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The Sheffield Incident & Things

From: Max Burns <AlienHype@aol.com>
Date: Sun, 7 Feb 1999 00:34:41 EST
Fwd Date: Sun, 07 Feb 1999 09:59:42 -0500
Subject: The Sheffield Incident & Things

Hello good people

Yes you may have noticed that I have been off line for a couple of months? Moving house / motherboard exploded - just every day things....

Please replace my old email address:

AlienHype1@aol.com

with my new address:

AlienHype@aol.com

And some news will be breaking that is really going to put the cat among the pigeons, regarding the Sheffield Incident...

Independent information via another researcher, who is going on the record that he was in the company of, for a few days while on holiday, with a N.A.T.O. Tornado jet pilot. The pilot has confirmed 'off-the-record' that the incident over the Peak District was all the American's fault, and indeed the night's events culminated in the loss of a N.A.T.O Tornado Jet, resulting in the death of a pilot...

The co-pilot found wandering on snake pass 1 hour after the incident. (Jonathan Dagenhart) mini-bus passenger.

Vindicating myself and my research into this incident.

Just to recap on the case, a brief summary of the Sheffield Incident:

The nights' events for me began on 24 March 1997 with a telephone call to my home at about 21.55, from the witness Emma Maidenhead. During my investigation it has become apparent that there are eight clear witnesses to the UFO, with a number of other possible reports contained in the police-log. There were multiple sonic booms or air explosions occurring at 21.52 and 22.06 and the UFO was tracked on radar in the time frame of 21.55 to 22.05.

The radar track occurred in between the sonic occurrences.

The triangle appears to have been intercepted by the military jets, as is confirmed by three of the witnesses. A covert low flying mission taking place at the time was scheduled to be on the ground at approximately 21.20.

The question must be asked "Why were the jets still in the air over thirty minutes after they were scheduled to land? This is in breach of orders, unless of course they were ordered to intercept the UFO. This would explain why they were in the air well after they were scheduled to land.

The military still have not admitted to causing the sonic booms or air explosions, which occurred at 21.52 and 22.06 but the M.o.D. have changed their version of events on at least four occasions. Why would a training mission warrant such secrecy and denials? After all is said and done training missions are pretty mundane!

The triangle was seen in the area by five, clear, independent witnesses. Another three witnesses all saw the glowing orange object moving across the night sky over the town of Dronfield, the city of Sheffield and the surrounding rural areas.

Three of the witnesses saw the triangle either being escorted or intercepted by six military jets. Six of the triangle sightings occurred between 21.45 to 22.15. The weather conditions on that night were, clear skies with very little cloud cover and only a light breeze. Therefore the possibility of atmospheric conditions causing the sonic events must be discounted.

I believe a number of questions need answering.

Were there any other military aircraft over the skies of the UK on the 24th March 1997? The fact that there were three clear sightings by members of the public who saw the jets in very close proximity to the Triangle, almost 30 minutes after they were scheduled to return, should preclude the answer. Unless in fact the jets involved in the incident, were involved in a covert, low flying mission and were told to intercept the triangle.

The jets were there thirty minutes after they were scheduled to land why? Were these jets not connected to those on the low flying training mission? Jets were in the area between 21.45 and 22.00. This coincides with the numerous reports of UFOs that I have collated over the last sixteen months.

The witnesses are quite clear that what they saw was neither, a plane or a meteorite. In particular to the report to the police by Mr Bryan Haslam who reported his sighting of the flying triangle at 19.40. Although this was two hours before the main aspects of the incident it should not be discounted, the police felt it prudent include it in the incident log. His sighting occurred while it was still just daylight, he was quite clear about what he saw.

I feel that questions remain unanswered about events over the Peak District on the 24th March 1997.

The fact that the M.o.D. have changed their version of events on a number of occasions shows that something is not quite right. All these changing stories are just not warranted for something as mundane as a 'training exercise'.

Perhaps most significant is the taped testimony of Mr Jonathan Dagenhart a member of the RAF, who clearly stated that he encountered a man on Snake Pass (in the Peak District) about 1 hour after the sonic events or air explosions occurred, who was "stinking of aviation fuel". This was within a couple of miles of where the incident occurred. He has since tried to retract his statement informing me that he "had been spoken to."! When I asked him to elaborate he stated that he was not allowed to comment with regard to who had spoken to him.

And some more about the case to follow:

This new information now leads strongly to the motivations and agenda of those who have sought to have me silenced and would have preferred it if no one had listened to me. You may know who they are. You must have seen the 'picture' building, with the cross-fertilising of posts and the aggression which this well orchestrated debunking exercise has taken shape against myself and the case over the last 18 months.

Just thought that I would bring you up to speed, and is me just

saying "Hello", and letting you know that I am still free, as the Crown have now cancelled my trial on the absurd drug charges for the third time - with no 're.' date listed.

Obviously this is frustrating for my defence council and myself as we are keen to see this through the courts and to have my good name cleared.

Although I cannot discuss the case in detail due to the laws of prejudice and subjudisy, I can say that there is no forensic evidence linking myself to exhibit A, e.g. finger-prints.

If I had handled exhibit A, in the contradicting various ways the police allege - that I have held the item in question - you would have found my fingerprints or a partial print etc. I am sure you will not be surprised, in the light of recent developments, if I tell you that I was not wearing gloves. There were no gloves in the car, and exhibit A: has not got any fingerprints on it of any description - no ones.....

I ask that if any of you have any important posts from the last two months that I may need to see regarding the Sheffield Case or my investigation into Chronic Fatigue Syndrome or if you mailed me and I failed to reply, please, resend. I can only apologise for the delay.

Watch your mail for the full 'on-the-record' article by a researcher who will remain, for the time being, name-less. But who, rest assured, will be going public with what he was told, regarding the Sheffield Flying triangle incident March 24th 1997.

Debunkers, hard line sceptics and other sp00ks, you will have to wait for this man to reveal himself before you start the attack

Kindest regards,

Max Burns

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