

BELGIUM HAUNTED BY HUGE TRIANGULAR CRAFT: PART II

By *JOËL MESNARD* and the Editorial Committee of *LUMIÈRES DANS LA NUIT* ©

(Translation from French. G.C.)

Once again we acknowledge our indebtedness to our splendid French colleagues for the following further Report which we have taken from their *Lumières Dans La Nuit* No. 301, and which continues the Belgian story as far as mid-April of 1990. — EDITOR

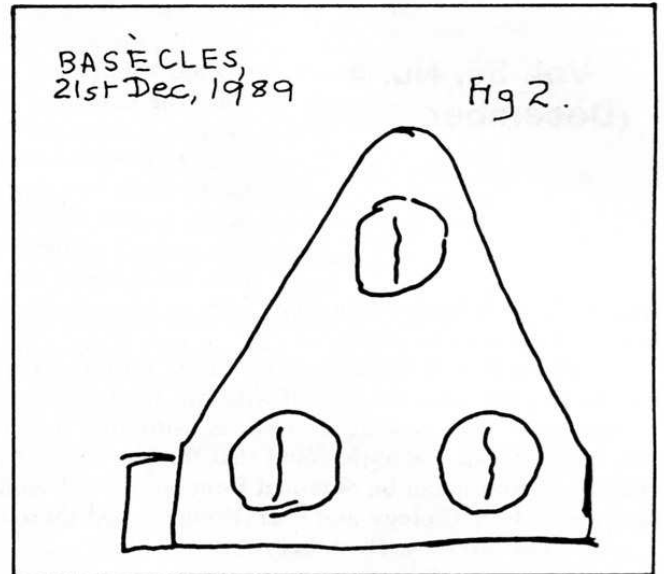
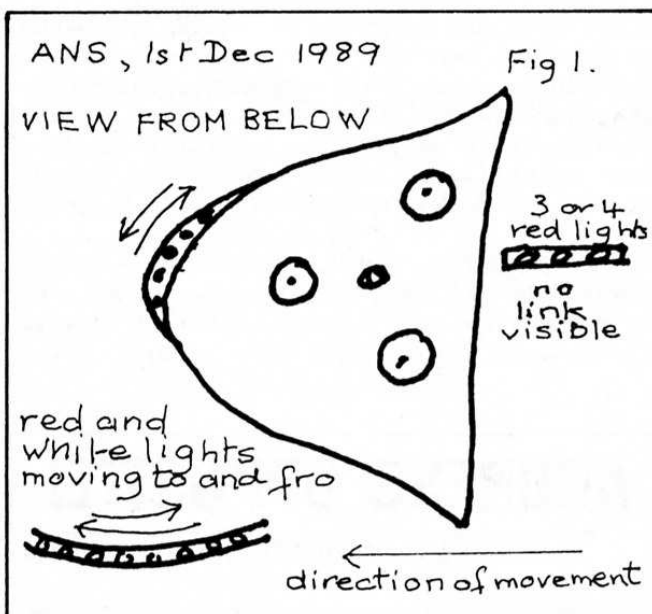
1. December 1, 1989. Ans (Belgium)

This sighting is one of the most interesting of the whole Belgian "Wave", and lasted from 1745 hrs. to 1800 hrs. The chief eyewitness was a professional military man, M. Francesco Valenzano, a prévisionniste météo (weather forecaster) of the Belgian Air Force, who that evening was with his daughter on the Place Nicolai at Ans. It was the daughter who drew his attention to the object, saying "Look, Daddy, an aeroplane!" Both saw a very large object which seemed to be coming from the direction towards the south of Liège, and flying very low (100-150 metres).

Extract from his letter sent to SOBEBS four days later:-

"What caught my attention was the displacement of the blue and red colours from one end of the craft to the other. When it was above us, we saw three big "lights" on its underside, directed downwards, and it passed over us. Then it veered towards the Place Nicolai, where it performed a complete turn, flying round above the buildings, very slowly. Having completed this movement, it headed back towards us again and flew over us once more. It was at this moment that I noticed, in the middle of the three "headlights", a red "light" that was revolving both horizontally and vertically, the effect of which was that intermittently one could see the underside of the machine.

I place the word *light* in inverted commas for two reasons: firstly, because these lights did not dazzle us, and, because, though the craft was flying at a very low altitude, no light beam was seen to strike the ground from it. Secondly, on the day in question — a Friday — there was some faint mist, and when you shine a lamp through mist or fog, a cone of light appears. Well now — there was no cone from any of those three lights!"



2. December 21, 1989. Basècles (Belgium).

The newspaper *Nord-Eclair* of January 5, 1990, carried an interesting piece of testimony, under the name of Yves Leterme, which serves to reinforce three other reports concerning a sighting of the UFO phenomenon at Basècles (between Tournai and Mons) at day-break on December 21.

At the outset, a resident of Beloeil (northern sector of Basècles) and two children, aged 15 and 18, saw, at about 0715 hrs, a red glow behind a copse. Then, at a distance of some 500 m. or so, they saw a material object hanging stationary in the air, at a height of 50 m. or so. Then it moved off towards the south-east at high speed.

Half-an-hour later, Monsieur M-A- also saw a glow behind the trees of a copse not far from his house. Shortly afterwards, this glow rose up and remained stationary in the air for 7 or 8 minutes. The witness described it as "a material object, of triangular shape, which dipped at an angle of about 45° as it went up, thus showing three quite powerful — but not dazzling — yellowish-orange lights. At the centre of each of the three lights there was a sort of vertical filament of a lighter shade. (See sketch) M-A- had plenty of leisure in which to watch the phenomenon, and called to his wife, who was also able to watch it for a minute. Then, says M-A-, "the object rose up, slowly at first, then accelerating to a very high speed. There was no sound, and no change of colour". He reckoned its size to be maybe 10 m. wide and 10 m. high. "It was as big as a house", he said. He had been watching it for a total of about 10 minutes when, already pretty high in the sky, it suddenly vanished. The agreement between the account of this witness and the account of the three other witnesses (i.e. at Beloeil) is quite striking.

3. December 24, 1989. Aische-en-Refail (Belgium)

On this date there were reported sightings from Valenciennes in France (just below the Belgian-French border) and from this place, in Belgium, in a small village 15 kms. to the north of Namur and some 50 kms. to the west of Liège, on the road from Gembloux to Eghezée. Four eyewitnesses are known: namely, Monsieur Desmaré who reported the case a few days later to SOBEPS, his wife, and their two daughters. He is a pilot with the ULM, having, at the end of December 1989 about 500 hrs. of flying to his credit, which endows his testimony with a certain credibility... Shortly after 2300 hrs., he and his wife were waiting for their eldest daughter, due to arrive from Brussels. She arrived at 2320, and at once mentioned that she had seen a shining object stationary near the BP garage on the motorway. This first phase of the sighting lasted ten minutes, so any suggestion that it could have been an emergency service helicopter watching the road for accidents is ruled out.

At 2340 Monsieur Desmaré stepped out to shut the garden gate and, glancing in the direction of the BP garage, saw the UFO heading straight towards him.

The thing was flying slowly at a height of about 100 m. or so. He called to his wife and the two daughters, who all came out at once — first turning off the outside light so as to be able to view the phenomenon better. According to Monsieur Desmaré, the UFO, which was still approaching, “was like a big manta rayfish, with rigid wings” and was on a course of about 100° (slightly to the south of due East) towards the southern suburbs of Liège. There was no sound to be heard from it, but what astonished him most of all was the fact that the thing seemed totally unaffected by any turbulence or gusts of wind. On the leading edge of this “wing” (let us not forget that this is an ULM pilot speaking) could be seen “three good-sized light sources, much larger than aircraft identification lights. Nevertheless, they did not look like lights, for no luminous beams came from them. These three light-sources were on one and the same horizontal level, and their stability was surprising.

The thing passed right over the witnesses, at a height of only 100 or 120 m., and at an estimated speed of 50 km.p.h. A faint sound now became detectable, which Mme Desmaré likened to “the sound of an airline plane passing over at 12,000 or 15,000 m.”, while her husband spoke of it as being “like the sound that one hears near a high voltage station or an overhead electric cable”.

As the thing passed over them, they noticed, in the centre of the triangle, a greenish light smaller than the white lights on the leading edge. And, a few seconds later, they also noticed a fourth light resembling those at the front. In his letter to SOBEPS, Monsieur Desmaré added yet a further interesting detail:

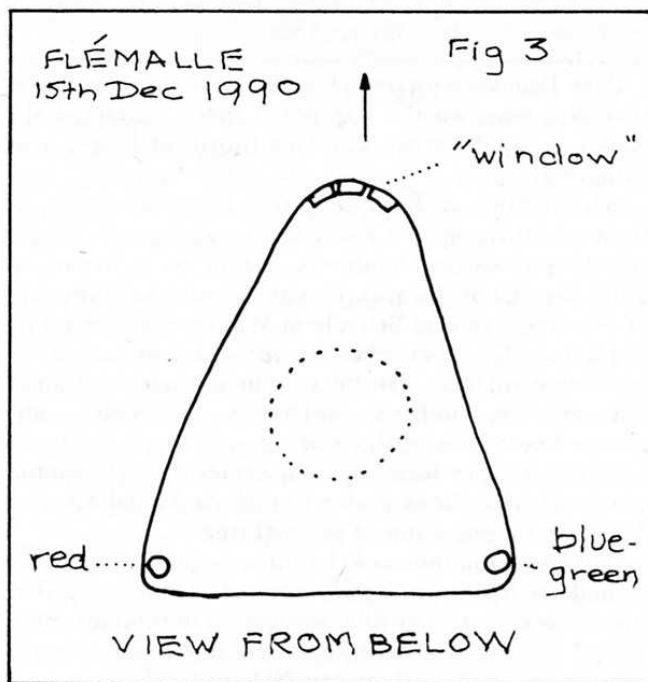
“A curious thing was that, as the craft got further and further away from us, we could still see the three front lights, which would suggest that they were an outstanding feature.”

4. February 15, 1990. Flémalle (Belgium)

This close sighting is particularly interesting in view of the comparison which it enables us to make with at least one other case, namely No. 1 at Ans in Belgium at about 1745 hrs. on December 1, 1989. The chief witness, Stany Box, had had an earlier sighting at 2030 hrs. on February 8. (And, incidentally he would have a third at 1950 hrs. on February 20, and would furthermore also be one of the many witnesses to the sighting of April 14, to be described later).

Four sightings by one witness over a little more than two months — one of them a close encounter — might seem a bit astonishing, but there is a very simple explanation. The second sighting (Feb. 15) strongly aroused the witness's sense of curiosity, so that from then onwards he has devoted every moment he could to the study of the phenomenon. If his patience has been rewarded, this is quite simply because, since the end of November 1989, the opportunities for seeing “the triangle” have been extremely numerous in that part of Belgium, as is proved by the impressive mass of eyewitness accounts collected by SOBEPS.

At 2022 hrs. then, on February 15, 1990, something resembling a *delta-wing with a rounded front*, flew, very low, and very slowly, over Stany Box's residence. This “rounded front” had some illuminated panels, described by the witness as a “window” (*verrière*), but this “window” remained visible when the object was far off, which permits us to suppose that the “window” must have extended below the lower surface of the machine. And another curious detail is to be noted: the lights that one might have been tempted to interpret as aircraft navigation lights *were green on the left-hand side and red on the right-hand side, whereas of course on our aircraft it is the other way round!*



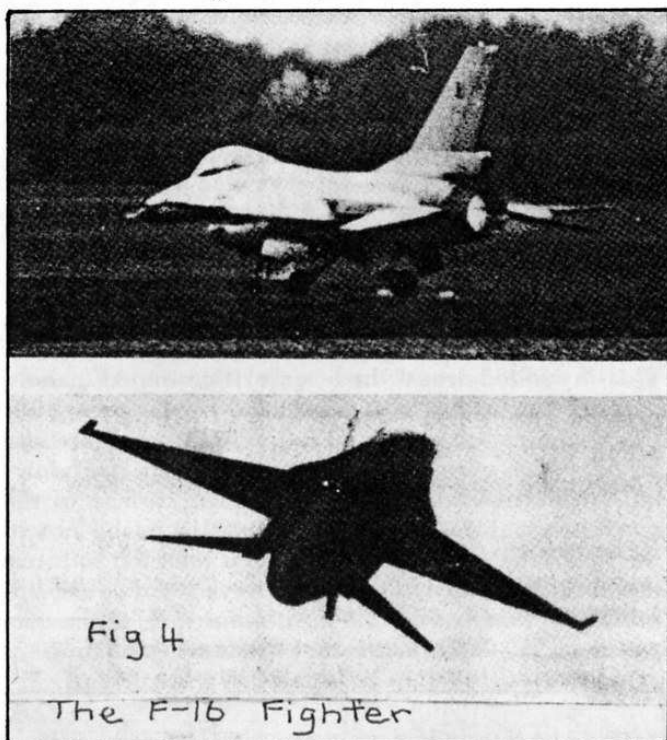
5. Night of March 30/31, 1990. West of Liège (Belgium)

This night of Friday, March 30/Saturday, March 31, was one of the high points of the “Belgian Wave”. The witnesses were plainly less numerous than they had been on November 29, 1989, owing to the much later time of the day, *but they do include 18 gendarmes*.

As for the intervention in the affair (bang in the middle of the night) of two *F-16* aircraft — well, from any way that you like to view it, it did cause a certain stir... (See following article! G.C.)

It all started at about 2300 hrs., at Ramillies (45 kms. to the west of Liège and 20 kms. to the north of Namur), when Maréchal des Logis Alain Renkin, a gendarme of the Wavre Gendarmerie Brigade, spotted, in the clear sky, a large luminous dot, of changing colour, travelling by “jumps” — first to the right, and then to the left. Although he was not on duty at the time, he alerted the Air Force Base at Beauvechain, only 20 kms. distant. That is where the *F-16* aircraft of

No. One Wing, All-Weather Fighters (the highest performance aircraft of the Belgian Air Force) are based. (The *F-16* is, roughly speaking, very comparable to the French Mirage 2000).



The Beauvechain radarscopes were not in use at that late hour, so the Air Force there contacted the Radar Control Centre at Glons (north of Liège, near Tongres).

Meanwhile, at Ramillies, the luminous point of light was turning to a reddish hue, and seemed to be receding towards Gembloux, rising as it went. At 2308 hrs., Capt. Jacques Pinson, second-in command of the Gendarmerie Brigade at Wavre, was alerted by Maréchal des Logis-chef Vossem. Accompanied by another gendarme, Pinson set out at once for Ramillies, arriving there at 2315 hrs. Meanwhile, the phenomenon was still visible there: three luminous points in the sky forming an isosceles triangle. Simultaneously, the Glons Radar Centre contacted him, requesting confirmation of the sighting.

The most luminous of the three points of light continued to withdraw slowly towards Gembloux. The upper point was visible towards Thorembais-Saint Trond (due west), while the third point was towards Chaumont-Gistoux (between NW and WNW).

At 2325 hrs. several gendarmerie patrols, at La Jauchette, Jodoigne, and Thorembais-les-Béguines, were also watching the phenomenon. The distance separating those three light points are still unknown to us of course, but clearly it was a matter of *kilometres*. If, therefore, in this sighting we are concerned with a "triangle" still, then it is no longer a question of an object (a "platform") having approximately the dimensions of an aircraft, but it is a formation of three luminous sources contained within an incomparably large space, and with no visible material links between them.

Shortly after 2330 hrs., three fresh points of light, moving at first in "jumps", appeared. They formed an equilateral triangle, situated below the big triangle. The gendarmes (18 of them were watching it) were using binoculars, and discovered that each of the points of light "resembled a sphere bisected by two great, sharply back-swept, wings".

At about 0015 hrs., two "lights" of this same sort appeared in the sky over Eghezée. Meanwhile, at

Beauvechain, two *F-16s* were preparing to take off. . .

They arrived over the sighting point at 0036 hrs., and guided by the gendarmes on the ground, carried out two sweeps and then flew some circles around the "big triangle". If we are to believe the account subsequently published by the Military Authorities, the pilots of the *F-16s* did not locate the luminous objects, and confined themselves to flying around as directed by the gendarmes. (Now known not to be true. See following article. G.C.)

When the fighter craft started to fly around the "big triangle", or maybe inside it, two of the "luminous objects" vanished, leaving only one — the brightest (and also the lowest on the horizon). This then began to climb vertically — emitting brief and vivid red flashes, before fading out, in its turn, in the sky.

Meanwhile, the radar at Glons was showing discontinuous echoes on its screens — that is to say, echoes "vanishing on the spot" in less time than it took for the antenna to perform a sweep.

It was also on that same memorable night that a very interesting video film was secured, which was shown on the Belgian Television a few days later. On the Boulevard Maurice Lemonnier at Brussels, at about 0215 hrs. in the morning, Monsieur Marcel Alfarino managed to film a formation of three lights with — momentarily — a fourth light — also white, but weaker in intensity, near the centre of the "triangle". According to the witness, the lights were carried by a triangular-shaped object travelling slowly and emitting a faint whistle, and whose edges bore small sparkling lights which do not show up on the film. Here we have, in fact, a description such had already been given many times during the "Belgian Wave".

6. April 9, 1990, near Florenville (Belgium)

A witness saw a "grey triangle", which emitted a "very piercing noise comparable to the Larsen effect in a micro".

7. Night of April 9/April 10, 1990. Flémalle (Belgium)

Once again it is here, a place in the south-western suburbs of Liège, where we have already recorded a low-altitude overflight on February 15. (And where we shall later have at least two more sightings, namely on April 14 and April 17.)

And here we have a second interesting case in which there is an effect on animals (although a UFO link is only suppositional, inasmuch as no object was observed). All that was found was that, in a field where some deer are kept, a marked area was found, with not very sharp contours, where the grass had turned to an *inexplicable yellow*. The owner of the field, Monsieur Louis Disse, assures us that the grass was still of its normal colour at about 1500 hrs. on April 9, and that the anomaly, whatever its cause, had occurred during the evening or the night. Monsieur Disse also said the deer had suddenly become very shy, and now seem to avoid the marked area.

8. April 10, 1990. Berloz (Belgium)

This place lies some 30 kms. to the WNW of Liège, and near Waremme. Here it seems there was a third case where animals were affected. It was on April 10, at about 2230 hrs. About ten people were watching, from some distance, the movements of a luminous phenomenon, and, according to the newspaper *La Dernière Heure* (April 12) "When the big light flew over, two horses shut in a paddock were suddenly seized with panic, and started to whinny".

9. April 12, 1990. Spy (Belgium)

The details of this case are taken from an article signed by Gilbert Dupont and published in a leading Belgian newspaper on April 18, or 19, or possibly 20.

The eyewitnesses (or, to be more precise, two of the eyewitnesses, for there would be more of them later that night) were gendarmes: Police-Sergeant Jean-Pierre Maquet, aged 31, and Corporal Hugues Besson. At 2123 hrs. they were on the bridge over the river Sambre at Flawinne (very near to Namur) when they saw a big point of light quite low down on the horizon. They then moved on to Spy, and there, at a spot called Hordin, the object suddenly appeared and was heading towards them, at an altitude estimated by Sergeant Maquet at less than 300 m. Here is an extract from his account:-

"At first we had a frontal view of it. The main features to be seen were two rectangles of light, very powerful but without being dazzling. These lights were enormous — as big as the windscreen of an R4. The thing was moving silently... When it passed, slightly tilted, we got a very clear view of three smaller lights, one green, one red, and one dull white, disposed in a triangle. The object was moving slowly." He watched it for half a minute. It followed the relief of the ground below. It disappeared towards the Spy hills.

Three other Namur gendarmes would also be eyewitnesses of the phenomenon that night: namely First Sergeant Léopold Legrand, First Sergeant Marcel Metzler, and Gendarme Gilles.

10. April 14, 1990. Flémalle (Belgium)

(Account by Joël Mesnard, Editor of LDLN.)

"A week earlier, Patrick Vidal had telephoned me explaining that the Belgian Military Authorities and SOBEPS were jointly organizing four sessions of night-watch at the Easter weekend, using important equipment for surveillance, telecommunication, and observation. And they invited me to join in the operation on the night of April 14/15. Having absolutely no time to spare (due to the delay with LDLN) I ended up by committing myself to an 850 km. car-trip plus a night's watch — all in 24 hours — not a prospect to be relished.

On that cold night, on a hill near Flémalle, some 15 or so people watched, including scientists, notably the eminent Belgian physicist Léon Brenig of the ULB (Université Libre de Bruxelles) who had, himself, seen the "triangle" near Aywaille, (25 kms. SSE of Liège) on March 25, 1990. (Triangle, with three white lights at points, and a red light at centre). Also many SOBEPS members and others, with phone link to the nearby civil airport of Bierset, manned by SOBEPS. Also plenty of instrumentation. Nearby, at Bierset a *Merlin III* aircraft of the Belgian Air Force, with Brenig and other scientists aboard, stood ready to take off in pursuit of anything seen. Soon after 2310 hrs., the "triangle" DID appear. He filmed it, and they all saw it but none at first realized it was not a plane! Later, the Air Force plane from Bierset appeared overhead, "pursuing" along the right course but in the wrong direction, so something had gone wrong!

Joël Mesnard discusses the theory that it was an *F-117A* ("Stealth" aircraft), and rules it out. Patrick Vidal, standing beside him, claimed it had "a raised delta wing, with, at the rear, something like two curved protrusions". As Mesnard points out, there is nothing whatsoever about the *F-117A* that has a "curved shape".

11. April 15, 1990. Noiseux (Belgium)

A much more interesting sight was to come 24 hours later, at the little village of Noiseux, 40 kms. SSW of Liège. (Reported in the newspaper *La Voix Du Nord* of April 20.)

At about 2000 hrs, a Noiseux resident, Monsieur José Olette, a Warrant Officer Engineer in the Belgian Air Force, stepped out of his house to exercise his dogs. And, above the Marche-en-Famenne Plain, some "luminous spots" at once caught his attention. Described by him as "three yellow points arranged in a triangle. The lights were not dazzling". There was also "a sort of trapezium, with two yellow lights and one red light which, as it seemed to me, constituted the structure of the craft. Of an imposing size, the craft was stationary, and at an altitude of about 100 m."

Monsieur Olette wanted to alert the Gendarmerie, but discovered that *his 'phone was cut off*. *There was no electric current in his house. But, at the nearby farm, 100 m. distant, he could see the lights were on. And all the road lights were still on*. He got a torch, and signalled with it. One of the spots flashed several times "in response to his signals". His sighting lasted for 20 minutes, in all of which time he did not think of alerting his neighbours. He said: "I was just fascinated by that enormous, silent thing". Finally it moved off slowly and vanished into the night.

The newspaper adds that, on that same night, the Gendarmerie Post at Marche-en-Famenne received four other calls, between 2130 and 2320 hrs., and all of the witnesses who called described an immense triangle with lights. An aircraft (a *Britten-Norman Islander*) provided by the Belgian Army to help in the four-day watch, took off to try to observe the phenomenon, but without success.

12. April 16, 1990. Belgium. (Precise place not yet established.)

From 2115 hrs. onwards, a Marbais restaurant owner, Monsieur Jean-Marc Florquin, and his wife Geneviève, saw a big luminous point and tried in vain to contact the Bierset Control Post.

The following passage is from Gilbert Dupont's article already quoted above on the Spy sighting:

"At about 2145 hrs., an aircraft passed over, and then there appeared, beneath the object, a light that we had not seen before. In front there was a large point of light from which came what looked like two beams, thus forming as it were a triangle whose base was however not visible. And, intermittently, we saw a flashing light. The thing was totally silent, and it was impossible to estimate at what distance it was. Before it vanished, it emitted behind it a sort of streamer of light of a predominantly bluish hue. It disappeared very quickly — in a flash."

The great interest of this particular case lies in the fact that the witnesses filmed it, thus securing a document of vast evidential value.

13. April 17, 1990. Flémalle. (Belgium)

Monsieur Joachim Sferrazza, a café-proprietor in Ans, and his wife had been tracking UFOs since the beginning of December 1989.

On the evening of Tuesday, April 17, they took up positions to watch once more for the phenomenon, near the Flémalle sand-pits. The choice of this site was not due to chance, for there had already been several sightings reported from there, and also strange marks, on a half-macadamized road not open for traffic

(round marks, 2-3 m. in diameter, seemingly produced by "sweeping" the chippings, which had subsequently vanished, during the night of April 14-15, as though by magic).

At about 2130 hrs., using an amateur's camera lent to him by a friend, *Monsieur Sferrazza filmed two UFOs*. The images of one of them (duration: 20 seconds) are especially interesting.

The object is round, and has a "metallic" appearance. Near its centre, a small black spot is visible, and, on the periphery, three "notches", roughly disposed in a triangle, can be seen.

What is most astonishing about this UFO filmed at Flémalle in Belgium is its extraordinary resemblance to another UFO seen by scores of people, and also filmed, at Crozia, in Southern Italy, on May 30, 1987.

A TRIANGULAR CRAFT SEEN OVER EASTERN FRANCE

ACCORDING to a report published in the Spanish newspaper *La Vanguardia* (Barcelona) for April 17, 1990, a Frenchman and his wife who were driving in their car in the region of Montbéliard, Département of Doubs, Eastern France, on the night of Sunday, April 15, 1990, had a very similar sighting to those reported so widely in Belgium of late. The witnesses, Marcel and Silvia Matzner, said: "We were

driving along when a triangular-shaped machine appeared and began to fly along at a height of twenty metres or so above us. It had powerful lights in the centre and on its sides." (The position of Montbéliard is at 47° 31' N 6° 48' E).

(Credit and thanks to FSR Consultant J. Plana Crivillén of Barcelona.)

From French magazine **PARIS-MATCH**, No. 2145, (Paris), July 5, 1990.

A UFO ON THE F16's RADAR

AUTHORIZED PUBLICATION OF DOCUMENTS FROM THE BELGIAN MINISTRY OF DEFENCE

Exclusive report for PARIS-MATCH by Marie-Thérèse de Brosses

(Translation from French. G.C.)

We are indebted to FSR Consultant J. Plana Crivillén (Barcelona) who has sent us the French text of this report. — EDITOR

WE are authorized by the Belgian Ministry of Defence to publish this documentation. It's "the scoop of the skies". These two screens (shown in the accompanying photos) are the incontestable testimony to an encounter between Science and Fiction. For the first time ever, the Belgian Air Force has agreed to divulge the radar-images of a UFO intercepted by the pilots of its *F-16s*. The recordings were registered during the night from March 30 to March 31, 1990. It was the precision and the clarity of these images that induced the Belgian Defence Ministry to deploy a considerable effort during the subsequent tremendous UFO-chase (in the event not so successful) over the entire Easter weekend of 1990.

Behind the figures and the symbols of these exceptional documents, **PARIS-MATCH** enables you to discover and to decypher the incredible performances of these flying objects, which are very real indeed, and yet which still remain "unidentified". Maybe we are not alone in the Universe.

Who says this? It is the Military, the proverbially silent Military. They are telling you that the UFOs are no myth. Today, on June 22, 1990, for the first time ever, an Air Force has consented to reveal (in part) a major portion from this file which is not Science-Fiction.

On this day, June 22, 1990, after submitting to all the Security checks, I find myself in the Headquarters of the Belgian Air Force, near Brussels. In a small room, Colonel De Brouwer, Chief of the Operations Section of the Belgian Air Force, switches on a video tape-recorder. On the video screen appears the film brought back in the "black box" of the *F-16* aircraft that, in the night of March 30/31 last, was sent up in pursuit of an unidentified flying object. (This isn't the really big chase that was to happen two weeks later, during that famous Easter weekend when the whole of Belgium tried unsuccessfully to chase the UFO. This is

in fact quite another mission, and one that until now has been kept completely secret).

Ever since November 1989, the Belgian Military have been on the alert. Numerous Gendarmerie reports are coming in daily, describing sightings of UFOs, over the national territory of Belgium. It had all begun on that crazy night of November 29, 1989, during which thirty groups of eyewitnesses (including three Gendarmerie patrols), scattered over a distance of 800 kilometres between Liège and the Belgian/German and Belgian/Dutch frontiers, observed, over a period of hours, a strange triangular and almost silent apparatus moving very slowly, and at a very low altitude, and without creating the slightest turbulence.

Like all the Air Forces in the world, the Belgian Military possess supersonic aircraft that stand ready, 24 hours a day, to take off at five minutes' notice. Here it means two single-seater *F-16s* armed with missiles.

The Air Force Headquarters are careful and cautious. On two occasions during the previous months, the two *F-16s* have been sent out in vain to investigate reported sightings. On the first occasion they detected nothing. On the second, it was simply a matter of luminous blobs produced by the lasers emanating from a night-club.

COL. DE BROUWER: "OUR DEFENCE SYSTEM IS POWERLESS AGAINST THESE MACHINES".

On this night, March 30, after receiving repeated calls — notably from a Captain Pinson of the Gendarmerie — the Air Force Headquarters will therefore carry out several preliminary checks. In addition to the simple visual sightings made by numerous eyewitnesses, two radar-stations have both already picked