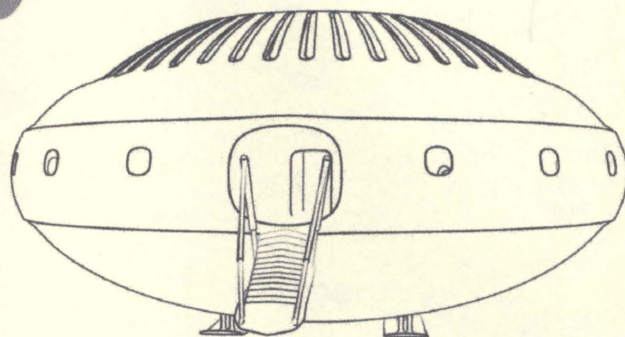
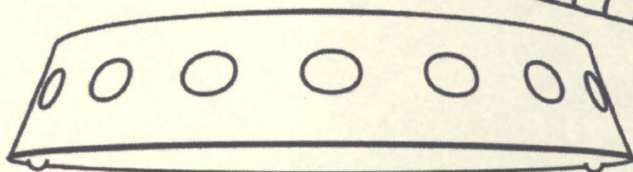
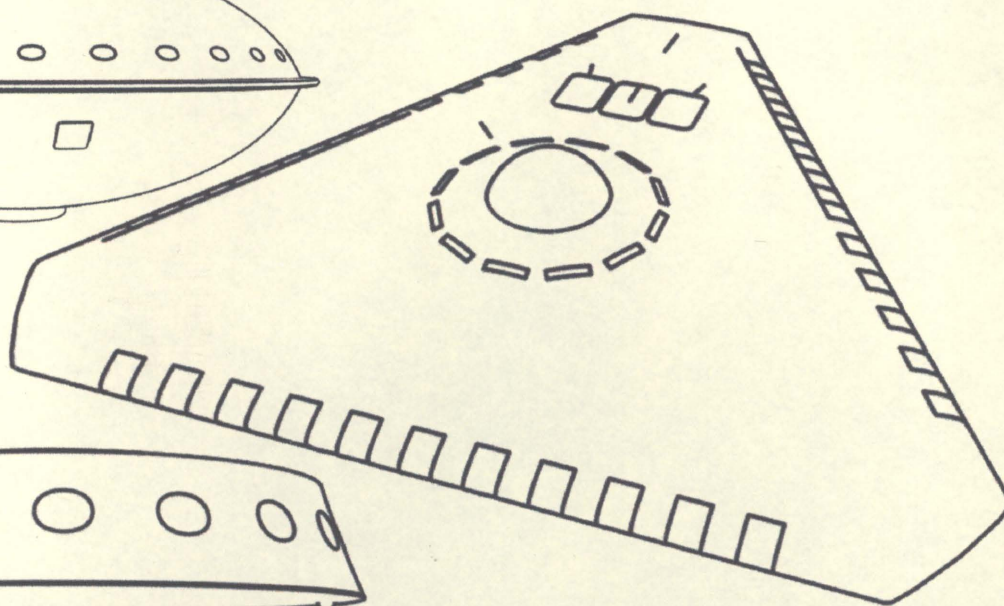
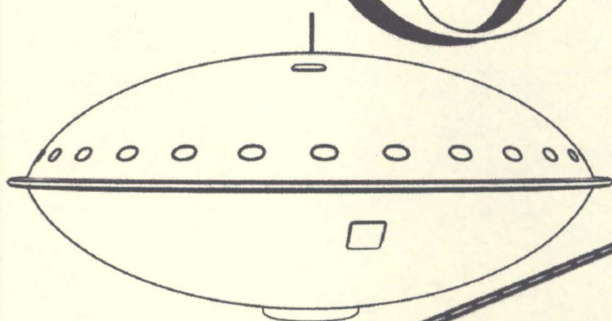


May/June 2009



O V N I



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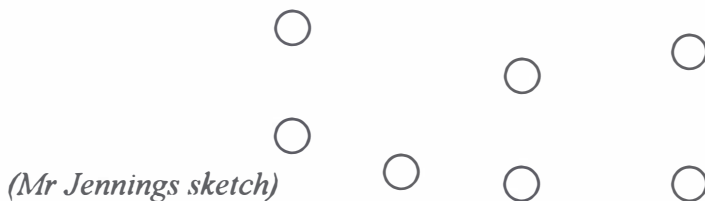
Karen Richardson

(Derby)

Tel. 01332 558662

LIGHTS IN THE SKY (LITS) CAUSE CONCERN

Over the last few weeks we have repeatedly been asked to investigate 'Lights In The Sky' in a number of local areas. On Sunday the 26th April at 11pm, Mr Wilf Jennings (ex-RAF Radar Operator) and a number of other witnesses were standing in the car park of the Cadlan Pub at Chilwell near Nottingham, when their attention was attracted by the appearance of seven bright red/orange lights moving silently across the sky from SW to NE.



(Mr Jennings sketch)

Estimated to be at a height of 2,000ft. The lights were seen to move slowly across the sky and out of sight. The question of 'Chinese lanterns' has arisen, but we have no other reports in the area at present.

BUXTON, DERBYS. REPORT APRIL 09

(From witness Gemma Griffiths ©)

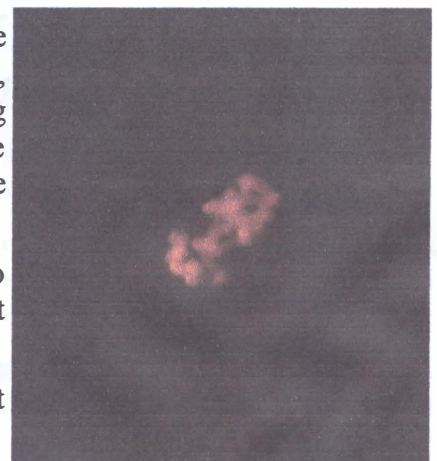
Myself and a friend of mine were out for a drive in April of this year near Buxton, Derbyshire, when we spotted a strange orange light in the sky. We followed it and were surprised when it became stationary. On parking the car we watched it as it glowed an intense orange before going lighter. Almost 400 metres away from it another orange light caught our eye and we turned to watch this one. After several minutes, it shot away and vanished, on turning back to look at the other one we found that too had gone with no sign or trace.

The following evening we went back with another friend to the same stretch of road. After some time, we saw the same orange glow again, stationary and burning bright. We raced down to the end of the long road to get a better look and as we watched, it seemed to go down like it was landing (this happened just as an airplane came over almost like it didn't want to be seen.)

We managed to take some photos, while it was there for about ten to fifteen minutes and throughout this time, it did not move an inch, it almost felt like it was watching us.

It was also making a very strange whirling sound. After a while it zoomed across the sky and vanished.

The road we were on was very eerie, my friends and I have always been interested in the subject of UFO's and were grateful to have seen this.



© Gemma Griffiths

CORNISH FISHERMAN REPORTS UFO LIGHTS : JANUARY 09

(Dave Gillham CUFORG)

Hello Dave, now this may sound a bit random but I am I a keen fisherman who likes to fish at night time so I don't get the trouble of surfers crossing my lines. while fishing at Carbis Bay back in January of this year my friend and I seen 3 bright orange lights come over the hill from our left hand side.

I would say that they were in a triangle formation. when they got about halfway across the skyline one of them broke away and went off into the horizon directly in front of us and the other two continued to the right. all three of them went out off sight at approximately the same time, which leads me to believe that the one that broke away must now be going twice as fast as the others to disappear at the same time.

Just as all these disappeared I again looked up to the left and a solitary light of the same description came from the same direction and followed the exact same path as the one that broke formation in the first sighting. in total I would say that this all happened in approximately 5 minutes. during all of this there was no sound to be heard (as you would from a jet) no vapour trail to be seen and no navigation lights on any of the sightings. I went fishing again with the same friend last night (04/04/09) at Porthtowan in Cornwall and at 22:10 .

I turned around to look back towards the car park when I seen 6 lights 2 of which were deep red in colour and very distant and fading slowly and to the left of these were 4 very big orange lights in a square formation, these lights slowly rotated anti clock wise into a diamond formation and then slowly started to fade and turned dark red in colour as the first 2 and went in the same direction, just before these went out of sight 1 solitary light came from the same direction and followed the same path as the other 6 this one also changed to a dark red colour before going out of sight.

All the same traits no vapour trail no navigation lights and no sounds. Now I have worked on the T5 Heathrow airport construction and I have seen planes of all sorts of sizes at all times of day and night and I have never seen anything like I have described above. I am just wondering if you have had any other sightings reported of similar description. to be honest I don't know if I believe in U.F.O's but I just cant explain what I seen when fishing with my friend. Do you have any ideas of what it may be that I have seen. I would like to know if the military had anything going on at these times to maybe put my mind at rest. That's 4 bright lights at carbis bay in the new year and 7 bright lights at Porthtowan on 04/04/09.

LOUTH, LINCS. STILL ACTIVE

We have recently heard from our friend Mr Eric Goring after a lapse of several weeks. He is still reporting numerous lights and sending us details of FT craft that he claims to have seen.

Although there has been some scepticism about his claims of seeing numerous UFO craft and lights, he has a personal conviction to the extent of recently purchasing a German/Bresser night viewer (at no small cost) to enable him to improve his night time observations.

Although there are no other witnesses coming forward regarding these observations, we would point out that Eric lives in a lonely country area near the Brinkhill/Harrington area of Lincolnshire.

He may have the ability to 'see' what other people cannot, certainly not an unknown feature of past UFO sightings that have been investigated. We will keep you informed of any future events.

Photo Captured UFO over England's Ely Cathedral

(From the Ely Standard)

A woman walking her dog used her phone to take a picture of a UFO flying over Ely Cathedral in Cambridgeshire, England Tuesday evening (31st March 2009)

The woman, who was walking her dog on Tuesday evening, sent us this footage last night and we immediately put it up on our website this morning (April 1).

A dog walker told us she was with her pet Labrador Massie down near to riverside when she looked up and saw an oval mass hovering over the cathedral.

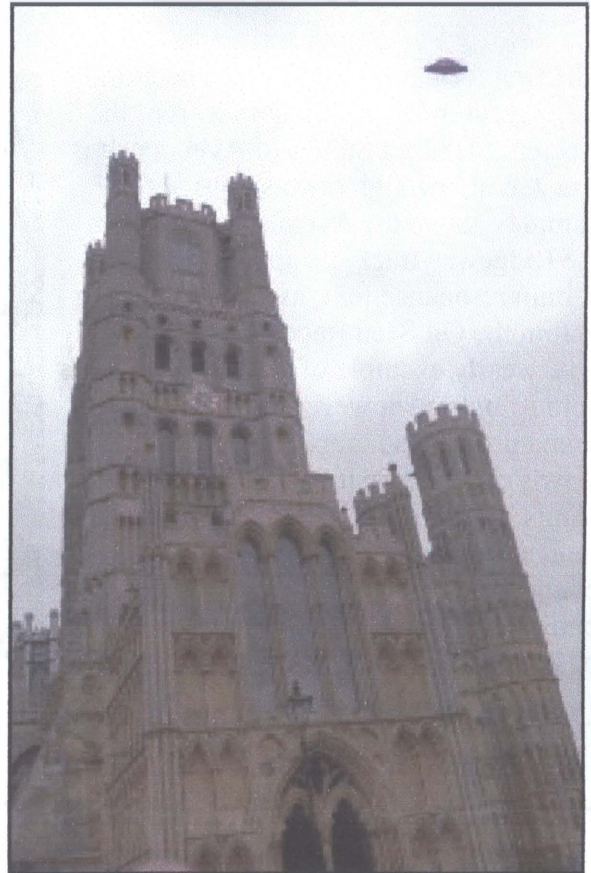
"Maisie started quivering," the woman in her fifties told the Ely Standard, "and that's when I knew something was wrong."

The resident took out her camera phone to capture this once-in-a lifetime event and sent the result to the Ely Standard. "The result was a bit blurry," she said, "because by that time I was almost as nervous as Maisie. You certainly don't prepare yourself for that sort of thing - I'm a natural sceptic about the existence of extra-terrestrial life and had always poured scorn on the conspiracy theorists who thought we would all be beamed up into spaceships by 2010."

However, it was soon clear that whatever the object was, it was not hostile, and it had obviously homed in on the cathedral as a major landmark for the area and I think that's rather nice. I go to evensong at the cathedral fairly regularly and am unsure about what the Church of England's view on alien life forms is, but the fact that they didn't do me, Maisie or that spectacular building any harm - so as far as I'm concerned - if they are aliens, they are welcome on my planet."

The Ely Standard managed to track down another passer-by who was locking up his shop when he heard a noise. The woman sent the photo to the newspaper Ely Standard, who also found a second eyewitness - a local shopkeeper - who heard a strange noise, then looked up to see the UFO hovering over the 11th century church.

"I was locking up when I noticed it," he told us. "To be honest, I thought it was another one of those American spy planes off the telly, but once I went down the pub and spoke to a few of the lads - they all saw this bright light reflecting off it and we can't all be off our trolleys."



The UFO over Ely Cathedral

UFO Lights Seen Over Ilkeston, Derbyshire. 21 April 09

Posted By: Omar Fowler 2009-04-21 21:48:15 News Item ID: 179

Three witnesses have reported seeing four bright orange lights hovering low over Ilkeston, Derbyshire at 9.30pm on the night of 21st April 09.

The lights were following each other in line in the direction of East Midlands airport. They were observed for several seconds, before they suddenly shot straight up and out of sight.

It must be spring! The first of this year's crop circles has been spotted

18th April 2009

The first formation of 2009 has occurred once again in Wiltshire, not far from the Ancient Standing Stones of Avebury. It is situated on the high downs outside the complex above the Avenue, not far from the Ridgeway track. Its appearance has a certain resonance to it, as if it is vibrating within the Oil Seed Rape! This is certainly a very early example of a formation in this colourful crop, however, because of the immaturity of the crop, its outline will slowly disappear within the growing plants. Located next to an ancient burial mound, once again we see the continued connection to important ancient sites. A befitting start to what I'm sure is going to be a fascinating season.



Our latest DVD production highlights the continuing importance of this enigmatic phenomenon

Stuart Dike : Presenter of Crop Circles: Hidden Mysteries

UFO sighting between Pewsey and Everleigh, Wiltshire, UK

1st May 2009. 8.15am

I was travelling to work on Friday 1st May 09 on the road situated between Pewsey and Everleigh in Wiltshire. This road doesn't appear to have a road number but it is off the A432 between Devizes and Andover. The time was 8.15am and there was a morning mist but it was not too dense.

The view ahead of me was a mixture of crop and grass meadow fields with hills in the background. The sighting was on military ground with the usual tank crossings at intervals varying in distances.

As I turned the bend (as seen in the picture - right), I saw a bright white light approximately 100ft up and approximately half mile away. I slowed my van down whilst watching the light and after 12 to 15 seconds the light just blinked out.

The light itself was bright enough to be seen clearly through the mist. I would not say it was a classic orb as seen on video in and around crop formations as the light was not contained. The only way I can describe the light is similar to a big light used in stage productions called a 'super trooper'.



I have seen the usual flares, helicopters etc at varying heights in this area and this light looked nothing like that. The light startled me and caught my attention enough that I phoned my wife immediately to tell her what I saw.

Tom Blower

STRANGE CREATURE CAPTURED IN MEXICO

Members of the PRA who attended the last meeting, were shown a DVD of Jaime Maussan and Santiago Yturria's presentation at the 2009 Laughlin Conference, in Nevada USA, kindly supplied by Colin Saunders on his return from his trip to the conference.

Members sat enthralled as they watched convincing footage of UFO craft having come close to the observers, in some instances, causing electronic interference to the video being taken at the time.

Described by members, as the best UFO DVD they had ever seen, the DVD contained exclusive UFO footage taken in the USA, Turkey and Milan Italy.

There was also convincing UFO footage, showing glowing objects in space close to the Atlantis Shuttle and later a UFO object in the vicinity of the recent landing of the Discovery Shuttle craft as it approached the runway in the USA.

The presentation concluded with the amazing disclosure that an alien (i.e. unknown) creature of some kind had been captured at a lonely ranch in Mexico.

The creature (*pictured below right*) was caught by its forearm in a small animal trap and had attempted to escape by gnawing off its right hand.



It was captured alive by the ranch residents, who were terrified of the strange creature and made several attempts at drowning it in a bucket of water.

At first they immersed it for about twenty minutes, but the creature was still alive. They finally immersed it in water all night and this succeeded in drowning the creature.

The creature's body was later examined at a medical centre, where it was noted that it had a number of human characteristics, such as similar teeth, no fur and a similar body structure.

It was also recognised that the creature was a juvenile of the species and there were stories that the locals had heard and seen larger creatures at night and were terrified of them.

It is regrettable that the frightened local inhabitants decided to kill the creature by one means or another, before it could be rescued from its plight.

However the mummified body is now undergoing extensive examination in a medical facility and no doubt a full description of the findings will be published in due course..

COPIES OF THIS DVD are available to members only.

£3.00 plus 80p postage. Cheques should be made out to the 'Phenomenon Research Association' and sent to the Editor (Address on the front page of this OVNI)

Natural Phenomenon - Mammatus Clouds



True to their ominous appearance, mammatus clouds are often harbingers of a coming storm or other extreme weather system. Typically composed primarily of ice, they can extend for hundreds of miles in each direction and individual formations can remain visibly static for ten to fifteen minutes at a time. While they may appear foreboding they are merely the messengers - appearing around, before or even after severe weather.

(With thanks to Busty Taylor for the article)

OREGON COUPLE ENCOUNTER 'FLYING TRIANGLE' UFO IN 1988

(Billy Booth about.com)

Billy Booth statement:

Only recently, I was made aware of an extremely compelling report by a gentleman who told his personal account of the sighting of a large triangular-shaped UFO that he and his wife witnessed in Oregon in 1988.

They have kept their account to themselves until recently, thinking that if they didn't discuss it, they wouldn't have to deal with the realities of what they saw that night.

They had never considered the possibilities of life elsewhere until their own experience made them rethink their position.

The couple's encounter began on a cold, crisp, Fall night.



'Flying Triangle' UFO Craft photo - USA.

Capping off a busy day, they were driving home from a grocery store on Fischer Road in Salem. Suddenly, the man saw something out of the corner of his eye. Something was hovering above the freeway.

At first, he thought that it was a helicopter, but he wasn't sure. So, he stopped their car, and got out for a better look. He was amazed that the object could just sit there in the sky.

As he got a better look at the unknown flying object, he was even more amazed.

The only thing he could think of that even resembled what he was seeing was a Harrier Jet, of course, this was an impossibility for the area.

His wife was also amazed by this other-worldly flying machine. Her husband got back into the car, and they continued on to their apartment.

As they arrived at the parking lot to their apartment building, they were totally shocked by the appearance of the object hovering over the lot. It had followed them! They had to drive toward the UFO to continue, but stopped their vehicle at a safe distance from the object, and decided to get out and get a better look.

No one else was outside because of the lateness of the hour. There was just a man, his wife, and this unbelievable flying object, hovering about 70 feet above them. Now they could see the UFO clearly. It was a triangle, about 30 feet across, and its shape was outlined with small lights. Not a sound could be heard coming from the object, as it just sat there in the sky.

The silent, dark gray object made not a move as the man and his wife walked into their apartment. They immediately opened their patio door to watch the UFO. Before long, it began to move southward, slowly gaining speed until it disappeared into the star-filled night sky.

The man and his wife had watched in almost silence since they first saw the object, but now they asked each other if what they had seen was real. It was. The couple only know what they saw. They do not know the object's origin, or mission. Could it have been a secret military project? Or, could it have come from another planet?

Although twenty years have passed since their sighting, neither has seen anything that compares with what they saw that cold night in Salem, Oregon, 1988.

Peru 1997– Crashed UFO Was Hit by Something (Source: Filers Files 2009 #13)

Marine Corp Lance Corporal John Weygandt, who was part of the Disclosure Project, was sent to Peru in March 1997, to provide perimeter security for a radar installation that he was told tracked drug traffic aircraft in Peru and Bolivia. He states, "About midnight, while I was on guard duty, Sergeant Allen and Sergeant Atkinson told me, an aircraft crashed and they need us to go and secure the crash site." Early that morning we drove six Hummers close to the crash site just when it started to get light. Well, we found the area real easy because there was a huge gash in the land where something had crashed. Everything was burned and it was like something had almost cut warm butter with a knife. It was like something on fire or had some kind of energy like a laser had cut it. It was really strange. I was in the front with Sergeant Allen and Sergeant Atkinson and we were ten or twenty meters ahead of everyone else. We were the first ones to see this thing. It had gone up the hill and then off in the side of the ravine and ridge. This was a 200-foot ridge, of solid rock. A huge craft was buried at a 45-degree angle in the side of the cliff there at the ridge. It was straight up and down.



The craft was dripping a greenish-purple syrup-like liquid. The liquid was everywhere and fluctuated like it was alive and changing to a different shade of greenish purple. The craft was humming like a bass guitar and had a slowly turning light. Most of the craft seemed buried into the cliff but vents, like a fish gill were on the back. The liquid got on my clothes and ate holes in them and burned off some the hair on my arms. There were three holes in the ship that may have been hatches that were not flush with the main body of the craft. There was another hatch the same width and diameter of the top hatch and it was kind of crooked to the side and it was half open. I didn't see any lights or anything coming out of it but I felt this... presence. It is real strange. I think the creatures calmed me. It was weird and I think they were trying to communicate with me, like, I guess, telepathically. The Corporal estimated the craft was ten meters in width and about 20 meters in length and shaped like something between an egg and a teardrop. The skin of the craft had bumps and notches and appendages on it. It was really organic and almost like art. It looked like something that could be made in a shop. It looked like it could have been handmade but out of what materials I do not know. It was definitely nothing like titanium. It looked like metal but there was no reflection. The sun was shining on it and I could see the different shades of the craft and it didn't reflect anything. Suddenly the Sergeants were yelling at me to get the hell out of there.

After we climbed back up, the Department of Energy people were there. They knew about it so I don't know why we went there still to this day. But anyway, I was arrested and cuffed, both hands down. I had all my gear taken from me by men in black cammies who threatened me and subdued me and put me on a cot. They had no name tags. At the crash site there were about thirty of these guys wearing hazard suits.

I had been told aircraft were flying in and out of the atmosphere at mach ten plus. When you have objects that reenter the atmosphere and then stop on a dime and then turn around and go exactly the opposite direction – that is kind of strange. Meteors don't do that. The craft was not from Earth. I knew that when I looked at it. I wondered if those facilities were built for the intent to track UFO's and their cover was to track drug aircraft. They had laser range finders and all kinds of high tech stuff that I have never seen before. I couldn't really explain it. They looked like big telescopes and some sort of Command Center manned by a multi-national force. So these craft were tracked from this particular radar and were logged. I'm confident that when I saw the aircraft, it had been hit by something. Something had taken it out.

Editor's Note: Corporal Weygandt described a craft damaged by enemy action, either ours or an opposing alien force. His testimony on Page 274 of "*Disclosure: Witnesses Reveal the Greatest Secrets*" by Steven Greer M.D. is excellent and indicates lethal deadly force was being used against alien intruders during the Clinton Administration. We can assume this war continues.

TONY DODD PASSED AWAY 24TH MARCH 2009

An Appreciation By David Cayton

This morning, 25th. March, I received the not unexpected dreaded telephone call from Tony's wife, Pauline, to tell me the sad news of Tony's peaceful passing just about midnight yesterday. He had been looked after at home by Pauline and family coupled with professional nursing care, since last August when he was diagnosed with a terminal brain tumour.

I was one of Tony's Quest International UFO Investigators for some years from 1993. Over very many years, Tony had made a great contribution to the whole UFO business with his own investigations, magazine articles and most of all, his popular lectures and talks on Conference and meeting platforms all over the world.

He was so well liked and respected by everybody for his patience and humility and willingness to talk at length to anybody on UFO topics. He doggedly stuck to finding and reporting the truth of the reality of extraterrestrial presence, even at the expense of seriously damaging his police career prospects! Over the past years we have shared many private phone chats, pondering the meaning of it all and debating the various risks and rights and wrongs of "blowing the lid off" aspects of the UFO business!!!!



Tony Dodd busily chatting at a Leeds 'QUEST' Conference -mid 90's.

Certain mind blowing dreadful evidence, that he knew the authorities were desperate to 'keep the lid on', had come his way from particular official sources, had concerned him ,but Tony's loyalty to his Country and the certain 'Authorities' prevailed! "Blowing the lid off" was a favourite line of Tony's which we chuckled about many a time!

He and Pauline had put up with threats from the Authorities from time to time, mainly in the USA, but he carried on doing what he was meant to do, exercising constraint and responsibility! Perhaps 25 years of exemplary service with the rank of sergeant in the West & North Yorkshire Police Forces had something to do with his loyal attitude?!

The content and title of his marvellous book, "ALIEN INVESTIGATOR--The case Files of Britain's Leading UFO Detective" published in 1999, perhaps says it all about Tony as a person and a wonderful friend we have lost. I for one, as my past mentor, will miss him greatly.

Biography

Sgt. Tony Dodd had his first close encounter with UFO in 1978 while a serving officer. He had many subsequent encounters over North Yorkshire Moors leading to becoming an investigator into the phenomenon.

For many years he was head of investigations for Quest International, which became UFO Magazine (UK) for which he produced many fine case studies & investigations. He has given lectures in many countries including America, Iceland, Germany, Holland, Denmark and many British Cities.

Specialised in Alien Abduction Phenomenon, Animal/Human mutilations and interaction of aliens with certain military authorities.

Ed: We share David's sentiments and regret the sad passing of Tony Dodd, a leading light in the field of UFO researchers.

USAF PILOT WAS ORDERED TO FIRE AT A UFO IN U.K. AIRSPACE !
THIS MATTER SURELY HAD SIGNIFICANT 'DEFENCE IMPLICATIONS'?

Report compiled by DAVID CAYTON.

Featuring the detailed first-hand personal account by the pilot concerned.



Milton Torres next to an F86D with part of the rocket cradle visible beneath fuselage. Sept. 2007

I would like to record my thanks to friend and fellow researcher, Harry Harris for his sterling work (and good fortune!) in bringing this case to my notice, originally in 1994, and allowing me access to his files and correspondence. We are now both especially indebted to one of the two pilots directly involved in this 'incident', **Professor Milton Torres (ex USAF Major retired)** for his co-operation and willingness to publicly come forward and recount in such great detail, his alarming experiences of that night, now some 50 years on! (David Cayton)

Milton Torres's Narrative:

It was a typical English night in Kent. The 406th Fighter Wing had been designated to a particular 'Sector' (RAF) and to have our F-86D's (Super Sabre jet fighter) stand alert (on QRA) as an operational requirement. **The date was April 27th, 1957**, and our Squadrons were considered combat qualified when they committed us to the operational requirement. My recollection seems to indicate that this function was rotated about England between the various RAF and USAF units. On this particular night, the 514th Fighter Interceptor had the Alert duty. Two F-86D's were on a 5 minute alert at the south end of the runway at RAF Station Manston, awaiting the signal to scramble. We had a 'scramble shack' assembled on the grass next to the 'birds'.

The hour was late as memory serves me and the weather was IFR (Instrument Flight Rules). Looking back at the log book, a total of 30minutes of Night Weather was logged on a 1 hour and 15 minute flight. Some details, such as exactly what hour the scramble occurred or what we were doing just prior to scramble, totally escapes me, however the Auxiliary Power Units (APU) were on and the power was transmitted to the aircraft. (Note: This is normal practice for aircraft on QRA)

We were ready for an immediate call to scramble and eager for the flight time hours. I can remember the call to scramble quite clearly and we were given a vector of 120 degrees and a flight level of Angel 32. (32,000 ft .altitude.) We were airborne well within the 5 minutes allotted to us and we rapidly climbed upwards and levelled at FL320.

Our vector took us out over the North Sea, just east of East Anglia. Normally my 'wingman', the other member of the set of two fighters, would be the lead ship. I can only suggest that I was now leading due to an 'in place' turn of some sort. I remember in quite specific terms, talking as lead ship to the GCI Site, whose call sign I cannot recall.

(I have now established that the GCI Unit location was No. 144 Signals Unit. at RAF Bawdsey Manor on the Suffolk coast, just south of RAF Bentwaters and Woodbridge. Milton knew for sure that Bawdsey (now closed) was the GCI Site because, along with other pilots, he had previously been on an overnight pilot familiarisation visit to Bawdsey) .DAC.

I was advised of the **situation** quite clearly! The initial briefing from the ground control (on radar) had been observing for a considerable time, a blip that was orbiting the East Anglia area. *(In addition to Bawdsey, the main radar Station plotting the blip would likely be RAF Neatishead Early Warning Radar Station, in Norfolk).*

- Apparently there was very little 'movement' and from my conversation with the GCI, all the normal (identifying) procedures of checking with all controlling agencies, revealed that this was **an unidentified flying object with very unusual flight patterns**. In the initial briefing, it was suggested that the 'bogey' was actually motionless for long intervals! (This was over the Ipswich area!)

The instructions came to go 'gate' to expedite the intercept. Gate was the term used to use maximum power, in the case of the F-86D, that meant full afterburner and proceed to an initial point keeping at around 32,000 feet. By this time my radar was on and I was looking prematurely for the 'bogey'. The instruction came to report 'any visual observations', to which I replied, 'I'm in the soup and it is impossible to see anything!' The weather was probably high alto stratus but between over the North Sea and in the weather, no frame of reference was available, i.e. no stars, no lights, no silhouettes, in short nothing. GCI continued the vectoring and their dialogue describing the strange antics of the UFO!

The exact turns and manoeuvres they gave me were all predicted to reach some theoretical point for a lead collision course type, to enable any rocket release. I can remember reaching the level off altitude and requested to come out of afterburner, only to be told to **stay in afterburner!** It wasn't very much later that I noticed my indicated mach number was about .92. This is about as fast as the F-86D could go straight and level. Our final vector was toward the North.

I THEN RECEIVED THE ORDER TO FIRE a full salvo of rockets at the UFO! I was only a young Lieutenant at the time (Age 26.) and very much aware of the gravity of the situation. To be candid, I almost shit my pants! At any rate, I had my hands full trying to fly, search for 'bogey's' and now selecting a hot load on the switches. **I asked for 'authentication' of the order to fire and I received it!** This further complicated my difficulty, as the matrix of letters and numbers to find the correct (matching) authentication was on a piece of printed paper about 5 by 8 inches and with the print not much bigger than normal type. It was totally black and the lights were down for night flying. I used my flashlight, still trying to fly and watch my radar. To put it quite candidly, I felt much like a one legged man in an ass kicking contest!

The authentication/verification to fire was valid. They weren't kidding! I then selected my 24 rockets to salvo. They further told me we were in a teardrop climb, to be positioned to fire at a UFO at 32,000 feet! I wasn't paying too much attention to my wingman but I clearly remember him giving a 'Roger' to all the transmissions. I can only suppose he was as busy as I was! My final turn was given and instructions were given to look 30 degrees to the Port for my 'bogey'. I did not have a hard time at all. There it was exactly where I was told it would be at 30 degrees and at 15 miles.

The 'blip' was burning a hole in the radar scope with its incredible intensity. It was similar to a 'blip' I had received from B-52's and seemed to be a magnet of light. These things I remember quite very clearly. I ran the range gate marker over the blip and the jizzle band faded as the marker superimposed over the blip. I had a 'lock on' that had the proportions of a **flying aircraft carrier!** By that, I mean the 'return' on the radar was so strong, that it could not be overlooked by the fire control system on the F-86D I use in comparison other fighter aircraft and airliners.

The airliner is easy to get a lock- on, while the fighter, not being a good 'return', is very difficult. On that type of smaller aircraft, a lock-on was only possible under a ten mile range. The larger the airplane, the easier the lock-on. This 'blip', *almost locked itself!* I cannot explain to the lay person exactly what I mean, save to say that *it was the best target* I could ever remember locking on to! I had locked on in just a few seconds and I locked on at exactly 15 miles, which was the maximum range for lock on. I then called to the GCI, 'Judy', which signifies that I would take all further steering information from my own radar computer.

Now back to the Intercept of the UFO. As I said, I had an 'overtake' of 800 knots and my radar was rock stable. The dot was centred and only the slightest corrections were necessary. This was a very fast intercept and the circle started to shrink. I called '**20 seconds**' and the GCI indicated he was standing by. The 'overtake' was still indicating in the 7 or 8 o'clock position. **At about 10 seconds to go, (to fire)** I noticed that **the overtake position was changing its position on the scope.** It moved **rapidly** to the 6 o'clock, then 3 o'clock, then 12 o'clock and finally rested about the 11 o'clock position. This indicated a negative overtake of 200 knots (the maximum negative overtake displayed) There was no way of knowing of what the actual speed of the UFO was, as he could be travelling at very high mach numbers and I could only see the 200 knot negative overtake. The circle, which was down to about an inch and a half in diameter, started to open up rapidly. Within seconds it was back to 3 inches in diameter and the 'blip' was visible in the blackened jizzle band, moving up the scope! **This meant that it was going away from me fast!** I reported this to the GCI Site and they replied by asking 'Do you have a 'Tally Ho?' I reported that I was still in the soup and could see nothing. By this time the UFO had 'broke lock' and I saw him leaving my 30 mile range. "Again I reported that he was gone, only to be told that he was now off their scope as well. **With the loss of the blip off their scope, the mission was over.** We were vectored back to 'homeplate' (Manston) and secured our switches. My last instructions were that **"they would contact me on the ground by land line."**

I had not the foggiest idea what had actually occurred, nor would anyone explain anything to me. In the Squadron Operations area, one of the sergeants came to me and brought me into the hall way around the side of the pilots briefing room. He approached a civilian, who appeared from nowhere. The civilian looked like a well dressed IBM salesman, with a dark blue trench coat. I cannot remember his facial features, only to say he was in his 30's or early forties. He immediately jumped into asking questions about the previous day's mission. I got the impression that he operated out of the States. After my debriefing of the events, he advised me that this would be considered **highly classified** and should not discuss it with anybody, **not even my Commander!** He then **threatened** me with a national security breach, if I breathed a word of it to anyone. He disappeared without so much as a goodbye and that was that as far as I was concerned. I was significantly impressed by the action of the 'cloak and dagger' people and I have not spoken of this to anyone until recent years.

My impression was, that whatever the aircraft or spacecraft was, it must have been travelling in 2 digit Mach numbers, at least Mach 10, to have done what I witnessed!

CONCLUDING COMMENTS. We are indeed privileged to read of Milton's enthralling account and he is now certain that his 'official' debriefing report, given the following day, was to a person whom he now believes, from his credentials, to be an American Embassy based officer from the London branch of the NSA (National Security Agency). This 'report', I am certain, even if filed today, would **never** pass across the public UFO desk of Air Staff 2a at the MoD in Whitehall! I am also confident that there are many other British military encounter report episodes which have occurred in this Country and overseas, which are buried away never to be released by the MoD to the P.R.O. at Kew! **I know of at least two incidents dating from 1958!**

If any reader has more information about this incident, or any other Air Force scrambles and UFO intercepts within the U.K. airspace, please contact me on 0161 483 4956, mob. 07899941291, or by email: davidacayton@hotmail.com

07-Apr-2009: **A new Hubble image highlights striking swirling dust lanes and glittering globular clusters in oddball galaxy NGC 7049.**

The NASA/ESA's Hubble Space Telescope has captured this image of NGC 7049, a mysterious looking galaxy on the border between spiral and elliptical galaxies. NGC 7049 is found in the constellation of Indus, and is the brightest of a cluster of galaxies, a so-called Brightest Cluster Galaxy (BCG). Typical BCGs are some of the oldest and most massive galaxies. They provide excellent opportunities for astronomers to study the elusive globular clusters lurking within.

The globular clusters in NGC 7049 are seen as the sprinkling of small faint points of light in the galaxy's halo. The halo – the ghostly region of diffuse light surrounding the galaxy – is composed of myriads of individual stars and provides a luminous background to the remarkable swirling ring of dust lanes surrounding NGC 7049's core. Globular clusters are very dense and compact groupings of a few hundreds of thousands of stars bound together by gravity. They contain some of the first stars to be produced in a galaxy. NGC 7049 has far fewer such clusters than other similar giant galaxies in very big, rich groups. This indicates to astronomers how the surrounding environment influenced the formation of galaxy halos in the early Universe.

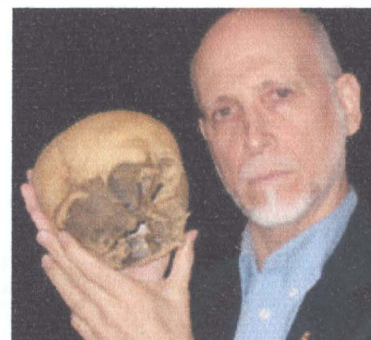
The image was taken by the Advanced Camera for Surveys on Hubble, which is optimised to hunt for galaxies and galaxy clusters in the remote and ancient Universe, at a time when our cosmos was very young.



The Starchild Enigma – Exploring the Evidence

With Author and International Speaker and Lecturer Lloyd Pye
As part of a short UK Tour, Lloyd Pye will be presenting his 10 years of research into an unusual skull which has been laboratory and DNA Tested.

Why is the bone so much harder than human bone, but only 40% of the density? Why does the skull have no sinuses? Come and look at the evidence and ponder the secrets that this important and extraordinary 900-year-old enigma may



The Starchild Skull held by
Lloyd Pye, Research Coordinator,

Date/Time	Doors Open 7pm for 7:30 start, Thurs 25 June 2009
Venue:	The Belgrave Rooms, 25 Goldsmith Street, Nottingham, NG1 5LB. Tel: 0115 947 3829 http://www.belgraverooms.co.uk/ On the tram route, a short distance from Nottingham Royal Centre.
Entry:	Tickets - £6 Contact Andrew Johnson, Tel: 01332 674271, e-mail: ad.johnson@ntlworld.com or visit http://tinyurl.com/

TALE ENDERS

UNEXPECTED VISITOR (From our NZ colleague Derek Kendall)

On 19 September 2008 my wife's former husband passed away unexpectedly in hospital in the early morning while awaiting an operation. That night while my wife was in the kitchen at about 10pm something unexpected happened that has never happened before or since.

A small bird (waxeye in New Zealand) came and settled on the bottom of a kitchen window frame and looked in at her. It flew from the window but then came back about two minutes later. My wife called to me as I was in another room. I came out in time to see the bird staring in.

I went to the front door onto the porch. The outside front door light was on as we had not long returned home and had not been turned off. I found the bird had settled on a clothesline that is under cover along the porch. It flew around for a few more minutes before finally leaving. Was this a farewell visitation?

From: Derek Kendall, Edgecumbe, Bay of Plenty, New Zealand

(Comments welcome -Ed.)

JULY 17, 1996; SOUTHEAST OF DAMIANSVILLE, ILLINOIS.

At 9:00 a.m. on I-64 southeast of Damiansville, Illinois a low-flying triangular UFO approached an interstate ramp and then hovered over some trees for 4-5 minutes. It appeared like "polished steel". It made not sound and vanished mysteriously. (Source: Curt Sutherly, *UFO Mysteries: A Reporter Seeks the Truth*, p. 198)

(Thanks to Daniel Wilson, Ohio, USA)

NEW ROSWELL WITNESS FOUND (AT 90 !) Friday March 6th 2009

A firefighter who was with the Roswell Fire Department in 1947 has confirmed that the mysterious crash in the New Mexico desert that Summer was in fact of an unearthly craft! The firefighter, now aged 90, related stunning information to this author in a lengthy interview conducted recently. Respected Roswell author Kevin Randle also talked with the involved fireman to confirm the details of his story.

Dan Dwyer, another Roswell Fire Department firefighter, related to him that the area surrounding the crash was secured and cordoned by armed guards. Firemen went out there on their own volition, not as a "department." - The crash was of a craft not from Earth. The Fireman explained that it was not a balloon or any type of military experiment. He said that it was a "UFO." When I said to him that the term "UFO" was not used back then...he said it was "unidentified- a flying saucer." I asked him how he knew this and he stated that he was certain it was because of "what I was told at the time it happened." He explained that the Colonel did not know what the craft was or from where it came...and that there was great concern over the situation. *(Report by Anthony Bregalia)*

FT VISITOR March 8, 1997; Lympne, England A triangle-shaped UFO with a large dome at one end hovered low over a field in Lympne, England, near the town of Hythe at three a.m. There were three witnesses. (Source:Lynn Picknett, *Mammoth Book of UFOs*, & Daniel Wilson,,Ohio USA).

BAY OF PLENTY (NZ) (*from Ian Lucas 11 May 09*) Hi Omar, We were hit by a freak hailstorn this afternoon. People were snowboarding down the sand dunes at the beach!!!

THE NEXT PRA MEETING

Will be held at the Royal British Legion, Allenton, Derby on Tuesday 26 May 09

DVD Presentation: 'The Cash/Landrum UFO Sightings 1980'.

ON TUESDAY 30 JUNE AND DIRECT FROM PARIS ESPECIALLY FOR OUR MEETING:

A presentation by French UFO Researcher: PAUL PONSSOT

Close encounters, Abductions and Alien contact.

Plus the latest UFO news & FREE UFO book raffle : £1 on 26 May. (£2 on 30 June) Non-members welcome.

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