

UFOCATS

More 'Flipping' Triangles: the story continues

By Tony Spurrier and Sue Addison

FSR 49-2, SPRING 2004

Having discussed the background to Project Flying Triangle and how the field research began, in the last issue of Flying Saucer Review, this article will cover some of the significant events that occurred during the earlier stages of our investigation.

After establishing that the Flying Triangle reports from along the east coast of England represented a genuine mystery, further trips to the Suffolk coast were vital. The first was made with a London UFO group and introduced Sue Addison to Project FT; she was to become an integral part of the subsequent field research. On this occasion no Flying Triangles were witnessed – however a related phenomenon was seen and recorded on video. This was numerous 'sky flashes', which were bright enough to disable photosensitive street lights. A third trip was made during this first month of field research to establish a closer viewing area to the north of Sizewell nuclear power station. A suitable site was found, but unfortunately dense fog hampered any chance of a sighting.

Almost a month after the first visit, Sue and I made use of this new site and were to encounter a misidentification of the second kind! Due to the dense fog on the previous visit we were unable to scout the area completely. However, we had a good view to the north of the power station where the Flying Triangle had previously been witnessed entering the area. Shortly after arriving with a third member of the research team, we noticed what appeared to be car headlights behind a tree about 100 feet to the south of us. These lights appeared approximately 40 feet up but, as these were obscured by a tree, we assumed that there was a road beyond our observation point. The headlights then descended to about 5 feet above ground level, so we had again assumed that a vehicle had descended down a hill to literally a hundred feet away from us across the field. We thought it was highly likely that a security patrol may have been wise to our presence close to the power station.

As we discussed this with each other we noticed that these two white lights were now moving apart from one another. None of us had been watching the lights constantly, so we thought that perhaps as patrol had left their vehicle and were now scouting the area with torches. The two separate lights were now approximately 30 feet apart when an amber light came on next to the left hand light. We were now certain that that our presence had not been detected and this was obviously some sort of maintenance work on a faulty light.

The two white lights now moved back to their original position with the amber light remaining stationary. We began talking about how lucky we had been not getting caught so close to the power station, when we noticed that there were now two red lights moving away in the same manner as the headlights we had seen a few minutes earlier. We were now certain that these were the

rear lights of a vehicle which was now driving back up the hill. We did not witness anything else that evening but around midnight the amber went out and we gave up for the night shortly afterwards.

Despite having the success of witnessing the Flying Triangle phenomenon on the very first visit, it was turning out to be more difficult than first anticipated. We took a break for a month and arranged a visit the following month, along with German UFO researcher Wolfgang Stelzig. Having met up, we decided to show Wolfgang the observation point we had used the previous month. This was to check the area for perhaps a better site and see if there was easier access via the road we had seen the vehicle use behind the trees. We found a path leading to the area behind the trees and came across a stile along with an information point on a nature walk. We found this a little odd but all went over the stile and along the path behind the trees. Within a few minutes we had reached the end of the nature trail and came across yet another stile. Sue and I immediately realised that we had actually witnessed something extremely odd the previous month, as there was no road and in fact no vehicle access at all because this was a marsh surrounded by trees.

We can now only imagine what actually was happening behind the trees that night; however, it was highly likely that it was directly related to the Flying Triangle phenomenon. This event now posed many questions, what was the original source of the lights? We had assumed the white lights moving independently were torches, but now knowing this was not the case, we wondered how they were able to move apart. Also, we had now established that no static lights were positioned behind the trees, so we were left pondering what the amber light was that remained. Our only chance of finding out was to spend more time at that this particular observation point.

Wolfgang had arranged to stay in the area for the week, but was unable to get his equipment to this site, so found another area much further north. During his week in England he didn't witness anything, which was highly disappointing for all concerned. Having learnt from the misidentification experience, we purchased every type of map concerning the area, to ensure we were always fully prepared if a similar event ever occurred again. Through this we also discovered that my original sighting could have been in the same area, so we continued using this site for many months, but the experience was never to replicate itself.

Having accepted that we had missed a major opportunity to get close up to this phenomenon, we went 'back to basics' and returned to the original observation point that I had used on the very first visit. It was here that we obtained the first video footage of a Flying Triangle entering the vicinity of the nuclear power station. The sequence of video grabs on top of page 4 show the Fly-



ing Triangle approaching street lights situated in the power station's visitor car park. The Flying Triangle was then seen to go behind a storage building, emerging the other side before we lost sight of it as it reached the power station complex.

On the 30th January 2000 we arranged a trip with a difference; we were to use three teams. Sue and another member were to relay any sightings from the main site, a team of three members was parked in the power station's visitors car park, and I led a team of five on a bank behind the power station. We had meticulously planned this evening in advance, as there were few opportunities to risk being so close to the perimeter of the power station. At 12.50am the risk paid off. We had a call from the main site stating that a Flying Triangle was approaching the power station from the north.

The team in the car park was unable to see anything and although we were level with the top of the storage building and only a couple of hundred feet away we also unable to see anything approaching. We were having commentary describing how the Flying Triangle had 'flipped up' in an identical way to what I had seen on my first visit, and how it was going behind the storage building. Despite checking in every direction - including behind us and above - we were unable to see what was being witnessed from the main site.

As the Flying Triangle was moving out of view the police approached Sue and the other member and quizzed them about being in the area. Fortunately they were able to warn us as the police were approaching, so we quickly began to pack up our equipment on the bank. However, one member noticed an unusual sight above us - a huge V formation of lights was approaching us from above. As it moved along it blocked out the stars in the sky and to give an idea of its size, it blocked out the entire 'Ursa Major' constellation (see illustrations below). In addition to the V formation of lights at the



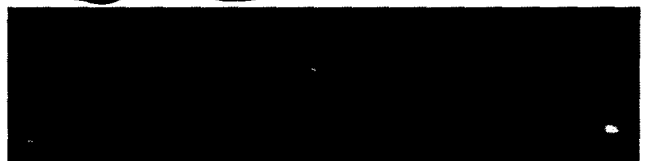
front, the object also had what has now been commonly termed as a 'starfield camouflage' that was visibly moving in conjunction with the object. The formation of lights stopped directly above us, and low cloud moved between us and the object. The cloud cover was moving quite fast and once it had passed, the object had disappeared.

The team in the car park had not been warned of the police patrol nor aware of our sighting on the bank, so we called them to see if they had seen anything. One of the members had alerted the others to the fact that he could no longer see the 'Big Dipper' and there seemed

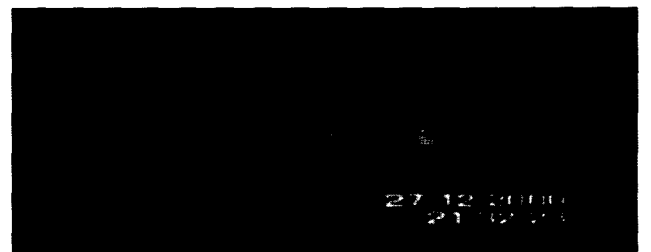
to be more stars which looked different and brighter, but they thought no more of it. We hastily arranged a meeting point outside the town as Sue and her colleague had been escorted from the area by the police and asked not to return. We were pleased with the successes of the evening, but yet again, the night posed more questions than answers. Why were we unable to see the 'flipping' triangle? How large was the object that hovered above us and just how high was it?

As we had gained unwanted attention from the police on this occasion, we felt unable to attempt another field trip so close to the power station and decided to move our efforts further away. We had established that the Flying Triangles came in from the north but were rarely seen leaving in the same direction, so we attempted to identify their exit path to the south. We now began to contemplate the possibility that the Flying Triangle phenomenon may be as curious about our presence in the area, as we were about theirs. Perhaps if we were to find a secluded area to the south of the power station, we might encounter the phenomenon without drawing unwanted attention to ourselves.

We selected a suitable site during the daylight hours and this was a decision we were never to look back on. Although the power station was not directly visible from this new observation point, on the first visit we were to see Flying Triangles entering and departing from the south. We also began to see other phenomena not previously witnessed from our other research sites. We were to see other shaped craft slowly moving above an approach road to the power station.



The video grab above shows one of the strange shaped craft flying between street lights.



The footage above is identical to that taken by John Hanson in Rendlesham Forest on 27th December 2000. (<http://mysite.wanadoo-members.co.uk/UfosoverGreatBritain/renwebpage.htm>)

We also witnessed other strange sights at this new area. On one occasion we became aware of an inverted eye-

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shaped light above some trees, as in the illustration on page 1.

At first the colour was pure white but the light seemed to rotate on its horizontal axis, changing the colour to red. This occurred again with the colour changing to green and then again to blue. The light then returned to white and continued the same colour sequence for a number of minutes. The colour order of these lights was extremely significant as during our research we had been experimenting with some meditation techniques. These techniques had supposedly had successes in the past of achieving alien contact. One of these meditations requires mentally sending out sequences of coloured lights in a particular order. The order being: blue, green, red, and then white. The eye-shaped lights were returning the same sequence but in reverse, perhaps this was the first sign of communication between us and the Flying Triangle phenomenon.

In the next article we will disclose our encounters with beings in this new location, accompanied by some compelling video evidence.

Postscript: Triangle seen near nuclear power plant in USA...

Subject: UFO Sighting, Location: Willoughby Hills, Ohio (Lake County)
Date: June 16, 2004

Summary On Wednesday, June 16, 2004, a veteran Deputy Sheriff in Lake County, Ohio, and his wife observed an unusual triangular-shaped aircraft from two separate vantage points at nearly the same time. The husband and wife couple discussed their experience in detail the following afternoon.

The wife reported sighting the bizarre aircraft at a closer vantage point and with more dramatic detail, spotting this unusual object while driving east along State Route 91 near the State Route 91 and 306 intersections near Willoughby Hills, Ohio (Lake County).

Deputy Sheriff Kevin Coleman sought to report the two sightings to the National UFO Center, advising of the situation in a comprehensive summary on the N.U.F.O.R.C.'s "online report form." His report and comments containing other details of the sighting are enclosed below.

Separately, the witness was also contacted by telephone on Wednesday, June 23, 2004 for additional follow-up. Coleman advised that he holds a position as Deputy Sheriff with the Lake County Sheriff's Department, and will see his 11th year in service this coming October. He was promoted to detective within 3-years of duty, has investigated all types of crimes and is a veteran SWAT member. He has also investigated plane crashes in the vicinity.

Deputy Sheriff Coleman reports that the high-flying object he saw travelling from west to east last Wednesday, June 16 was nothing he was familiar with. The object was apparently higher than a jet airliner that was

also seen flying through the area.

Most interestingly, according to the witness, was how this unidentified object seemed to be self-luminous. "I was concerned to find out if this object was just reflecting sunlight. But after studying this for the length of time that I could, it did not seem to change in intensity or seem to be reflecting light in any way," he said. "It had an angular shape to it, giving me the impression that it was self luminous. In my opinion, it was self-luminous.

"It was definitely traveling in the easterly direction of the Perry Nuclear plant when I first saw it," Coleman said. "Then this thing seemed to slow down and get bigger. The object was just 'gone,' not accelerating or flew off somewhere, it simply disappeared."

"I had a good visual on it, there was no question about it moving off."

When asked further about its departure method or how sure he was of this observation, Coleman affirmed his certainty that the object did not depart in a conventional sense. "This was, without question, the hardest part for me to explain about the situation, was how it was gone, mean it was just gone," he said.

Coleman said that the duration of his sighting was between 10 to 20 seconds from the time he first noticed the object traveling from west to east and increasing in apparent size to the point of its apparent disappearance.

The near-simultaneous sighting by Coleman's wife of a boomerang-shaped aircraft hovering only 100-feet from the ground was far more dramatic, according to Coleman, and the duration of that sighting was over 1-minute and discontinued due to traffic circumstances.

First viewed to her right and in a northerly direction, Coleman's wife thought the object was some type of military aircraft that was possibly in a holding pattern. "My wife thought this plane was somehow related to the events of September 11th, or even in some kind of investigation related to 911," Coleman said.

"What made this really interesting is that she was looking out her window to her right, which would be in a northerly direction which would have generally been the same direction as my sighting," he said.

When asked if he notified any other police agencies of the sighting, he said that he did not, only filing the report to NUFORC. Coleman was asked what his thoughts were about bringing this situation to the attention of Homeland Security personnel, or if he feels there is any need for concern due to the uncertain nature of the UFO and its June 16 proximity to the Perry Nuclear Power station.

"The concept of a huge, hovering, abnormal aircraft doesn't register with us to take action on. I don't know what this thing was, but it was far outside the scope of our routine training or duty. This did not seem to be an actionable situation. What I saw was not traditional."

When Deputy Sheriff Coleman was asked if he had ar

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objection to his name being listed in this report, he said: "I have no objection to my name being used. This is a subject that is not a hobby to me, my interest in this is simply reporting the truth about this matter. I believe I have been affected by this, and nobody has given me a reasonable explanation for it."

COMMENT

The Perry Nuclear Power Plant is situated on the Lake Erie shore about 35 miles northeast of Cleveland and between 8 to 10-miles northeast of the June 16th UFO sighting location. On June 22 it was announced that the power station will undergo stepped-up scrutiny due to equipment breakdowns and other issues. The plant had been shut down on May 21 due to equipment malfunction, several weeks before the UFO sighting.

In March of 1988 a dramatic UFO sighting took place at the northern-most point of Route 91 (known as the Eastlake UFO Case) where Coast Guard officers and civilian witnesses watched a UFO over Lake Erie. Several smaller objects were alleged to have advanced from the large UFO over the lake and one smaller UFO was seen near the Perry Nuclear Power Plant.

Thanks to Peter Davenport, N.U.F.O.R.C., and Painesville, Ohio researcher

Dan Wilson. June 23, 2004 Kenny Young UFO Research <http://home.fuse.net/ufo>
Cincinnati UFO Hotline (513) 588-4548

Tony Spurrier comments: "It was strange to see this report from the US, where one observer saw a high-flying Triangle and yet another simultaneously saw a Triangle hovering at 100 feet at the same location. This occurred at a nuclear power station. Sounds very familiar! Also there is mention of self-illumination. We will be covering that in the forth-coming articles."

Further postscript: UFOs over weapons areas, USA, and other ufo cases. The following item was filed to FSR on July 3rd 2004 by Brian Vike, Director HBCC UFO Research

Staff Sergeant Assigned To The 355th Security Police Squadron Reports Objects

I was stationed at Davis-Monthan AFB from July 1975 to September 1979, as a Staff Sergeant assigned to the 355th Security Police Squadron. I spent many nights in the weapons storage area and out on the flight line. There was never one rumor of anything out of the ordinary, other than reports of drug smugglers dropping their loads from aircraft near our off-site Titan missile silos, while I was stationed there. Davis-Monthan was very uneventful compared to my other assignments.

May 1972 - January 1974, NORAD Cheyenne Mountain, Colorado Springs: We had occasional sightings of red UFOs on the access road and flying up out of the surrounding woods.

February 1974 - May 1975, Incirlik Turkey: During the Cyprus conflict between Turkey and Greece in 1974, I

sighted a UFO just off base slowly flying around like a helicopter, then suddenly accelerating at a speed nearly too fast to follow them without a sound.

One night during April 1974, I witnessed a white glowing UFO hovered silently over the nuclear storage area at 3:00 am at approximately 500 feet above the ground for about one hour. It appeared to be the size of a Volkswagen. The UFO suddenly accelerated towards the city of Adana silently about 4 am. I had been on duty out there on swing shift until 11:00 pm., and witnessed the object from the Security Police dormitory about two miles away. The next morning my flight had training with the flight who had been on duty out there that night and we compared what we all had all seen. They stated that the only measures taken were to set up their M-60 machine guns, and that they were not to fire on the object unless it initiated a hostile act.

June 1975 - June 1976, F.E Warren AFB, Wyoming: I worked in Keys and Codes, which issued codes for authorized access to the unmanned Minuteman missiles. Keys and Codes was located within Central Security Control (CSC).

One night a missile launch crew reported to CSC that alarms were going off at a Minuteman silo located about three miles away on a rise from the launch center. Minuteman missile silos were unmanned and a launch center controlled ten missiles.

Topside from the launch center, the Security Police response team could see a bright white object lighting up the country side and hovering over the silo. The security team refuse to respond. CSC asked the launch crew what they thought about the situation and the SP refusal to respond. The launch crew states they would get back to CSC and hung up. CSC told the SP supervisor at the launch center to call back and let them know what they decided to do. We never heard back from them during the remainder of our shift.

Maintenance crews reported seeing big foot tracks in the snow walking around the fence line of the silos. Security Police reported colored balls of light drifting through their sleeping quarters at the launch center sites during the night.

At that time, Wyoming was experiencing cattle mutilations in the area. Security Police missile patrols reported several times that they had seeing helicopters at night sitting on the ground with no lights on and their engines running. These sighting were reported to the local country sheriff's offices, but nothing was ever found.

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CLOSE-UP SIGHTING DOCUMENTED BY A MINERAL CLAIMS SURVEYOR

By Des Clark
FSR 49-2, SUMMER 2004

Note: The Yukon continues to attract the attention of ufologists, as it is a hotbed of flying cigar reports (see recent copies of FSR).

Montana Mountain, near Carcross, Yukon Territory, Canada. March 16, 1988

Des Clark's UFO sighting took place outside a cabin near "Feather Claim" on Montana Mountain shown above. The cabin is located high above the treeline. The UFO came in approximately over the ridge indicated (see p.1).

INTRODUCTION - by Martin Jasek

In March of 1999, an Engineer who I have known for some time came to our office at my day job with regards to "normal" business. He mentioned that he had read our recent UFO article in the local newspaper. He then went on to describe a UFO sighting which a friend of his had about 11 years ago near Carcross, Yukon, about a 45 minute drive south of the capital city of Whitehorse.

He also mentioned that he had a copy of the man's work diary where the sighting was described in some detail. The witness, Des Clark, was contacted for his permission to obtain a copy of the diary. We are grateful that he agreed. He also gave his permission to use his name in the story. A copy of the diary was obtained from the files of an engineering firm in the City of Whitehorse.

At the time, Des was part of a survey team laying out a grid for a VLF magnetometer survey for a mineral claim for his client "Feather Gold". He was the only one, of about 6 people involved, who stayed on site 24 hours per day. The others normally left after daylight ran out and returned each morning. He maintained a cabin for the survey crew, was involved in the survey work during the day, and performed calculations on the data late into the evening. He spent about 30 days up on the mountain and maintained a diary of the day's activities for his client. It was in this diary that he documented his UFO sighting, just hours after it occurred. At the end of the project he handed the journal to his client, never to see a copy of it until 1999.

The excerpt from the diary starts off with a description of the normal day's activities on March 14 and 15th, 1988, the UFO sighting account early on March 16th, followed by the normal day's activities on the 16th. This places the sighting into some context and adds wonderfully to the candour of the narrative.

EXCERPT FROM DIARY OF DES CLARK:

Monday 14 March

Spent most of last evening doing interim report to -

at 0230 hrs this morning - got up @ 0800 - J.W. @ 0820 hrs closely followed by Larry and Bill B. and Lambertson crew. Waited until 0930 for Larry W. return radio call - no luck. Went to work @ 0940 and called again @ 1000 hrs re: time of Larry's (W.) visit - he's not coming. Phoned twice more during day losing radio again @ 1530 hrs called Larry W. again - he may have radios by tonight - hope so. Screamed our lungs out on the hillside for 2 hours - gave up @ 1730 could have worked until 1900. Completed 4 sta's today (including 4 substa's) John TT and help did well also.

Tuesday 15 March

John, Bill & Lambertson crew up @ approx 0830-0845. Both crews out to survey in south valley. Larry B. & Larry W. showed up @ 1130 hrs - gave us radios. Damned radios have got same frequency as Lambertson's and don't have any CNT channels that we can reach! This radio thing is one big screw up. Tough going for our crew today - they are on ground with not enough snow for skidoos. Only got 26 stations in today while Lambertson crew got 43 over easier ground. On this ground the no. of sta's completed in working day is not necessarily indicative of effort. Throttle cable broke on Whelans skidoo today @ 1700 - had to shut down to talk to Whse. Bill waited until 1800 for radios & EDM batteries from Lambertson crew. John Tom Tom & assistant stopped for tea & discussed progress of the day. 1930 made supper and washed dishes. Had ham and chips. After cleanup made a big stew so that crew can share it if they wish. Put in carrots, potatoes, onions, celery & cubed steak after browning. Cabin very hot from cooking stew and wood stove - went for walk @ 2430 hrs.

Had experience of a lifetime! Coming back and most to cabin, aircraft came over south ridge very slowly lost altitude and hovered around sta's 26-26-2. Craft was so called UFO - blueish aura on periphery of inverted bowl - very low pulsing hum; wind so everything quiet except for barely discernible humming noise. Cannot describe blue/grey light - didn't seem to have any specific source - just over edge and upper overt. Craft was below the ridge to the west of cabin so distance easy to determine relative to our survey grid lines - large diameter - noticed blueish light or glow on my hands and clothing - and I am being observed I'm sure of it as the craft sideslipped to within 150-200 meters horizontal distance possibly 30 meters above us - damn! Could almost touch the bloody thing - when craft slipped in, started barking and ran behind the wood pile at cabin - first impulse was run to cabin and get shot