



Vol. 35, No. 2
(June, 1990)

"VERMIN"

ONE of our more perceptive correspondents insists on calling the alien critters he has met "Vermin", and, on the basis of what we ourselves have heard about the alleged activities of a great many of them, one has to admit that this seems to be an excellent term and one that deserves to be adopted widely. We ourselves like it, and intend to use it.

But, when employing such terminology we must always keep present in the forefront of our minds the possibility — nay the absolute certainty — that this vast Cosmos must also harbour plenty of beings of an altogether different and higher sort.

For us, then, the big question is probably this: "Are there any of these higher sorts in this particular 'neck of the woods' where we humans have our abode?"

Let us fervently hope that there ARE such. (And maybe the recent launching of the splendid Hubble Telescope will help us to find a speedy and positive answer to our question!) While we think it is highly *unlikely* that the source of our nasty UFO "vermin" is extra-terrestrial, it is not at all difficult to visualize that all the highest types of cosmic intelligence assuredly will be "from out there", although, of course, it is also by no means certain that *Homo Sap* would necessarily possess the requisite faculties or instruments for detecting their presence. If we have only been

programmed to detect and recognize life and intelligence up to a certain level, then it is easy to see what sort of problems might confront us. For example, any truly higher intelligences might well consist of a more subtle atomic structure which — while "physical" enough — might nevertheless always remain totally invisible to us. Indeed every religious tradition of mankind does indicate clearly that the higher categories, such as the *Angels* (this Greek word simply means "messengers") are not normally visible to human eyes. *But there is plenty of evidence of their work and their abiding presence. Let every one of us remember that, and cling firmly to it in the extraordinarily grave times which lie ahead for mankind.*

BELGIUM HAUNTED FOR MONTHS PAST BY HUGE LOW-FLYING TRIANGULAR CRAFT

Gordon Creighton

WE have recently noticed several interesting Belgian items which, somehow or other, have managed to get into the British press, and we reproduce the texts of them below. The impression given, particularly by the last of the three pieces, is that something decidedly odd has been going on or over Belgium at least since early November 1989. (And maybe since earlier than that.)

Throughout the entire history of the "UFO Phenomenon", we have constantly seen reports of enormous craft — sometimes shaped like "airships" and "dirigibles" (as in the American "Wave" of 1896/97) or like "cigars" as in the famous Adamski story as published in 1952. *And not only in Adamski!* For there were similar reports of "cigar-shaped aircraft, from Europe, and Britain, and Russia, and India, and South America, and Australasia and the U.S.A., throughout the 1950s and 1960s. Many, many of these reports have appeared in FSR during the course of its 35 years of existence. (The largest thing ever reported, I believe, was a "something" reckoned to be at least ten miles long, over Kansas, during the 1950s or 1960s.)

We have neither the time nor the space available to say more now about those earlier years. But, coming on to more recent times, readers will recall that, in FSR 29/3, the Rev. Donald Thomas described (p.15) an enormous low-flying craft which had crossed a road in Oxfordshire at about 11.30 p.m. on September 23, 1978. In FSR 30/2, we reported a case, supplied by APRO, of an enormous craft seen over Alabama in February 1983. In FSR 30/3, and again in FSR 31/3, we reported on the huge triangular or "Boomerang"

craft seen by many observers in New York State in March 1983 and later. In FSR 30/5 (p.15) we reported a simply enormous "cloud craft" seen by airline pilots over the north-western part of the USSR. In FSR 31/1 we published Antonio Ribera's account of a huge "boomerang" seen by him over Spain on December 3, 1984.

In FSR 32/1, we published J. Plana Crivillén's account of the tremendous "thing", apparently about 9 km. in diameter, which spent a great deal of the night of November 29, 1985, over the N.E. Spanish Province of Cataluña. In the "Stop Press" section of FSR 33/1, we made brief reference to the reports of huge triangular craft allegedly seen over Plymouth and areas of Devonshire on the night of August 4/5, 1987, and of the vast, low-flying, faintly humming object, "as big as a football field", seen over Nottingham on the evening of December 10, 1987.

But we have no space available for closer discussion here of these earlier cases. Any reader who has a full set of FSR can see for himself or herself how extensive the evidence is. At the present moment, the only useful comment that one can make is to point out that the reports of the very big craft *not only seem to be getting more numerous, but that they appear to be flying ever lower and lower.*

Long before the first American "Stealth" bomber had ever flown on its first trial flight (July 17, 1989), vigorous attempts were already being made to "prove" that all these reports related to that super-costly new machine!

(In the particular case of Belgium, we can easily imagine, can't we, that the foolish Americans would be

happy to risk their tremendously expensive new machine by flying it, night after night, over a period of at least four or five months, just above the chimneypots and the roofs of the houses in Belgium!

The truth — alas — is, as we all already feel in our bones, SOMETHING VERY, VERY DIFFERENT.

All the signs are that extraordinary happenings probably lie ahead, just in the next year or two, and that the nature of those events is probably very well known indeed to our Governments. FSR will continue to endeavour (*on the basis of some material which will nevertheless remain unpublished*) to hint at the course which events seem likely to take. However one views these matters, the times are grave for our species.

Inevitably, this has to be a very hasty and incomplete piece of reportage, and we crave indulgence.

As regards the *British* press, as stated above we have seen in it so far only three references to these extraordinary goings-on in Belgium. By way of introduction, we give below the full texts of the three British reports.

Then, to supply the general foundation for the "Belgian Story", we conclude with a full translation of a masterly report on it which appeared in issue No. 300 (November/December 1989) of our splendid French contemporary, LUMIERES DANS LA NUIT. No doubt the next issue of LDLN will carry an equally detailed chronicle of later events in Belgium, and we look forward to reading that 'next instalment'!

The Address of LDLN, under the editorship of our old friend Joël Mesnard, is now:

5, rue Lamartine,
91220, BRETIGNY-SUR-ORGE,
FRANCE.

The journal is a bi-monthly. The ordinary annual subscription in France is 165 F for six issues. For subscribers *outside* France, the amount required is 370 F, and we recommend it most strongly to all who have a good knowledge of French.

A. THE THREE BRITISH PRESS REPORTS

1. From the *Glasgow Herald* (11 April, 1990) by John Fraser

Flying saucer fever grips Belgium

Belgium has gone UFO daft with more than 700 sightings of a flying object which is larger than a house. Witnesses in the latest incident last weekend have included 18 gendarmes.

Two Air Force F16 fighters were scrambled to investigate the UFO, but it was not detected by radar.

The interest in UFOs has become so intense that this weekend will see a special Easter vigil, with thousands of people scanning the skies for visitors from space.

Video film of the unidentified object has been screened on Belgian TV. It was taken by amateur photographer Mr Marcel Alfarino, 42, from the window of his house in the centre of Brussels.

"The first time I saw the UFO we were watching TV at home, and went into the kitchen," he said.

"We saw bright lights outside the window. I called the police, but they arrived too late.

"The next time I was ready with my video camera at the top of the house.

"I spotted it at about 2am, coming from the South Station, with three bright lights. It made a hissing noise, but seemed to glide effortlessly.

"It was shaped like a grey metal triangle with three bright white lights, and little red and green lights at the back."

Eighteen Gendarmes have also confirmed the latest sighting of the UFO, which disappeared after two Air Force F16 planes were sent to investigate.

The Belgian Society for Studying Phenomena from Space is organising a weekend vigil for UFOs, in the hope that more film evidence can be obtained.

2. *Eastern Daily Press* (Norwich), 16 April, 1990.

UFO fever

Belgium is gripped by flying saucer fever, with lookout teams spending Easter weekend hunting for

unidentified flying objects. UFOs have been reported in the south of the country over the past four months. Belgium's Society for the Study of Space Phenomena organised a weekend watch with observers at 20 vantage points and the Belgian air force providing radar back-up. Early yesterday 10 scientists and observers took off in a plane to search the skies for an hour after reports of a luminous object. They found nothing. "But that doesn't mean there wasn't anything," a spokesman said. The watch goes on until tomorrow.

3. *Financial Times*, *London, (18 April, 1990).

Flying triangle has Belgians going round in circles

The Belgian air force has been on alert for three nights running, writes Lucy Kellaway. Two Hawker Siddeley aircraft equipped with infra-red cameras and sophisticated electronic sensors have been patrolling the skies. Down below, the Belgian police force has kept a constant watch, helped by more than 1,000 concerned civilians. Along the border with Germany, 20 lookout posts have been set up. Their target: an Unidentified Flying Object.

Since December, there have been 800 reported sightings, and even though some resemble a lamp-post more closely than a UFO, many of the others are being earnestly examined by SOBEPS, the Belgian Society for Studying Spacial Phenomena.

More surprising is how seriously the army is taking the whole thing. For the time being it says it is viewing the matter as a "technical curiosity", as the intruder has shown no aggressive signs. Should it turn nasty, it will be a different matter altogether.

The Easter operation was meant to be a world first, a confrontation between earth-bound defence forces and a UFO. The world's television crews camped out on a chilly Ardennes airfield to get the first pictures.

But the event made rather poor viewing. Several times the UFO was "seen" from the ground, but each time the aircraft got there too late, in one case missing the mystery intruder by just three minutes. To make matters worse, the cloud was low, the weather change-

able, and the UFO tended to hover just above the rooftops, too low to be confronted by an aircraft.

The pilots, sworn to secrecy until the Defence Ministry has had time to watch the video evidence, seemed to have little to report, and could not confirm rumours of all kinds of irregular blips on their radars.

Far from declaring the operation a failure, the UFO-obsessed Belgian media appear more convinced than ever that there is something odd hovering over the peaceful countryside of Wallonia. Scientists on the ground appear in the past few days to have produced a clear image of the object, which is said to correspond to the reports of eyewitnesses. It is a triangle 30m-50m in diameter, with red, green and white lights at the corners, 10 times brighter than any star.

It has a convex underbelly and makes a sharp whistling noise.

Belgium may not quite yet have found its UFO. But it has found a nice new use for its air force now that its services are needed less and less by earthlings.

* To very many people the appearance of such a report in the *Financial Times* — of all places! — has seemed quite astonishing. When I mentioned this recently to a journalist who is on the regular staff of *The TIMES*, and used also to be with the *Financial Times*, his comment was interesting. He said that of all the top-quality London newspapers today, the "FT" is by far the most bold and most independent in expressing its views. — EDITOR FSR.

B. THE UFO "WAVE" OF NOVEMBER/DECEMBER 1989 OVER EASTERN BELGIUM

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

(Translation from French. G.C.)

From LUMIÈRES DANS LA NUIT No. 300
(November/December 1989).

1. November 7, 1989. PRELUDE TO THE "WAVE". ESNEUX (BELGIUM) (10 km. S. of Liège).

Two Esneux gendarmes, Patrick Bertrand and Roger Joie saw, at about 2030 hrs., an "enormous" object at an estimated distance of about 1 or 2 kilometres, with two very powerful white lights directed downwards and "a sort of green and red garland". This phase lasted for about five minutes.

Twenty minutes later, near Dolembreux, they saw the thing again, but this time with its two "headlights" switched off. It was moving very slowly, and horizontally, and they tried to follow it. It was only about 600 m. from them. At one point they stopped their car in order to listen, but could detect no sound made by the object. (The report which they compiled after this sighting was to assume an unexpected importance three weeks later.)

2. November 29, 1989. Area N-E. of VERVIERS (BELGIUM)

The evening of Wednesday, November 29, 1989, was marked by a very large number of sightings reported from this area of Belgium lying to the E. of Liège and not far from the Belgian/German frontier. The very complex events of this evening also acted as a sort of trigger and drew the spotlight of attention on to a particularly intense localized "wave" that had started well before the end of November.

A massive documentation on this evening is now available, provided (December 18, 1989) by the SOBEPS UFO RESEARCH GROUP of Belgium; by Patrick Vidal, the LDLN representative in the Benelux Countries; and by a whole host of LDLN readers who wrote in to us separately.

According to SOBEPS (avenue Paul Janson 74, 1070 Bruxelles) they possess 39 firm sighting reports for that one evening, and they give the names of no less than 31 of the witnesses. Patrick Vidal's

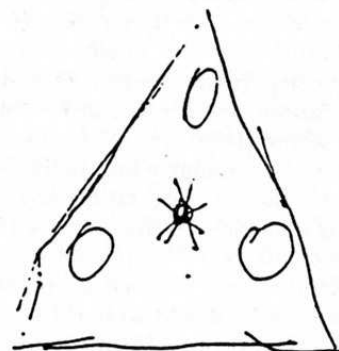
three reports contain two more names, making a grand total of 41 witnesses for that one night, 33 of them named. The witnesses include six gendarmes and one customs official — all named.

For the two months of November and December 1989 the number of eyewitnesses in this same region of Eastern Belgium was not less than 200. One witness saw one object releasing two other objects (identical). However, not a single one of these reports was of an object that was *near*, and not one was of a *landed* object. But in their general details all the reports do fit together very closely indeed.

The Details of the Sightings

At 1713 hrs. a motorist driving from Eupen to Eynatten (between Kettendis and Merols) saw, towards the NE, between Eynatten and Raeren, a flying object with very bright lights.

At 1730, halted by the red traffic lights at Merols, the driver rolled down a window, but could detect no sound from the UFO.



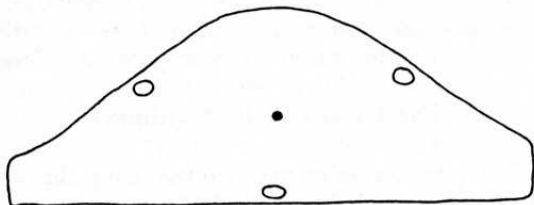
Already, at 1724 hrs., two Eupen gendarmes,* Heinrich Nicholl and Hubert von Montigny, patrolling National Motorway 68 between Eupen and Eynatten, had seen, in the vicinity of the "Grosse Welde" farm, powerful lights shining on the meadows beside the road. The vivid glow seemed to be coming from a stationary "platform" which was almost right above their van. This "platform" was a triangle with three big white lights and a sort of flashing reddish-orange revolving light (of the rotating "lighthouse" type).

Suddenly the object moved off, heading towards the NE. The two gendarmes drove on to Merols to watch it, but then it headed off towards Eupen and the SW. The time was now 1730 hrs. The gendarmes set off after it along a small connecting road.

At about the same time, another gendarme, Gunther Justen, of the frontier post at Eynatten, saw two or three very powerful white lights travelling apparently at about 60-70 km.p.h., and at a height of only 10 m. or so from the ground, and at a distance from him of only 500 m., and heading towards Eynatten from the direction of Germany.

Meanwhile, the first-mentioned motorist who had been going from Eupen to Eynatten at 1713 hrs., was now on his way back to Eupen. And he saw the object again, with three powerful round lights, "forming, as it were, an isosceles triangle, with a wider base". Behind, there was a red light, flashing at a rate of about once every two seconds. The object was heading for Eupen, but then made a turn when over that town.

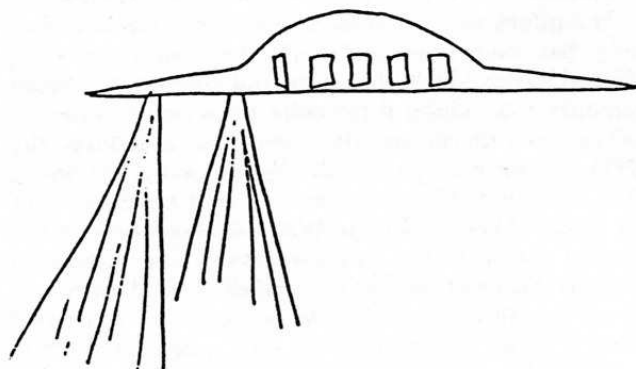
Meanwhile, at 1730, two people near the point where the rue Pavée and the rue de Verviers intersect (in Eupen? G.C.) saw, towards the NE, an object with three powerful lights, curving off towards the dam at La Gileppe.



This object passed over the rue de Verviers at a height of scarcely more than ten metres above the rooftops of the houses. It was a very clearly discernible triangle, with several orange-coloured vertical rectangular portholes on its upper part. In front it had two lights illuminating the ground with the same blinding luminosity. In the middle, it had a red light that flashed at about one-second intervals.

Roughly at about 1800 hrs, Monsieur Jean-Marie Demoulin saw three circular white lights moving from Kettenis towards the railway station at Eupen. At the front there was what looked like a thin rounded rim. Estimated speed: 60 or 70 km.p.h. Monsieur Demoulin opened a window and listened as the object passed over his house, and he heard something "like a slight noise of wind". Over the railway bridge the thing changed course, and headed off towards the Eupen town-hall

Meanwhile, as they had had their sighting, the gendarmes Nicholl and von Montigny had reported it by

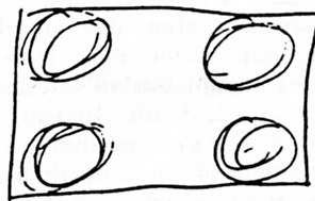


radio to Albert Creutz, their colleague on duty in the Eupen Gendarmerie Headquarters. They themselves had given up their pursuit of the thing at a place called Kortenbach, near the village of Membach, and from there, at about 1800 hrs, they saw the thing travelling towards the dam at La Gileppe.

Gendarme Albert Creutz, from his point of observation, also saw it going in the same direction. He made radio contact with the Army Camp at Eisenborn, the Air Force Base at Bierset, and the meteorological stations.

At about 1815, he saw the object shoot up obliquely into the sky, to be replaced by a second object which, a few moments later, also took off and headed away to Baelen or Verviers.

Gendarme Creutz was able to get a very good view of the thing, which was at a height of 100 or 150 m. and travelling very slowly. It resembled a rectangle, six or eight metres long, with four very big bright lights. The thing vanished northwards, towards Lontzen.



Meanwhile, at 1845, gendarmes Nicholl and von Montigny, still at Kortenbach, saw arise from behind a clump of pine trees, "as though catapulted", an enormous triangle, slightly tipped downwards as it slowed momentarily. They could make out what seemed to be a cupola, with windows lit from within. The thing seemed to have come from the direction of Baelen, and seemed to be travelling at a good speed towards the E40 Motorway, towards the North. It was possibly this second object that was seen, also at about 1845, by a Monsieur Eric Lebon, who was at Baelen (about two kilometres from Kortenbach). He saw, at a distance of about 200 m. from him, a triangular object "emitting a faint sound like that of a sewing machine". This object seemed to be coming from Dolhain and towards Baelen. Then it veered to the right towards Eupen, and then veered again left towards the North. (Or the NNE?) As it changed course, the witness noticed what looked like a "cupola" on the underside of it.

A few moments earlier, still at Baelen, a Mme. Christine Hauglustaine saw "what looked like an aircraft, with two powerful headlights and an orange



light flashing in rhythm with the pulsations of the heart (the periodicity of which is 0.8 second).” The thing was emitting no perceptible sound, and was gliding along slowly, and low, through the sky from Dolhain towards Eupen. We may consequently assume that Mme. Lebon and Mme. Hauglustaine had simultaneous sightings of the same object. (On the other hand, we should note that neither of them says anything that could correspond to the “catapulted” effect mentioned by the two gendarmes Nicholl and von Montigny.)

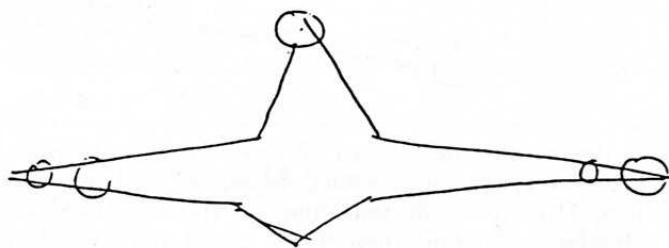
Again, still at about 1845, two young boys, Ture Schmidt and Adrian Hoffmann, both aged 13, were walking along a little sunken road at a place called Donnerkaul, between Lontzen and La Calamine, when they saw three white lights moving slowly and silently from SW to NE. The two boys saw a sort of “flat disc”, with a slight “hump” on its top, shooting away to the right and inclined at an angle of 45 degrees. It flew around them, and they heard from it a very faint sound, like a sort of hissing. Then it moved away towards the SW at a speed of about 80 km.p.h. The white light which seemed to be located in its centre had gone out, and had then come on again, much more powerful. *Beneath the object there were a certain number of small lights (between five and ten of them) plus one red light!*

At Battice, between 1850 and 1900 hrs., Mme. Patricia Barbieux saw, towards her right, and coming from the North, big, very dazzling lights. These did a leftward turn, and arrived right above the lady, and simultaneously, they “went out”. All that she was now able to see above her was a vaguely triangular dark mass, with some small lights (“like fireflies”) at its centre. Then it moved away, towards the East.

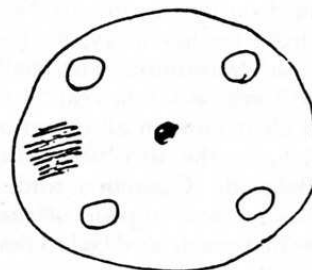
The lady’s mention of these “small lights” suggests a resemblance to the sighting by the two boys Ture Schmidt and Adrian Hoffmann. Could the trajectories in these two cases be reconciled? If they can, let us note that the simplest version, and the one that comes immediately to mind (i.e. from east of Battice to southwest of Lontzen) appears to show discrepancy as regards the *time-factor*. If the sighting at Donnerkaul was indeed ten minutes *earlier* than the sighting at Battice, then the total trajectory does appear to be pretty circuitous, but if we suppose that the trajectory was approximately on a straight line, from Lontzen to north of Battice, then the distance is 12 kms., covered in ten minutes, which is entirely compatible with the statements about speed given by numerous eyewitnesses. All this is however, just supposition.

Again, at about 1845 hrs., but further towards the

East, at Aubel, Mme Gossens and her daughter Caroline observed an object flying very slowly overhead, from SE to NW. The thing was described by them as consisting of two points, each bearing two lights, plus a third point, with only one light.



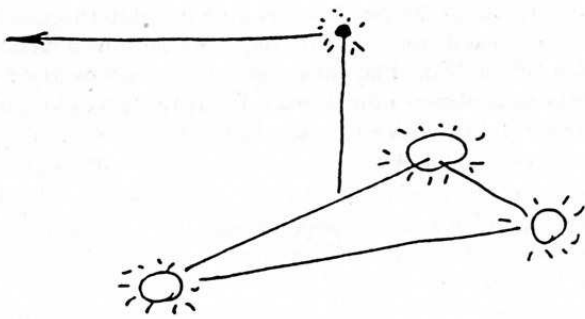
At about 1900 hrs., several residents of La Calamine, a little further to the north, saw a curious object moving in total silence, and very slowly, on a N-S course, and Monsieur Maschlanka has described it as a round, dark, mass, with four big white lights directed downwards towards the ground.



Monsieur Coenrats saw the same object suddenly appear right above him, at a height of 300 or 400 metres, and then its lights went out, whereupon a different luminous phenomenon made its appearance, with four searchlights directed down towards the ground. When he found himself caught in the beam of one of them, which dazzled him, he panicked. He then saw the thing finally move away towards Eupen, climbing as it went, and appearing simply like a shapeless luminous mass.

At about 1910 hrs., on the road from Hergenrath to Lontzen, Monsieur Charles Nicolae watched, for the space of four minutes, a “triangle of lights” that gave out a faint whistle.

At about 1920 hrs., Gendarmes Peter Nicholl (either a brother of the first Nicholl named above, or maybe another man of the same surname) and Lieter Plumans, both of the Kelmis/La Calamine Gendarmerie Brigade, were on duty on the Moresnet road (towards the extreme northern end of La Calamine) when they saw large lights slowly approaching the railway station at Lontzen. On their radio they requested the Gendarmerie control-point in Eupen to ask Albert Creutz for instructions. Then they set out along the road towards Henri-Chapelle, and finally stopped in front of the “Beloeil” House, at the western end of that commune. At about 1930 hrs., *at a distance of less than 100 metres from them*, they had a perfect view of an object with three white lights and one red light pulsating like a heart. Dazzled though he was, Peter Nicholl thought he could see something at the rear end of it, and he heard a noise “like the sound of a ventilator”. The object (estimated to be about 15 m. wide) was immobile, close by the highway. Lieter Plumans distinctly saw a red ball detach itself from the triangular craft, descend, then shoot up at a right-angle, and depart horizontally!



several people near the German frontier saw the same object.

Going back to a time earlier in the evening, namely to 1720 hrs., — that is to say to the moment when it was all about to start up — near Kettenis, at 15 kms., westwards from there, and at one kilometre to the south-east of the Chaîneux-Battice exit, Mme Marlène Brossel observed a crown-shaped object, almost stationary and totally silent, of a very glowing yellow-golden hue, which then began to move from the North towards the East.

At around 1730 hrs., at Andrimont, Mme Colémont and her daughter saw an enormous triangle with three powerful white lights and another light which was red and flashing or, rather, rotating like a revolving coastal station light. The thing seemed to be at an altitude of around 500 metres, and was travelling slowly and soundlessly, with its wide side towards the front.

Between 1730 and 1745 hrs., at La Minerie, three kms. north of Battice, a similar object was seen heading towards Verviers — in other words, southwards.

The comparison between these two sightings would be interesting ... *if the chronological order were reversed!* But ... worse than that ... at 1735 hrs., the same triangle, or another one just like it, was reported at a place more than 30 kms. from there — between Nandrin and Rotheux, to the south-west of Liège.

It would be necessary to suppose the existence of *at least five objects* in order to be able to explain (more or less) all the sightings reported just at that time.

Between 1730 and 1740 hrs., at rue Varin, in Liège, a doctor saw three lights in a triangular formation stationary and silent overhead. Finally they flew off ... towards the North! At around 1840 hrs., at Milmort (north of Liège), Monsieur Jean-Marie Leburton, driving along the motorway, observed an incredible scene: he saw a triangular object, with three white lights and one central red light, arrive and take up position above the lights on the highway. He approached more closely, and then *saw two other craft, identical with the first one, detach themselves from it and move off, tilted slightly and downwards at the front, the one flying towards the left and the other towards the right.*

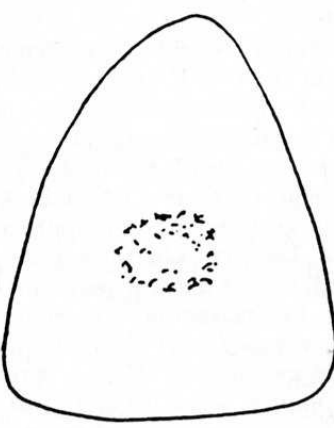
When the thing moved off towards the north-east, the two gendarmes decided to follow it. They estimated its speed at that time at about 100 km.p.h. Gendarme Nicholl thought he noted that, when it accelerated, its lights became less bright than when it was stationary (a piquant little detail, since on many occasions precisely the *opposite* has been observed when UFOs were making their departure)!

When it reached the Belgian/German Frontier, the thing, as though unwilling to fly over German territory, performed a right-hand turn, towards the south, and vanished from their sight behind the hill at Hergenthath. The time was then close on 2000 hrs.

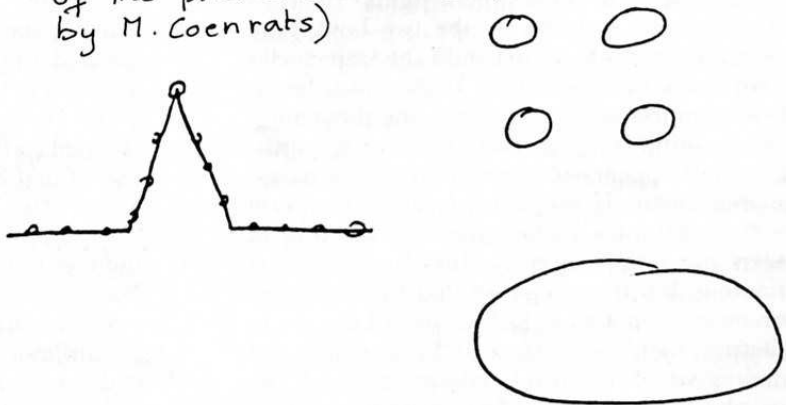
This same passage of a UFO, from Henri-Chapelle to the German frontier, seems to have also been observed, but from further away, by the Gendarmes Nicholl and von Montigny, who had gone back towards the north-east as far as Waldhornerfeld, a site offering a good clear view in all directions. They saw the thing vanish, in the direction where the three frontiers (of Belgium, Germany, and Netherlands) meet, and then saw it re-appear in the direction of Aachen (known in French as Aix-la-Chapelle), to disappear again finally at 2039 hrs.

At 2045 hrs., near the Herbesthal railway station, two witnesses saw a triangular object virtually motionless right above the Central Cash store, at a distance of somewhere around 300 metres from them. They heard a faint "electrical motor sound" coming from the thing, which had three big white lights and one red light in the middle of the triangle formed by the three white ones. At about 2100 hrs., it seems that

A gauche : aspect final du phénomène vu par Mme Barbieux, peu avant 19 h (voir p.30)
(Left: final aspect of phenomenon seen by Mme Barbieux, just before 7pm)



Ci-dessous : les deux aspects successifs du phénomène qui survola M. Coenrats (voir p.31)
(Below: two successive aspects of the phenomenon seen overhead by M. Coenrats)



At 1900 hrs., on the same motorway from Namur to Liège, Monsieur and Mme. Monselur and their children saw, near the exit for Loncin, a row of three lights, tremendous but not dazzling, which at first seemed stationary, but then came flying over their car. Then they observed four lights in the pattern of a cross. The object seemed to be enormous.

At Herve, two other motorists, Monsieur Raymond Strasters and a friend, travelling towards Liège, perceived towards their right, three powerful lights "like the lights of a football ground". Lowering a window, one of them saw a dark object, very slow, flying horizontally towards them. It was a triangle, flying — this time — with a point forward, and heading towards Châteaux, with its lights illuminating the entire terrain below. And at Grand Rechain, Monsieur Maurice Xhibitte confirmed this sighting in detail, stating that he watched the thing coming at first from the north and then heading off eastwards.

At Walkenraedt, at 1845 hrs., near the railway station, Monsieur Bartholomé saw a dark mass flying very low and very slowly, and without any sound. It headed at first towards Henri-Chapelle, and then towards Battice. Arriving at the Dolhain exit, the same witness again glimpsed the object in the far distance, travelling towards the dam at La Gileppe or Jalhay (where it was, in fact, reported between 1830 and 1845 hrs.).

At that moment, a Monsieur Michel Pirard and his daughter Laurence were near the Heusy Gendarmerie Post. They observed lights in a triangular formation moving from west to east in total silence. Also between 1830 and 1845 hrs., at the spot known as "Le Faweu", between Verviers and Jalhay, Monsieur Roland Louis saw "an object without thickness, approaching, 'tail-down', with three lights projecting oblique beams".

All these pieces of testimony which we have given above are taken from the *Report* issued on December 18, 1989, by SOBEPS.

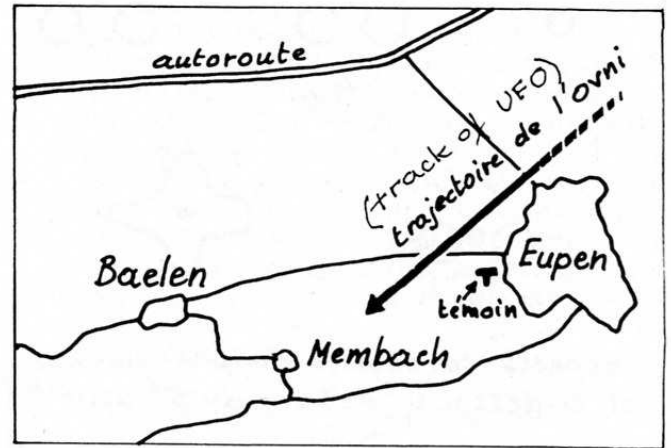
And here, now, are two pieces of further testimony gathered by Patrick Vidal (the LDLN Representative in the *Benelux* Countries). They offer us the opportunity for a little ufological game: namely, how to fit them into the ensemble of accounts already given above.

Patrick Vidal's First Case

At Eupen, at about 1745 hrs., (to the nearest 15 minutes), Monsieur S— arrived at the end of the rue du Roi Albert, near the Intercom Electricity Station, and saw, towards the west and moving away on a NE-SW trajectory, towards Membach, a group of four or five lights, which he had in view for about one

minute. Although he had switched off his car engine, he heard no sound coming from the phenomenon. Admittedly the distance of this sighting was of the order of about one kilometre or so (and the lights at a height which he estimated might be about 200 m.), and admittedly the Verviers road, pretty busy with traffic at that time of the day, lay between the witness and the phenomenon.

Estimated size of the object: 25 m × 15 m.
Speed: not more than 50 or 60 km.p.h.

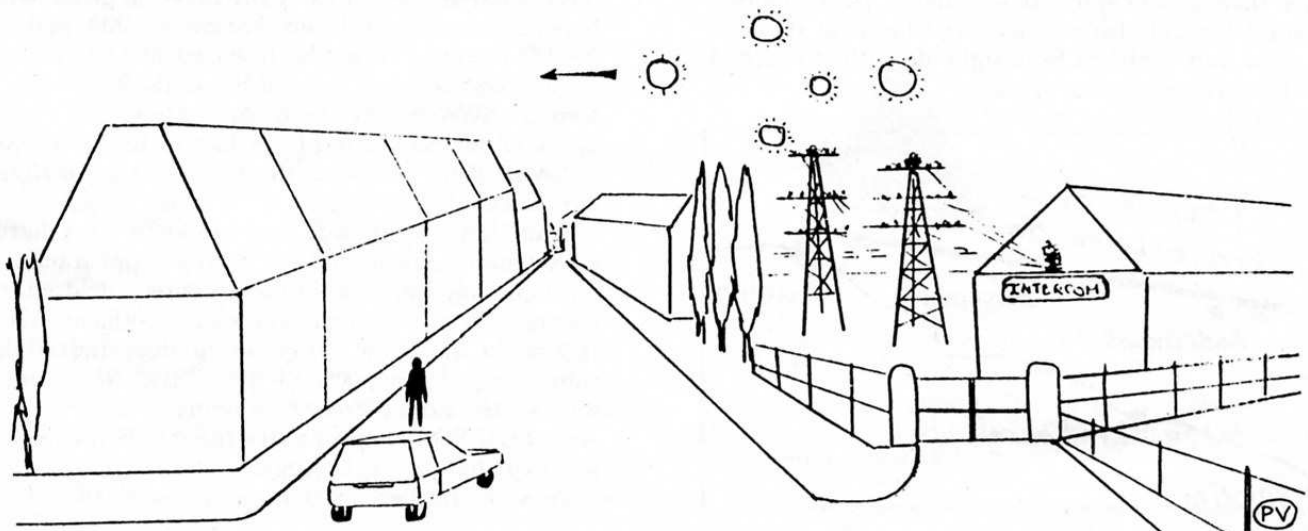


Patrick Vidal's Second Case

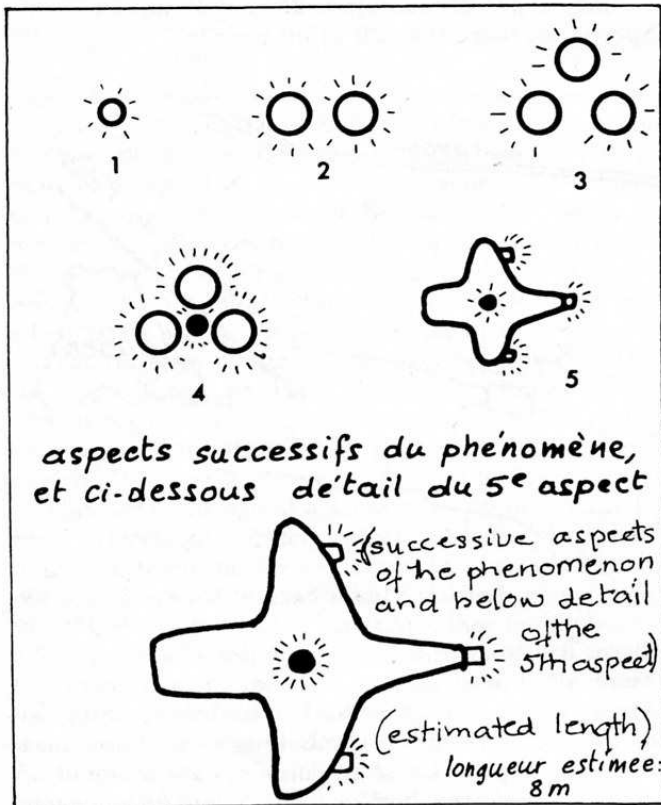
Place: Baelen.

Time: 1905 hrs.

Monsieur G— was at the back of his house, on the rue de l'Eglise. His dog was gambolling around him. Suddenly, he observed a large point of light at about 35 degrees above the horizon. The thing drew nearer, seemingly coming from the direction of Adrimont or Bilstain. He could now see that it had two white lights which not only lit up the ground beneath but also horizontally the area of sky ahead. About half a minute later, the witness became aware of a third white light, the three lights thus forming as it were an equilateral triangle. By comparing it with the bell-tower of the Baelen church (which is 63 m. high) Monsieur G— estimated the altitude of the object at 150 metres. When seemingly it was no more than 200 m. or so distant from him, the thing made a "graceful" turn towards the Aix-Liège motorway, which passes not far from there, namely towards the north. Shortly after that, Monsieur G— heard a noise which he compares "to that of an air turbine". As the object had swung round, he had been able to see a flashing red light on its underside. He was also able to make out very clearly the body of the craft — consisting of a fuselage and two "wings" set in it at one-third of the



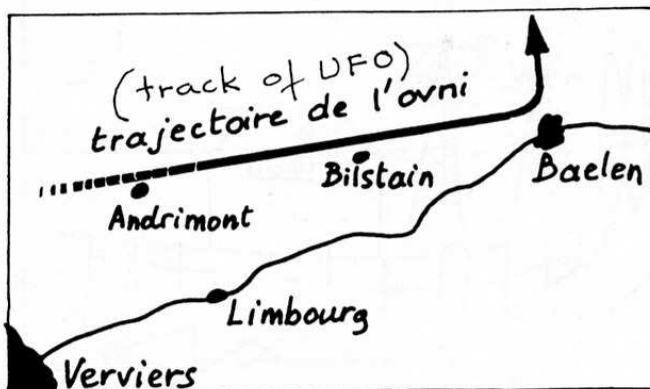
extent of its length (from the front). He estimated its speed at around 200 km.p.h., its length at 8 m., and its width also at 8 m. He thought what he was seeing was an aeroplane. His dog barked when the "turbine" noise started to be heard. (This dog habitually barks when hot-air balloons pass low overhead in the course of being "re-charged", but it seems *the dog definitely does not bark when aeroplanes pass over.*)



And now, one further report before we finish (no doubt only provisionally!) with these events of the night of November 29, 1989, in Belgium:—

This comes from Mme Grogna, and is quoted in the excellent article by Yves Leterme published in the newspaper *Nord-Matin* for December 19, 1989:—

"On Wednesday, November 29 last, at about 1830 hrs., I was in my car on the hills above Verviers. Suddenly, right in front of me, at a distance of a few hundreds of metres, I saw a very bright object. It was a clear night, and the object was not very high up. It was stationary over the countryside below. Puzzled, I stopped the car, and I was able to take in a few details of the object, which I would judge was some 300 metres or so from me. It had three white lights disposed in a triangle, and it started to move off slowly towards Heusy. I wasn't scared. It passed slowly behind a several-storeyed building, and then reappeared to view. It was bigger than a helicopter. It was like a flying lighted cabin! I could also see some red lights at the rear end of it. It vanished from sight after I had watched it for three or four minutes."



The vast majority of the accounts agree strongly: a generally triangular-shaped mass, flat, most often carrying big white lights and one red or orange light at the centre; and emitting a faint noise, perceptible to a distance of about 100 metres.

All of this, obviously, invites some attempt at an explanation in purely *aeronautical* terms, and, in particular, the idea of a sort of perfected ULM, or an RPV — that is to say, a small teleguided machine, a sort of large very sophisticated *model* such as the Military possess, and such as they employ for purposes of night-time observation (thanks to light amplifiers), but for more complicated missions as well, such as, for example, anti-radar warfare.

Nevertheless, for numerous reasons, this theory seems very improbable indeed. And it isn't we of LDLN who say this — but SOBEPS themselves (*who can hardly be accused of unconditional support for the "UFO theory"!*) And, it is also, as we shall see, quite simply *Monsieur Guy Coëme, Belgium's Minister of Defence, who is saying it!*

So . . . what then? RPVs taken for UFOs? Or UFOs disguising themselves as RPVs? And here we find ourselves faced with a dilemma that is tending to become "classic" in Ufology: for the thing does indeed display a devilishly close resemblance to an ULM or an RPV. Yes — but certain of the testimonial statements given by the eyewitnesses categorically rule out any such hypothesis. Yes — indeed. But then, on the other hand, certain other pieces of eyewitness testimony do fit the idea pretty well.

Yes . . . and, But . . .

And when you proceed further, attempting to secure a grasp of the matter, then you find yourself systematically brought to a point of endless oscillation between these two totally contradictory theses. IN A WORD: IT CAN (1) ONLY BE AN RPV (OR SOMETHING OF THAT NATURE); and (2) IT IS QUITE CLEARLY NOT THAT . . .

As usual, the newspapers carried an absolute abundance of false "explanations" and "red herrings". And the most popular theory was of course, that the eyewitnesses had all been seeing AN AMERICAN AWACS AIRCRAFT. Marsh-gas; Venus; the Moon; lenticular clouds; plus a veritable shower of sonde-balloons, were of course also all brought into play.

(So, in fact, this might be a very good moment for us to explain to our readers precisely what an AWACS aircraft is.

It is a type of military aeroplane, and its actual technical designation is the E-3A "SENTRY", although "AWACS" is the name by which it is widely known (signifying "AIRBORNE WARNING AND CONTROL SYSTEM").

The U.S.A. possesses 33 AWACS aircraft, and NATO has 18, which came into service progressively between January 1981 and December 1984, and these NATO aircraft are normally based at Gelsenkirchen in the West German Federal Republic. These NATO-owned AWACS are frequently seen over various bases, all the way round from Turkey to Norway, and, notably, they are seen at Bierset, near Liège, in Belgium).

And they are aircraft that would be very hard to escape notice, owing to their strange appearance. For, on top, they carry a radar antenna enclosed in a casing 9.10 m. in diameter, which performs six rotations in a minute. This casing does indeed have something of the shape of the classic "flying saucer" and — the art of *debunking* being what it is — we were BOUND to expect to see the AWACS invoked as an "explanation" in Ufology!

And, lo and behold, that day has arrived . . .!

Having said that, it only remains for us to add that, even if the antenna-casing in question does happen to be in the shape of a revolving ellipsoid flattened to the heart's content, the idea of attempting to explain away all the sightings of November 29 as sightings of an AWACS aircraft is a total absurdity.

BECAUSE THE AIRCRAFT THAT CARRIES THIS "SAUCER" IS NONE OTHER THAN A BOEING 707-320, 46 METRES LONG AND OVER 43 METRES WIDE. YOU WOULD HAVE TO BE PRETTY DAFT IF YOU COULD ONLY SEE IN THE SKY THE 9-METRES-WIDE "SAUCER", AND NOT THE BOEING 707 THAT IS FIXED BENEATH IT! THE BOEING'S FOUR TF33 JET ENGINES, ALTHOUGH NOT QUITE SO NOISY AS THOSE OF THE FIRST 707s, ARE FAR FROM BEING SILENT, AND IT WOULD NEVER ENTER ANYBODY'S MIND TO COMPARE THEIR SOUND TO "A HISSING NOISE", OR TO A SMALL ELECTRICAL MOTOR!

AND, AS FOR THE IDEA THAT AN AWACS, OR INDEED SEVERAL AWACS, COULD — AT NIGHT — ABOVE A DENSELY POPULATED REGION, PERFORM TIGHT TURNS (*NOT TO MENTION REMAINING STATIONARY!*) FOR A PERIOD OF 2½ HOURS, WITH THEIR THROTTLES CLOSED DOWN, AND AT A HEIGHT OF 100 METRES FROM THE GROUND — WELL IT IS UTTERLY IMPOSSIBLE TO FIND WORDS CAPABLE OF DESCRIBING SUCH AN ABSURDITY.

The first suggestion that it all had to do with AWACS aircraft had, in fact, already been made at another date and at another place — namely at Amay, more than 40 kms., distant from Eupen. (And it is indeed *just faintly* possible that, although nobody in this particular case at Amay did manage to perceive any aircraft lights on it, it actually WAS an AWACS.)

None of which, however, has the remotest bearing on the sightings reported in the Verviers and Eupen regions. Nevertheless, certain newspapers, organs little inclined to care about the finer points and details of accuracy, joyously leapt upon the "AWACS explanation". And one Belgian daily paper of December 13 carried such splendid and memorable phrases as this:—

"The AWACS is an aircraft that can fly very slowly. And it is particularly silent."

And, further on in the same article:—

"It is evident that, if the AWACS flies almost vertically..."

— After that, any comment from us would be superfluous.

On the other hand, it seems very clear to us that there ARE two highly pertinent and intelligent comments which were made at the time in the Belgian press. These two comments are as follows:—

1. A STATEMENT BY GENERAL TERRASSON, COMMANDING THE TACTICAL BELGIAN AIR FORCES. (NEWSPAPER *LA DERNIERE HEURE*, DECEMBER 15, 1989.)

2. A STATEMENT BY MONSIEUR GUY COËME, BELGIAN MINISTER FOR NATIONAL DEFENCE. (NEWSPAPER *LA WALLONIE*, DECEMBER 22, 1989.)

THE MINISTER FOR DEFENCE, IN PARTICULAR, REFUTED THE "AWACS THEORY" TOTALLY, EMPHASISING THAT, AT THE DATE OF THE UFO SIGHTINGS, THERE WAS NO AIRCRAFT OF THIS TYPE ANYWHERE IN THE AIR-SPACE OF BELGIUM. AND HE WENT ON TO SAY THAT, AFTER HAVING CONSULTED THE U.S. AIR FORCE'S HEAD-

QUARTERS IN WASHINGTON ON THE SUBJECT, THE AMERICAN EMBASSY IN BRUSSELS HAD ALSO CONFIRMED THAT NO "STEALTH" AIRCRAFT HAD BEEN PRESENT ANYWHERE IN THE BELGIAN AIR-SPACE AT THE TIME IN QUESTION.

THE BELGIAN MINISTER FOR NATIONAL DEFENCE ALSO DECLARED THAT NO TEST-FLIGHTS FROM THE EISENBORN CAMP OF ANY TELEGUIDED OBSERVATION CRAFT ("DRONES") HAD BEEN CARRIED OUT BY THE BELGIAN AIR FORCE THROUGHOUT THE ENTIRE PERIOD IN QUESTION.

AND HIS CONCLUSION WAS AS FOLLOWS: "ALL HYPOTHESES INVOLVING THE PRESENCE OF MILITARY AIRCRAFT IN OUR AIR-SPACE ARE DEFINITELY TO BE RULED OUT".

IT IS, ALAS, REGRETTABLE THAT THESE STATEMENTS BY THE BELGIAN MINISTER FOR DEFENCE FOUND FAR LESS ECHO IN THE BELGIAN PRESS THAN ALL THE SILLY TALES ABOUT THE "AWACS" THEORY.

The Latest Report Received

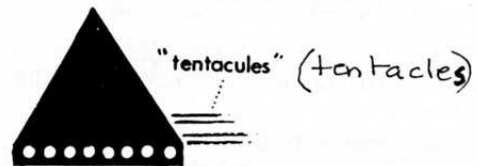
BATTICE (BELGIUM)), December 6, 1989.

During December 1989 there were many more sightings in the Verviers and Eupen regions. Here is just one example. (Investigation conducted by Patrick Vidal):—

"Monsieur Paul C—, along with various other persons, had, on various occasions since October 12, 1989, seen a large object flying over Verviers. And the report of the sighting by the two Eupen gendarmes, Heinrich Nicholl and Hubert von Montigny, at 1724 hrs on November 29, at once re-awakened his curiosity.

Therefore, on Wednesday, December 6, along with his friends Monsieur L— and Monsieur S—, he went and took up position on top of the Fort at Battice, which dominates the Verviers region towards the South, and the Aubel region towards the North as far as the Netherlands frontier.

At approximately 2030 hrs. they heard a sort of rumbling noise like that of an aeroplane. Looking towards Verviers, he saw, approaching at an altitude which he estimated at around 1,000 metres, a triangular-shaped, dark-grey object, apparently very large. Its speed, he thought, might have been of the order of about 400 km.p.h. The thing flew over them, and continued on its way. At this stage, Monsieur C— began to be able to see the rear part of the object, and noticed, at the base of the triangle, a row of multicoloured lights leaving behind them a faint luminous trail.



The object continued on its way, at the same speed, towards the North. Twice, and for only a brief instant each time, Monsieur C— saw what looked like luminous "tentacles" shooting out from the starboard rear side of the craft and at once retracting again.

- * FSR readers will note that, although this article is about *Belgium*, many of the eyewitnesses *have purely German names and are clearly Germans*. Eupen and Malmédy regions, with some 60,000 inhabitants, were ceded to Belgium by Germany under the terms of the so-called "Peace Treaties" following World War I, but only one-sixth of the 60,000 people were French-speaking (Belgian *Wal-loons*), while five-sixths of them were German-speaking. In other words, this is just one more of the numerous regions of Europe where the State frontiers are still not correctly drawn.
- ** As for all this talk of huge mystery craft flying around over Belgium for weeks and months on end, we would ask our readers this question:—
"Of what does it remind you most?"
 Well, admittedly the *shapes* now being reported (generally "triangular") are different. But, as a whole,

the entire thing puts *us* most powerfully in mind of the great UFO Wave of 1896/1897 over the U.S.A.

One may possibly think that all this activity indicates some particular interest in Belgium, and Belgium alone. So it is perhaps worth bearing in mind that another region, close by, *namely the Estuary of the Thames in Britain, Canvey Island, and the adjacent County of Essex*, is also under close scrutiny. As we reported in FSR 34/2 (p22), there has been an intense UFO concentration upon that whole area throughout 1988 and 1989, and it is still going on. There have been some 1,600 sighting reports in this part of Britain during 1988/89, more than 1,000 of them being from Essex.

Whatever the aliens are doing, or whatever it is that they are watching, it seems possible that it may relate to this whole area extending across from Southeastern England to eastern Belgium. — G.C.

A SLIGHT CASE OF 'ANTICIPATION'?

Gordon Creighton

WHEN reports appeared in 1987 about huge triangular craft seen over Plymouth and areas of Devonshire in the south-west of Britain (night of August 4/5, 1987) and of something even vaster, "*as big as a football field*", seen, by hundreds of people, flying very low and humming faintly, over the city of Nottingham (evening of December 10, 1987), certain folk, including a spokesman of the London-based UFO research organization who rank as the world's leading experts on the non-existence of UFOs, lost no time in making it known that what had been seen *were American "Stealth" bombers*.

Many of our readers will therefore have noted with much interest (and with a strange sensation of déjà va?) the following article which was published on the front page of the important British national newspaper, The Daily Telegraph, on Tuesday, July 18, 1989 — that is to say pretty well two whole years after the claimed appearance of the "Stealth" bomber over Plymouth and Devon, and nineteen months after its alleged visit to Nottingham!

Batwing Bomber flies at last

THE black batwing B-2 Stealth bomber made its long-awaited maiden flight over the California desert yesterday.

The controversial B-2, the most expensive plane in history, flew for two hours before landing at Edwards Air Force Base, 25 miles away from its Air Force hangar at Palmdale.

It has been designed to carry 25 tons of nuclear warheads but on this occasion it had a payload of thousands of commemorative lapel pins to be distributed to workers at Northrop, the main contractor for the B-2 project.

The boomerang-shaped bomber flew in long, lazy circles over the desert at a height of 10,000 feet. On its maiden flight, the radar-eluding B-2 was not asked

to perform demanding tasks such as high-speed dives or explosive decompression tests of the cockpit.

Shortly before the plane left its hangar at dawn, police towed away a suspicious-looking car without number plates parked near the runway reserved for the B-2.

The flight was due to have taken place on Saturday but was postponed at the last minute because of low fuel-pressure readings.

The Senate Armed Services Committee has given a strong endorsement to production of the B-2 despite criticism of its price tag of \$550 million (£340 million per plane). The military intends to buy 132 over the next decade.

The sleek, all-wing bomber uses special designs and materials to avoid radar and infrared detection.

Even for the normally paranoid aerospace industry, the security measures imposed on the B-2 have been unprecedented.

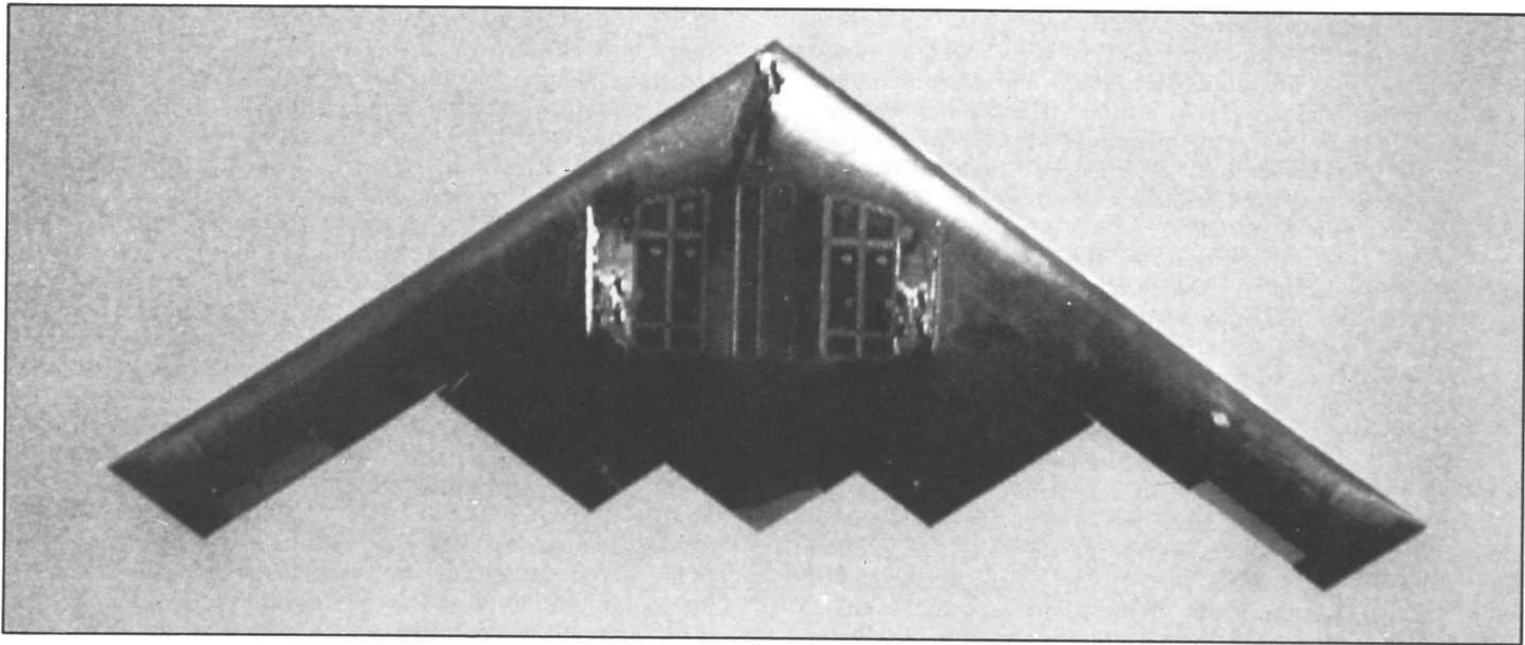
Over the past decade millions of aircraft parts have been produced surreptitiously at factories around America in cloak-and-dagger attempts to keep details of the revolutionary bomber away from Soviet spies.


It was finally unveiled to the public in November and a week ago it underwent low-speed taxi tests on the tarmac at Palmdale.

(See also, on page 9 of this issue, details of the frantic efforts that have similarly been made to explain away the huge UFOs haunting the skies of Belgium as American "*Stealth*" bombers or AWACS early warning craft.)

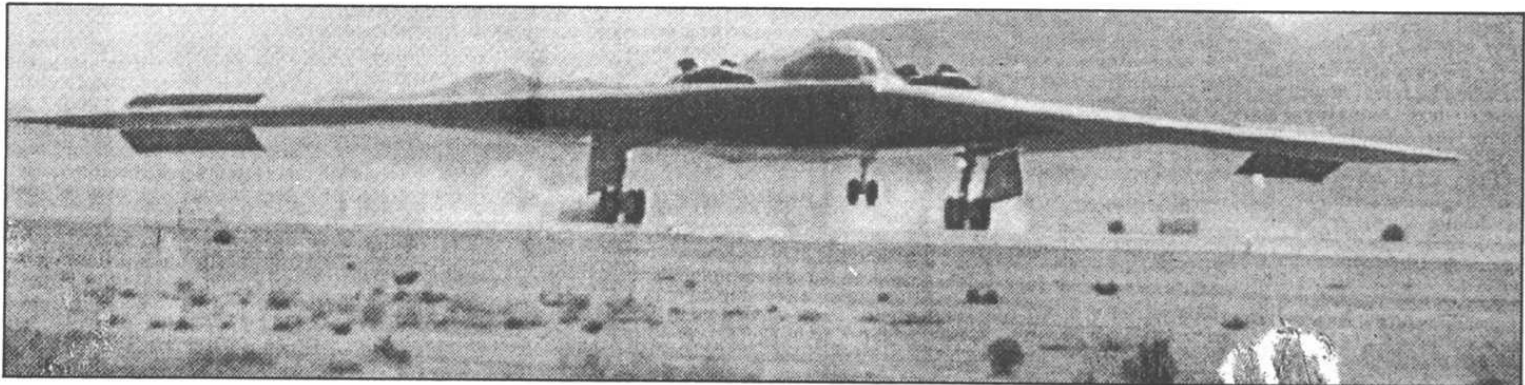
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◀EAB-3◀PALMDALE, CALIF., July 17 — UP AND AWAY — THE B-2 stealth bomber lifts up from the runway at Palmdale, Calif. early Monday morning on its first flight. The first flight of the radar-eluding bomber had been delayed for 18 months. ◀APLaserPhoto◀c:j20825stf/doug sheridan◀1989
AP LEAFAX 

 AP LEAFAX



Its flight successfully completed, the most expensive aircraft ever built lands at the Edwards Air Force Base.

UFOs CONTINUE TO VISIT U.S. NUCLEAR ENERGY SITES

By George D. Fawcett

In the U.S.A. the name of George D. Fawcett is known to everybody in the UFO research sphere, since he is one of the veterans. For British and Overseas readers of FSR, we would add that he lives at 602 Battleground Road, Lincolnton, North Carolina 28092, and that he is MUFON's State Director for North Carolina. EDITOR

LOOKING back over the years up to the 40th anniversary of UFOs in modern times (June 24, 1987), it is interesting to note that UFOs (unidentified flying objects), have often been seen and recorded near various atomic energy locations in this country and overseas.

Captain Ruppelt

This link was first noticed by Captain Edward Ruppelt in 1952 and reported in a *Look Magazine* article (June 24, 1952) titled "Hunt For The Flying Saucer".

Captain Ruppelt, who directed the U.S. Air Force Project Blue Book at that time, when viewing a folder

of 63 mystifying UFO reports that had been plotted on a map of the United States, discovered that it showed "an ominous correlation" with the location of various atomic energy installations. *Look Magazine* learned that some high-ranking officers had taken note of this fact, and had then held a Pentagon conference to discuss these numerous strange concentrations that have continued to this day.¹

Such incidents at the Savannah River, Hanford, Los Alamos, Oak Ridge, McGuire, Cherokee and Indian Point nuclear and atomic plants are of continued vital interest and concern to scientific, military, civilian and