



FLYING SAUCER REVIEW

ESTABLISHED 1955  
Vol. 49 No. 1,  
Spring 2004

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## EDITORIAL

...of flying cigars, saucers and triangles.

# UFOCATS

Flying cigars are sometimes been regarded as mainly a 1950s phenomenon that have had their day. But as the last issue of FSR showed – and this issue illustrates – objects that are best described as flying cigars are still in evidence in our skies, or, as a case from the Yukon shows, very close to the ground and visible to a motorist.

While there are claims that flying saucer-shaped ufos are held in secrecy in the US, no such claims have been made for cigars being held anywhere. If we cannot be sure what flying saucers are – ‘nuts and bolts’ craft from other worlds in our galaxy, inter-dimensional visitors from outside our spacetime, visitors from our future, energy or intelligence-based ‘craft’ from civilisations that are millions or billions of years ahead of us (all these theories, and more, have been postulated during the past five decades) then we must be equally uncertain as to the origin of flying cigars. We can only continue to collect and study the cases and hope that one day

the answer will emerge. That they might be “motherships for flying saucers” may be true, or the answer may be more complex than that.

In this issue we also address the issue of – through a report specially written for FSR - the flying triangle (FT), which appears to be carrying out surveillance of, or randomly hovering over some UK nuclear power stations. Quite why the FTs should by accident find themselves in close proximity to specific nuclear power stations is a puzzle and must rule out the “random” theory. What are they up to? The report we publish is the first of a series that will look for answers.

We also kill off the old theory, through a re-visit of an outstanding 1952 flying saucer case, that all really difficult-to-explain ufo sightings can be attributed, in the final analysis, to advanced man-made aircraft. Those “flying saucers”, as described by a pilot who was re-interviewed about the case in 2002, were definitely *not* middle 20<sup>th</sup> century aircraft. *PW, FSR*

## The Flying Triangle Mystery:

### Don't Think Of A Black Triangle

### A special report for FSR by Tony Spurrier

Of course you are probably all aware that when asked not to think of a black cat, we all do. The reason for this is that our minds work in pictures, and in order to ‘not’ think of something we must ‘first’ recall our mind’s eye picture of it to

then discard it. So if you’ve thought of a black triangle and a black cat, you should be with me so far.

This cognitive psychology is relevant to UFO research when reading or hearing about UFO sightings. We begin to build a scene in our minds-eye using pre-conceived ‘pictures’ of UFOs, then altering these scenes and pictures as we begin to learn more from the description of the sightings.

Over the last decade UFO researchers have been replacing their minds-eye pictures of Black Triangle UFOs with triangular shaped military aircraft. In doing so this aspect of UFO research is too readily being dismissed and not being given its fair share of ufological air-time.

Project Flying Triangle was founded during the early 90's by Omar Fowler, the late Victor Kean and the late Ron West. The purpose of this project was to extract the Flying Triangle phenomenon from the more general UFO reports, and the hub of these triangle reports were from Suffolk, Essex and Kent along the east coast. I was fortunate enough in early 1998 to be drafted into the project and carry out field research and attempt to gain first-hand experience of the phenomenon. Using the database of sightings, which contained literally thousands of times and locations, we were able to identify a number of hot-spot locations to carry out this research.

Prior to this research I had pre-conceived ideas that Flying Triangles were high flying, fast moving triangular objects and probably aircraft. However I was fully briefed by Victor about the characteristics of the Flying Triangles that had been gleaned from the reports that Project FT had received. I learned that in fact this phenomenon, being spotted nightly across the east coast, was seen at around 100 feet above ground level, hovering silently or moving very slowly.

Also, the term 'black triangle' was and is semantically incorrect. On the 28<sup>th</sup> December 1960 in Clacton, Essex, a Grey Flying Triangle was spotted harbouring three amber apex lights. This also differed from the reported three white coloured apex lights of the usually reported black triangle. Whilst sightings of the Grey FT remained rare between 1960 and 1993, in 1994 numerous reports were logged between February and July. This Grey FT remains active over the east coast, and although these reports differ in body colour the characteristics of silently hovering at low level remained consistent.

*One regular contributor of the Flying Triangle reports from Essex had witnessed the phenomenon at close range and reported the object to be in the region of 35 feet across. This description remains consistent with the many Flying Triangle reports from along the east coast. It became apparent to me that firstly this was a genuinely real phenomenon, and the likelihood of this being a spy plane or stealth aircraft was practically impossible.*

Now having established these facts, the emphasis was moved to finding an area which would have a high probability of witnessing the Flying Triangle. The database again became a vital tool. Victor had noted that the Flying Triangle sightings began one hour after sunset and the last sighting approximately one hour before sunrise; this became known as the 'Work Period'. At the beginning of the work period over 60% of the sightings occurred in Essex and at the end of the work period around 60% of the sightings were witnessed in Suffolk. Although the Flying Triangles were being tracked across Kent, as well as Essex and Suffolk, minimal first and last sightings during a work period were being witnessed in Kent.

### Nuclear power stations

One particular aspect of the Flying Triangles work period habit was its alarmingly high number of visits to nuclear power stations along the east coast. Again, Kent had the fewest sightings but this was still averaging one visit per night or work period, Essex was averaging between one and two sightings, and Suffolk was approaching three sightings per work period. These high number of visits were well documented during the late 90's and inspired science writer David Hambling to report this in the Guardian newspaper, along with his theorised explanation for the sightings. He wrote about the Solaris, a large experimental hybrid aircraft that would be at high altitude during the day and then descend during darkness and use nuclear weapon seeking equipment.

He theorised that this craft could be being used along the east coast and testing its nuclear seeking equipment on the emissions from the nuclear power stations. In December 1999 I spoke with David about his article and we discussed the characteristics of both the Flying Triangles and the experimental Solaris. David admitted that he was prejudiced against an alien interpretation, but admitted that the Solaris did not fit with the Flying Triangle phenomenon as recorded by Project FT. In fact, David could only match the 'TR-3'/Black Manta aircraft with the size of the Flying Triangle but agreed that this known craft could not hover silently. David went away to check on the possibilities of a 'sub-scale' Solaris and I never heard from him again.

This debate with David Hambling took place a long time after the field research began, but the nuclear power station connection was the first prominent lead that our field research was to take. Undertaking field research at a nuclear power station wasn't an ideal situation, although pre-September 11<sup>th</sup>. Britain was still on a constant terrorist alert. Despite this we decided that limited research should take place at Sizewell Nuclear Power Station and work on a new site from the in-

formation contained in the sightings database.

Additional characteristics of the Flying Triangle were discussed about the nuclear power station sightings; for some reason the Triangles were never seen arriving or leaving the area. Victor also mentioned that the Flying Triangles were logged hovering above the nuclear reactor anything from 30 seconds to 30 minutes during each sighting. Sizewell's nuclear reactor is housed in a dome which obviously aided immediate identification of the particular area of interest during field research. Our objectives were to firstly independently corroborate the sightings reported from the area - if this could be done, then to establish the route taken by the Flying Triangles to and from the area, and if possible capture photographic or video evidence of the Flying Triangles.

During February 1998 a reconnaissance visit was made to the area with the purpose of identifying safe research sites. Given the layout of the area only one site could be found that gave a considerable overview of the area to help meet our objectives. Following this visit, a date was set in March 1998 for the first real-time investigation into the nuclear power station sightings, the time frame set for a possible sighting being between 9pm and 3am. The observation site sat just under one mile to the west of the power station complex. The complex itself is just over half a mile long, comprising Sizewell 'A', the decommissioned reactor, and Sizewell 'B', the domed and active reactor. The complex is flanked by an approach road to its west which is lined by street lighting. With the additional lighting within the perimeter of the complex the area is surrounded by an amber hue.

Shortly after midnight I became aware of some moving amber lights to the north of the complex. These lights appeared in a triangular formation and were marginally above the street lighting within the complex visitor's car park. The formation had a leading light followed by two lights much closer together at the rear (figure 1). I had trouble in identifying these lights as anything normal due to their height in comparison to the street lighting. It was evident that these lights had to be 'off-ground' due to this, and that there was no access from the north of the station. But I also couldn't readily identify the lights as a Flying Triangle either, the reason being it didn't conform to the pictures which were available on the internet, which was my only guide to their apparent appearance.

Again this brings us back to cognitive psychology. In order to identify something, our mind looks to its 'pictures' and compares these with

what the eye sees. If we see something new the mind will either find its closest match or enter into a state known as 'reversed gestalt moment' or 'pattern interrupt' - a moment of temporary confusion. This was the state that I had entered, which was then quickly followed by another event that, coupled with this confusion, confirmed that I was looking at something very unusual.

Whilst continuing to track these slow moving lights, they appeared to move instantaneously from a horizontal position to a vertical one. I was now looking at two lights at the same height as before but now a single light above these in a central position, making a near perfect triangle formation of lights (figure 2). This event happened without any apparent movement and the lights continued their slow move south towards the station. Literally a few seconds later the formation of lights returned to their original formation; again this happened without any apparent movement, and continued towards the station until they were obscured by trees.

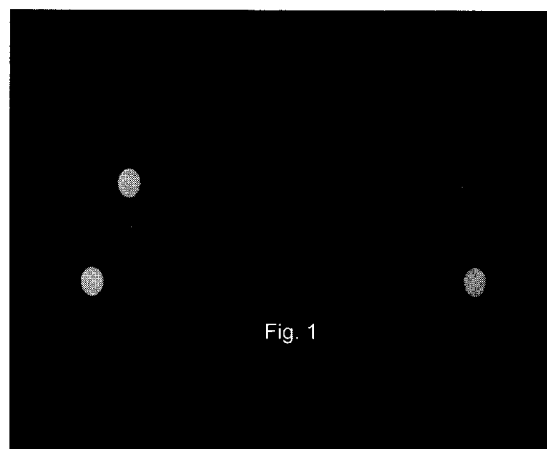


Fig. 1

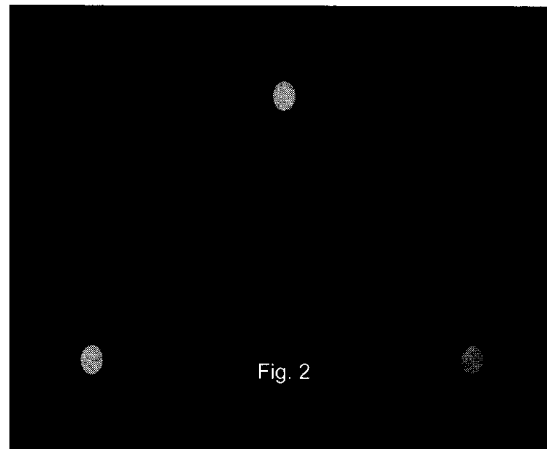


Fig. 2

# UFOCATS

It was only after these lights were no longer visible that I could begin to think again about what I had witnessed. I realised that I must have witnessed a Flying Triangle and understood why it was referred to as a phenomenon. It looked 'unreal' and references to this being a military stealth craft were ludicrous. But this was only the beginning of the night's events. Ten minutes later I was aware of a sudden surge of lights around the centre of the complex. These lights appeared to be just 'turned-on' and again were just hovering above street light level.

These lights were very different from the first I had seen moving slowly. I was looking at a triangle formation of pin-prick type amber lights around the triangle's perimeter. However, the top corner of the triangle was not lit (figure 3). These lights began to increase their brightness steadily until they were noticeably brighter than any of the lights visible in the complex. I was again hit with a 'reversed gestalt moment'. I could not make out what the lights were or how they had appeared there and this time not even in a triangle formation, although at the same time it was evident a triangle was present. The lights reached an extremely intense brightness when the lights at the top began to extinguish. They switched off in sequence down each side of the triangle, but at a much faster rate along the right hand side (figure 4). It got to the point where only the bottom left hand corner was illuminated (figure 5), and as these lights began to switch off they moved to the right and I was aware of a dark structure behind the lights. Again, 'phenomenon' was the correct way to describe this, not necessarily 'craft'.

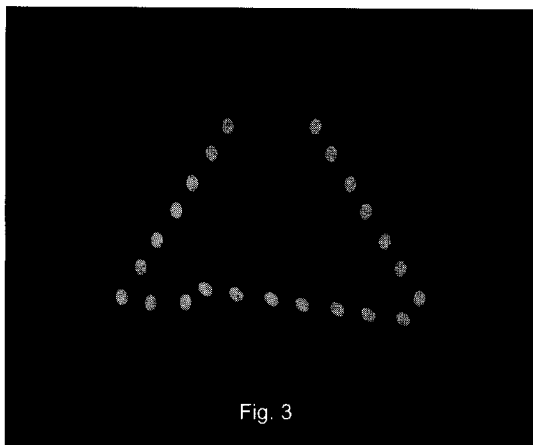


Fig. 3

Right, a Sizewell nuclear power station, scene of Flying Triangles

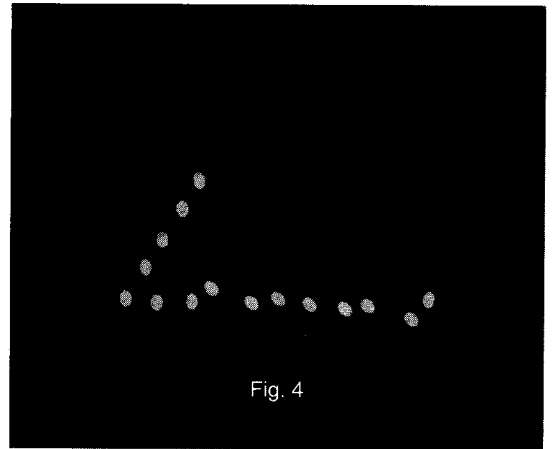


Fig. 4

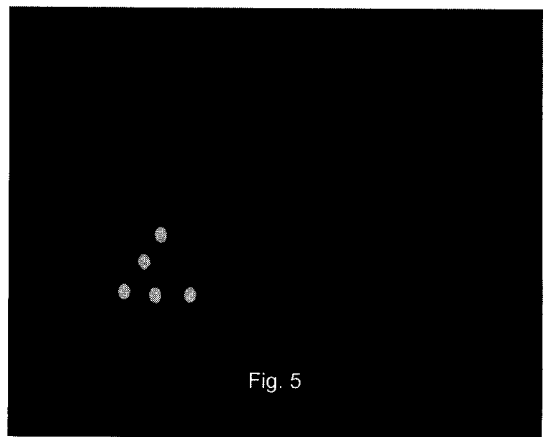
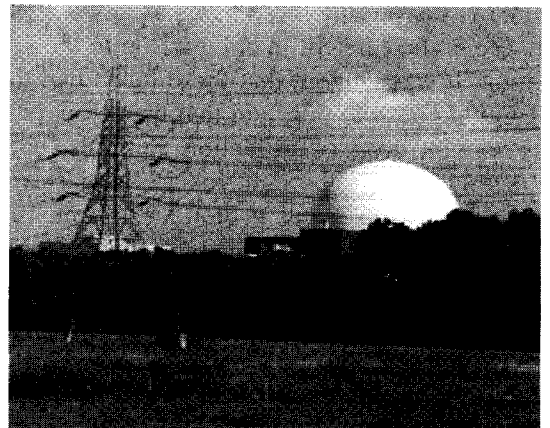


Fig. 5

Objective number one had been met, but in complete surprise. I had expected to see something, due to the number of sightings reported from the area, but the manner in which the triangle or lights presented themselves was beyond what I had expected and understood. Prior to this night I could not make sense of how the sighting contributors didn't see this phenomenon arrive or leave the area. From the second part of the sighting I completely understood, but also we had learnt how the Flying Triangle could sneak into the area undetected. Anyone casually glancing at the complex whilst driving past would not notice this phenomenon. On one hand it is subtle in its movement, yet when per-



# ABDUCTIONS

ceived creates an overwhelming experience.

This night created more questions about the phenomenon than it answered, we were to explore the possibilities that the Flying Triangles were somehow using the power stations as a source of energy. The Flying Triangle's lights, during this night's investigation, had brightened so intensely that the possibility of 'recharging' could not be ignored. It was also evident that we were dealing with something well beyond modern technological capabilities. Victor had his thoughts on 'humans' visiting from the future, yet I had witnessed something more paranormal than futuristic. We remained

open-minded about all possibilities including those of an extraterrestrial or inter-dimensional nature.

Over the past six years many more encounters have occurred, some at very close range and with more than just lights and craft. We will continue to document this research for FSR and report all the information we have obtained during this field research into the Flying Triangle. The next article will continue with the next stage. So to finish off this article, I will complete the missing statements from title. **Don't Think of a Black Triangle, Don't Think of a Military Aircraft - Think of the Flying Triangle 'Phenomenon'**.

## What Happened To That Hour? A

By James Owen VUFORS Regional Representative for North Eastern Victoria, Australia. A report of missing time from interviews with Mrs.J.

FSR, 49-1, SPRING 2004

It was Monday the 29<sup>th</sup> of September 2003, when I (Mrs.J.) left Wangratta to travel to Marybrough. It was a fine day and I left to pick up my niece and return to Wangratta later that night. The trip was uneventful and after leaving Marybrough we travelled to Bendigo and visited relatives.

We chatted and stayed longer than expected, and left for Bendigo at approximately 12:05 a.m. on Tuesday the 30<sup>th</sup>. I was driving, and my niece navigated, as she knew the back-roads, on which there is less traffic, resulting in a quicker trip home.

Arriving at Murchison, we stopped for a toilet break. As we left the toilet block, my niece and I both had an uneasy feeling, and quickly got back into the car, locking all the doors. Leaving the township, I headed towards Violet Town and about 8 to 10 kilometres from Murchison I saw a sign showing 34 kilometres to Violet Town.

At this point I looked at the car clock which showed 01:45 a.m. The road to Violet Town is flat and basically straight. I travelled under a very old brick bridge and when we came out of the other side, there was a straight flat road ahead. The next thing I recollect was a very bright white light on the driver's side, the shape of a well-defined rectangle. It was as bright as a brand new white shirt. Within the light were five dark silhouettes with one being smaller than the others. The silhouettes looked like blobs. The light was only there for a couple of seconds and it just disappeared like switching off a light. I know that I felt strange and my niece stated, "What is that?" She later told me that she experienced the same sensation. The light was so close that if I reached out of the window I

could have touched it. The light seemed warm and there was a smell of roses in the car.

When the light vanished, the road was different: I was on a narrow winding bitumen road climbing a steep hill. On the driver's side it was a steep cutting with large rocks. On the passenger's side was a steep drop with trees. I was confused and very frightened, as was my niece. The clock in the car showed that the time was now 02:45 a.m. The last thing I re-called was the straight road and the time being one hour earlier and only a couple of seconds had passed when I had last checked the time.

Prior to the light appearing, both my niece and I suffered head pain similar to extreme pressure being applied above the eyes, but not like a headache, and after the light disappeared we both felt light headed. I was travelling very slowly when the light appeared and I don't recall slowing down. We had no place to turn around so I travelled for a short distance and both of us were quite hysterical and had a feeling that if we continued, something bad would happen.

It took me a couple of goes and I turned around and headed back down the hill. I remember crossing over the freeway and I was approaching Violet Town. I was on the opposite side of the township from where I should have been. I did a U-turn at the sign welcoming you to Violet Town and then turned left onto the freeway and headed towards Wangratta.

I did not travel through any towns and have no recollection of how I got to where I was. My niece also was unable to say how we got there. We arrived home late that morning and I was in a state,

as was my niece. I could not explain what had happened.

After the above events, I (James Owen) arranged to discuss the incident with the women involved, Mrs. J and her niece. I attended at the address of Mrs J, and discussed and taped an initial interview. The niece was still distressed about the incident and wished to put it out of her mind. I have spoken with her and reassured her, and this will involve a further interview at a later date, as it will with Mrs .J. Only a restricted set of points, resulting from the interviews to date, are revealed, so as not to compromise our investigation.

1. Unable to say if the car was running at the time of observing the light.
2. Noticed that the car doors were unlocked even though they had not unlocked them.
3. The smell of roses as previously was quite pronounced.
4. Further missing time since the initial event was disclosed.
5. Continuing pressure above the sinuses since the initial event.
6. A sore on the stomach that has regressed to a mole type mark.
7. A feeling of ridicule at the mention of other visions.

The significance of point number 7 will not be fully revealed at this time, due to the possibility of

adversely effecting the on-going investigation.

On the following day of the investigation Mary Lou (my wife) and I attended the township of Violet Town. After checking the township of certain signs, we travelled a road to a small township of Strathbogie. We travelled on this road and located an area that was described by Mrs.J. The rocky cutting was on the driver's side and the drop with the trees on the left.

The area was about 3 to 5 kilometres long, and it was difficult to turn around. It was a heavily wooded area, and fitted the description by Mrs. J. I would point out that this area is not heavily populated and it is some distance to the next township of Strathbogie.

This particular area has been of interest over many years, with reports of sightings and objects following vehicles. At this point in time, my investigations are incomplete and further enquiries around Murchison and with authorise are pending. Further interviews with Mrs J and her niece are still to be conducted. End of report

Thanks to FSR Consultants Judith Magee and Paul Norman, and the author, and others at VUFORS, for permission to publish the above report. The report must not be reproduced from FSR without permission from VUFORS

Past case reviewed:

1952

### **The 1952 Nash/Fortenberry Sighting**

**FSR 49-1. SPRING 2004**

**They came from outer space: that is the conclusion of pilots – one of whom was re-interviewed in 2002 for the following report - who witnessed a formation of 'flying saucers' above Chesapeake Bay, USA**

*A common refrain among those who state that ufos are merely misidentified advanced man-made aircraft cannot apply to early cases, where we simply didn't have aircraft with capabilities that might confuse the observer – especially professional observers like pilots. The following case is a prime example of this. FSR.*

#### **Introduction**

Following the UFO History Workshop and the subsequent formation of the Sign Historical Group

in 1999, it was evident that one area lacking in the preservation of the history of the UFO phenomenon was the archiving of spoken memories and personal commentaries of historical significance through recorded interviews. Since I had some expertise conducting interviews and was versed in the technology, I was inspired to form the Sign Oral History Project in order to preserve important historical information that may otherwise be lost and ultimately make it available for scholarly study. Many individuals who have personal knowledge of some aspect of UFO history, whether witnesses; Air Force project officials and personnel; scientists