvonne Lewis.

She and her husband Gary were at home at their New Larkborough Farm house last Tuesday when they saw a flying saucer through a window.

Mrs Lewis said: "I know it sounds crazy, and perhaps there is an explanation for it, but it really did really did look like a flying saucer. It was going very slowly and we followed it for about 40 minutes with binoculars. I rang the police and they said somebody from Rous Lench had also seen it."

However Inspector Ian Browning, of Evesham police, said he did not know of any such reports.

[UK 12]*****

From: AShortland@aol.com
Date: Thursday 1st May 1997

Hinckley sighting, Leicestershire

Hello David. I thought I would mail you whilst it is fresh in my mind! At approx 2245hrs I was chatting over the fence at the front of my house, in the dark, to my neighbour who was trying to fix the brake lights on his car.

As we spoke we both saw an extremely bright light travel at VERY fast speed over our rooftops in a rough direction of north to south. The colour of the light was a very bright yellow/white. The shape appeared to be elliptical. It made no sound at all.

My neighbour stood there with his mouth hanging open and exclaimed "Did you see that!" "I'm glad that you were with me and saw the same thing or else no one would believe me!"

I'm thinking of e-mailing the Hinckley Times to add this to the other reports they have compiled recently and over the last years.

Best wishes,

Charlie.

uk.ufo.nw says: Having now questioned Charlie he informed us that he is sure as he can be this was not a meteorite or

asteroid. At arms length it was slightly larger than a 10 pence piece. It was impossible to see it's eventual destination as it was seen while looking between Charlie and his neighbours house.

World News

[W 1]*****

Source: The Daily Telegraph newspaper
Date: Friday 21st March 1997

Is this the answer to the great Pyramid puzzle?

By Aisling Irwin - Science Correspondent

One of the mysteries of the Egyptian Pyramids may have been solved by a Cambridge engineer, who claims that he knows how the builders managed to carry millions of heavy stones into position.

Egyptologists have always been impressed by the strength and diligence of the pyramid builders. The Great Pyramid at Giza, for example, required the quarrying and transporting of 2.3 million stones, each weighing about 2.5 tons.

Historians and engineers have suggested that the builders used sleds, ropes, levers, pulleys, cradle-like rockers and ramps. Evidence of all these survive, either physically or in pictures.

But Dr Dick Parry, a soil mechanics expert in the engineering department of Cambridge University, believes that none of the suggested methods could have worked. He calculated that the chosen method must have been efficient enough to put in place one block every few minutes if the Great Pyramid was built in 20 years, as he said was generally accepted.

He had rejected the principal suggestion that the Egyptians pulled the boulders on sleds up ramps that wound round the sides of the pyramid. This would have required between 60 and 80 men per sled - too many for the ramps to sustain, he argued.

"The ramp slopes would have had to be no flatter than one in four," he said. "It is recognised even by sled supports that you cannot pull a sled up a one in four slope."

Dr Parry also rejected the popular theory that the ancient Egyptians eased the blocks onto cradles which they rocked along. The method was too hazardous and could not cope with narrow pyramid steps, he added.

However, small models of these cradles have been discovered by archaeologists alongside model tools. Dr Parry told a Cambridge audience last night that he believed the cradles were used in a completely different way.

Four of them could be arranged to form a circular sheath around a block, transforming it from a cuboid into a cylinder. This would move easily on the level. To drag it uphill, the Egyptians could have coiled a long rope around the cylinder. As they pulled the block up the ramp the rope would gradually have uncoiled and the boulder would have rolled upwards, minimising the amount of human strength needed. Dr Parry was invited by Japanese engineering contractors to test his theory in Tokyo, using 2.5 ton blocks. He was delighted to find that the method worked, after some teething problems such as how to steer the system.

It took three men to push the block on the level - sled transport would have required 20 to 30 men. It took 16 to 20 men to pull it up a ramp with a one-in-four gradient. With a sled it would have taken 60 to 80 men - too many for the ramp structure.

The crucial test was whether about 20 men could pull it up a slope 49ft long in no more than five minutes - the constraints he believes the Egyptians must have worked under. They did it in one minute.

"I was pleased," he said. "I was pretty confident but you can never be 100 per cent sure about these things. This explains how they managed to place these blocks so rapidly."

Dr Ian Shaw, a specialist in ancient Egyptian technology at the Institute of Archaeology at University College London, said: "It is a very good idea for someone to have a stab at these nitty-gritty questions."

But he questioned how certain Dr Parry could be about some of the historical questions.

If the Great Pyramid took much longer than 20 years then other methods might have been possible," he said.

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