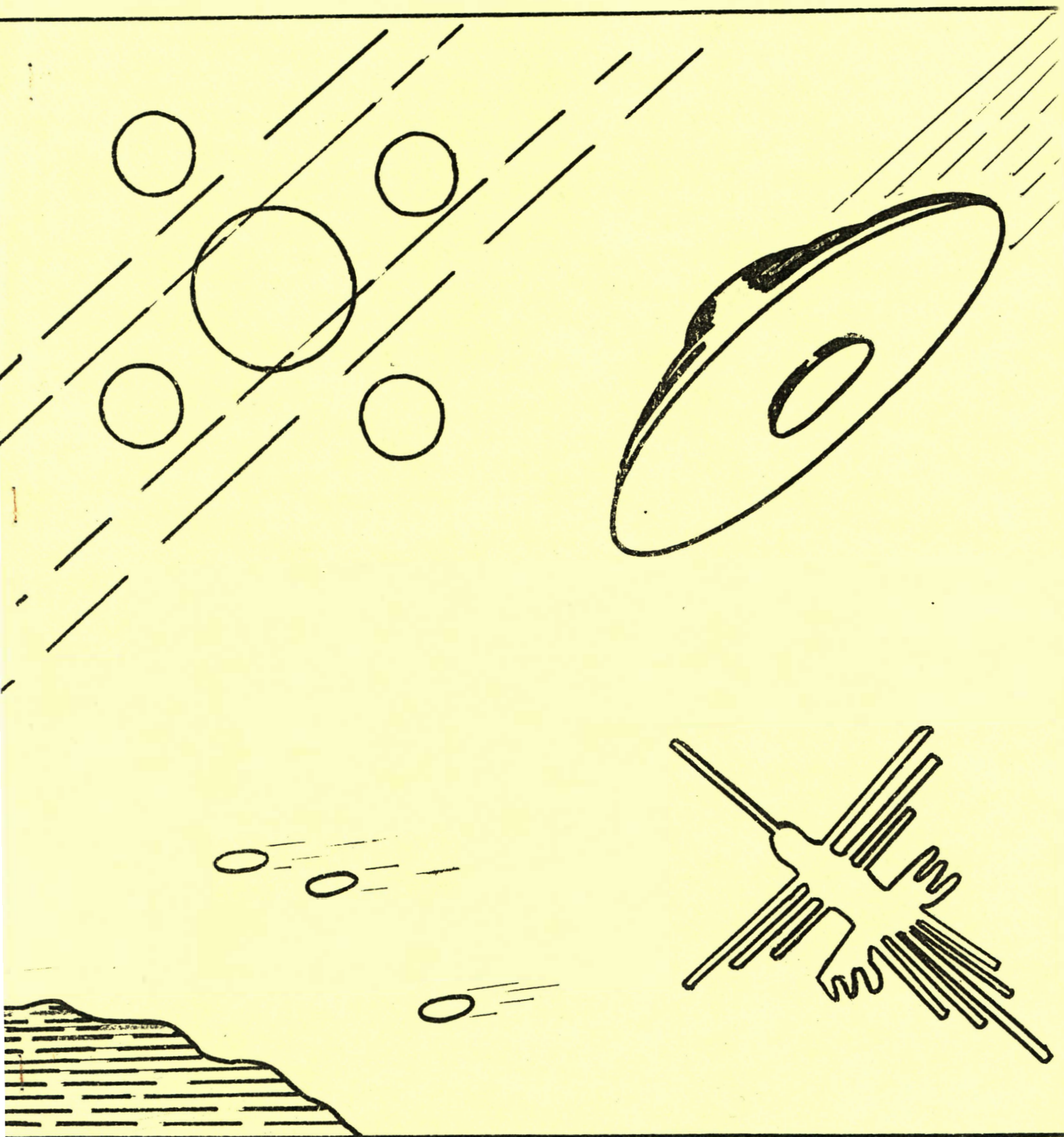


April

◀OVNI▶

1993



Newsletter of the Phenomenon Research Association

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NEWSLETTER: APRIL 1993

PHENOMENON RESEARCH ASSOCIATION (Group Leader: Omar Fowler)

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CONTINENTAL CO-OPERATION

The PRA reached new heights of international co-operation recently, when Garry Stapleton and Omar Fowler journeyed down to Andover to meet Patrick Ferryn, a prominent member of the of the Belgian UFO group SOBEPS.

The meeting took place on Sunday, April 4th at the home of "Busty" Taylor the well known Crop Circle photographer and private pilot. Patrick had particularly asked to meet members of the Phenomenon Research Group who had been involved in the investigation of "Flying Triangles" in England.

During 1991 & 1992, Belgium was the centrepiece of UFO interest, as the country was inundated with unidentified large black triangular craft flying over the countryside. The SOBEPS group was so prominently involved in the investigation and it's standing in the country so high, that the Belgian government specifically detailed two F16 fighter aircraft to remain on stand-by during the Easter period 1991, to await "scramble" instructions from the SOBEPS group.

The Belgian group has subsequently published a book on the subject of UFO Triangles and although the book is at present only available in the French language, the thick, well illustrated volume is of great interest.

Apart from their investigation into the mysterious "Flying Triangles", Patrick Ferryn revealed that seven Crop Circles appeared in Belgium during 1992. Photographs of the Belgian Crop Circles were given to the PRA and appear in this issue of OVNI.

Patrick has given the PRA a video showing various shots of the Triangles, taken by several different cameramen during the 1991/2 activity. This video, together with an interview with Patrick Ferryn (that took place in Busty Taylor's home), will be shown at the next PRA meeting on Wednesday the 28th of April, at the Stanley Club, Stanley Common.

The Belgian Triangles were reported widely by trained observers, such as the Belgian Police and were also plotted and confirmed by a number of Military Radar Stations. At one stage a Triangle craft came down to a height of only 200 metres from the ground!



Busty Taylor, Omar Fowler and Patrick Ferryn of SOBEPS



Garry Stapleton watches as Busty Taylor describes a UFO sighting

During the period 1990-92, numerous interception sorties were made by F16's of the Belgian Air Force. PRA members who attended the last meeting will have seen camera gun film taken by the fighters as they closed onto a triangular craft during an interception on the night of the 30th of March 1990.

Patrick has arranged to send the PRA an enhanced colour photograph of one of the clipped wing "triangles" and this will be reproduced in the OVNI when it becomes available.

Members will recollect that the East Midlands has had its fair share of triangular activity in recent months. One interesting point made by Patrick was the fact that there had been several reports of "beams of light" shooting down from the dark sky during the time of high UFO activity.

We reported in the January 93' issue of OVNI, the case of Jeremy Skertchly of Derby, who while visiting Alport Heights on the night of December 18th 92', was suddenly bathed in a bright beam of light coming down from the sky. The illumination lasted only seconds, but was repeated again within a few minutes. Could this have been another "Triangle" over the East Midlands?

The Belgian sightings were made by members of the Gendarmes and at one time, twenty of them were interviewed by SOBEPS. An official instruction was sent out to all Police units instructing them to inform SOBEPS immediately "Triangles" were seen or reported by members of the public. Many subsequent reports were confirmed by up to three NATO Radar stations in the Belgian area.

On the 26th of July 92, a huge "lozenge" shaped object was seen by hundreds of people in the Liege area of Belgium. Although the incident took place at night, it was clear enough for witnesses to describe the object as having "wings". Patrick commented that it was such a clear night, if it had been an aircraft "you would have been able to see the moustache of the pilot"! The object gave off a loud droning noise, which was similar to a turbo-fan jet engine. The object droned around for an hour and subsequently several people were able to record the sighting with their video cameras.

On the following page, you will see two of the Crop Circle photographs supplied by SOBEPS (the circles in Belgium averaged 9.8m diameter). One photograph shows a typical single circle. In the close-up photograph, we were able to identify "crease" marks on the stems. The "crease" marks are typical of many samples found in U.K. since 1985 and are considered to be an important pointer to a "genuine" Crop Circle event.

Busty Taylor added a bit of light relief to the discussion, when he mentioned that a squashed porcupine had been found in a Canadian circle!

BELGIAN CROP CIRCLES 1992



One of the seven Crop Circles (July 1992)



The laid wheat stems, showing "crease" marks

Photo's by courtesy of Patrick Ferryn (SOBEPS)

THE MELBOURNE WEDNESDAY GROUP

Omar Fowler gave a talk on Crop Circles to the Melbourne Wednesday Group on the 7th of April. The talk included aerial colour photographs and also aerial infra-red photographs taken in 1985 during the investigation of Crop Circles near Alresford, Hants and Goodworth Clatford.

The audience were surprised to hear that Crop Circles were no longer confined to England, but were now appearing in other parts of the world (see below). They were also told about some of the latest technology involved in the investigation of circles, including a micro-wave detector (the "microdet"), invented by Paul Foster of Derby.

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CROP CIRCLES IN RUSSIA

Our thanks to PRA member Richard Servante and his colleague for translating the following report from Russia:-

RUSSIAN CROP CIRCLE. JUNE 1990.

The Eisk

club for Anomalous research went to see a circle in a wheatfield where a bright white light had been seen during the night. The shape of the field was oval, with a distance of between 35 and 40 metres. Inside the circle, the stems were lying in an anticlockwise spiral. In the centre of the spiral there was an oval shape of standing wheat. The diameter of the oval varied between 1.5 and 2.0 metres. Within the oval there were two circular paths about 40cms wide and 40cms apart. The centre of the paths coincided with the centre of the oval. The paths were composed of gray, compacted earth.

The wheat was green, except for the standing patch and the paths where the grain was spilling out.

Radiation levels were measured and found to be normal, save for the paths, which showed zero radiation.

The reason for this, (according to the report) is that a U.F.O. landed in the oval but the paths were shielded from its radiation. The report then goes on to say that soil analysis of the oval revealed a lack of elements that varied between partial and complete. (what these elements were we are not told)

Two metres from the edge of the oval the soil was found to be soft and black with small crumbs of green wheat. The soil at the centre of the oval was similar, but with larger crumbs of green wheat.

BIZARRE DERBY CAR CRASH 1954

(Reprinted from the Flying Saucer Review 1978)

Here, for the record, are the details of the incident as we know them. They seem to begin with a newspaper account in the *Derby Evening Telegraph* of Friday May 14, 1954, of a somewhat bizarre car crash:—

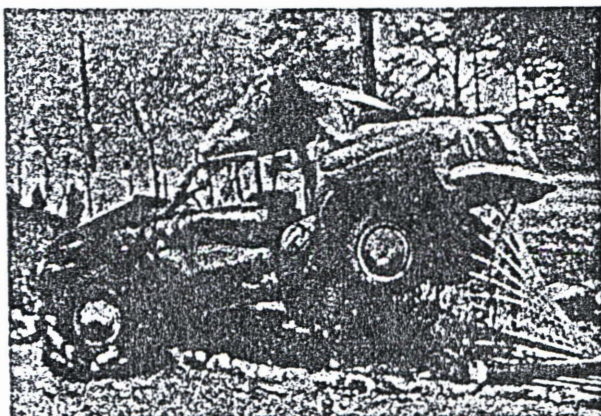
"Mr. Horatio Penrose of 17 Lonsdale Road, Birmingham, escaped with concussion and minor cuts and bruises when his car crashed through the iron railings of the Hilton Gravel Works on the main Derby-Burton road, near Burmaston, just before midnight last night.

"The windscreen was shattered, one door was ripped away, and the main body of the car was also damaged.

"Mr. Penrose was found by a passing motorist trapped in the car with only minor injuries. He was taken by ambulance to Derbyshire Royal Infirmary. His wife travelled from Birmingham to see him today.

"There was no one at Hilton Gravel Works when the accident occurred, and the gates — specially widened for heavy lorries — stood open. If the car had left the road a few seconds earlier it would have gone through the open gates without encountering any obstacle."*

Cdr. Penrose put things in a somewhat different light in his statement. We read of a build-up of relevant events over the two days leading to the



Detail from a reproduction of newspaper photograph of the wrecked car

crash; we learn, in fact, why he was where he was when things "turned sour" for him.

On Wednesday May 12, 1954, at approximately 8 o'clock in the evening, the Commander visited a public house in Derbyshire where he met a man with whom he got into conversation about his motorcar, a black Vauxhall Wyvern saloon which was about a year old. The man said he would like to buy it and made a very reasonable offer. Cdr. Penrose was undecided, however, and said he would think the thing over before meeting him in the same public house the following evening.

Meeting as arranged next evening, he told his acquaintance that he was still undecided, whereupon he was invited to the man's house for tea. When they got there they found a sit-down meal prepared for them by the man's wife. Cdr. Penrose remembers thinking they were an ordinary English couple, although a little smaller than average. After chatting awhile he told his hosts that he had decided against selling the car, and he then took his leave at about 10.30 p.m.

His journey home took him along the main Derby-Burton road, in the direction of Birmingham. Sudden-

ly, he said, a bright light appeared, heading towards him. He describes what followed:—

"As it reached my position I experienced what seemed to be a crash and I was thrown forward against the windscreen. Then the car seemed to be lifted from the ground and I was moving through the air with a bright light above me. The next thing I remember was when I recovered consciousness in the Derbyshire Royal Infirmary where I had had stitches in a cut in my forehead."

The commander went on: "I remembered a strange occurrence which must have taken place immediately after my crash. At that moment the car was perched on some iron railings, and I recollect being lifted from it by a man in a one-piece suit. He seemed to lift me effortlessly into an entrance on the underside of a large round vehicle which was hovering above us and giving out a bright light."

Cdr. Penrose says he was taken into a room which had controls in it, and other, similarly dressed "men" (my quotation marks —MCW) were operating these. There were male and female beings — distinguishable by their shapes — who had similar short hair styles, and whose facial expressions "did not appear unusual."

The witness says they asked questions about his naval experiences and his work with radar, while he countered with questions about their vehicle and its associated engineering. He also suggests that the method of communication between them was of a "telepathic nature," and adds that when he "...attempted some hypnotic regression, to which [sic] they seemed to become very confused" a woman injected some green fluid into his arm after which he remembered no more.

When questioned by police officers after the accident Cdr. Penrose says he was aware that a passing RAC driver had found him concussed, sitting in the driving seat of his car, perched on railings by the entrance of the Hilton Gravel Works.

After his discharge from hospital, and puzzled by the event, he returned to the scene of the accident hoping to trace witnesses. His only success in this respect was to find a railway signalman who said he'd seen a car, with an extremely bright light above it, go past his signal box, and at about the same level.

* * * * *

Was this event a teleportation which either misfired, or perhaps succeeded, with only partial mental recall for the victim as to things that happened to him?

We also learned that he was kept in hospital for "some months" following the incident, his injuries being cuts on the top of his head and about the face. He also suffered some loss of memory. After leaving the hospital he took one of the nurses out socially as a gesture of thanks for looking after him. He discovered from her that a senior police officer had attempted to interview him while he was in hospital, but was refused permission to do so by the doctors.

It seemed too that the nurse and other members of the staff were puzzled by the description of the bright lights and by what was said to have happened to him at the time of the incident. He learned too that the police interest arose from the abnormally large amount of blood in the vehicle. This, it seems, was far more than could have been expected from the type of injuries sustained by Commander Penrose, and it was thought that another person may have been in the car. The commander assures us, and he is emphatic, that he was alone at the time.

TALE ENDERS

EARTH CHANGES REPORT an American prophecies magazine, has warned of Super-Mega earthquakes (8-12 on the Richter scale), predicted to occur no later than the 9th of May 1993!

This magazine, which has only recently come to our notice, claims a high success rate in the previous prediction of tornados, earthquakes and extremes of weather.

The major quake area has been predicted for the West Coast of America, with the epi-centre being in the area of Long Beach, California. They have also warned of quakes in the Indian Ocean, Japan, Alaska and Italy.....

LATE NIGHT UFO REPORT: NOTTINGHAM

Mr Peter Scott of West Bridgeford has reported seeing two bright lights in the sky (2/3rd's size of the moon) at 2255 on the night of 21st April.

Mr Scott, who was driving at the time of the observation, stopped his car and watched the lights. They were described as "almost joined together" and were last seen moving in the Wilford Hill direction. No noise was heard and no aircraft strobe lights were visible.

Mr Scott is the son of Mrs Valerie Scott, who reported a brightly lit UFO on 11/1/93. The bright light was described as being oval in shape and being covered in white spots of light, like a poor quality newspaper photograph.

In view of widespread public interest, the PRA has produced a small booklet "UFO's What's It All About?" Price 50p. The A4 booklet introduces the reader to the subject from early biblical reports, up to present day events.

Make a note in your diary: Mansfield UFO Conference, 29th May at the Mansfield Arts Centre, Leeming Street, Mansfield. Tickets (£5) and information tel: 0623-796129 (Tracy Hollingworth)

NEXT MEETING

Will take place at the Stanley Club, Stanley Common, near Ilkeston on the A609 on Wednesday 28th April at 8pm.

There will be an audio video show, including footage of the Belgian triangles 1990-92 and a short interview with Patrick Ferryn of the SOBEPS group.

Various UFO books and magazines will be on sale. Non members welcome. Admission 50p