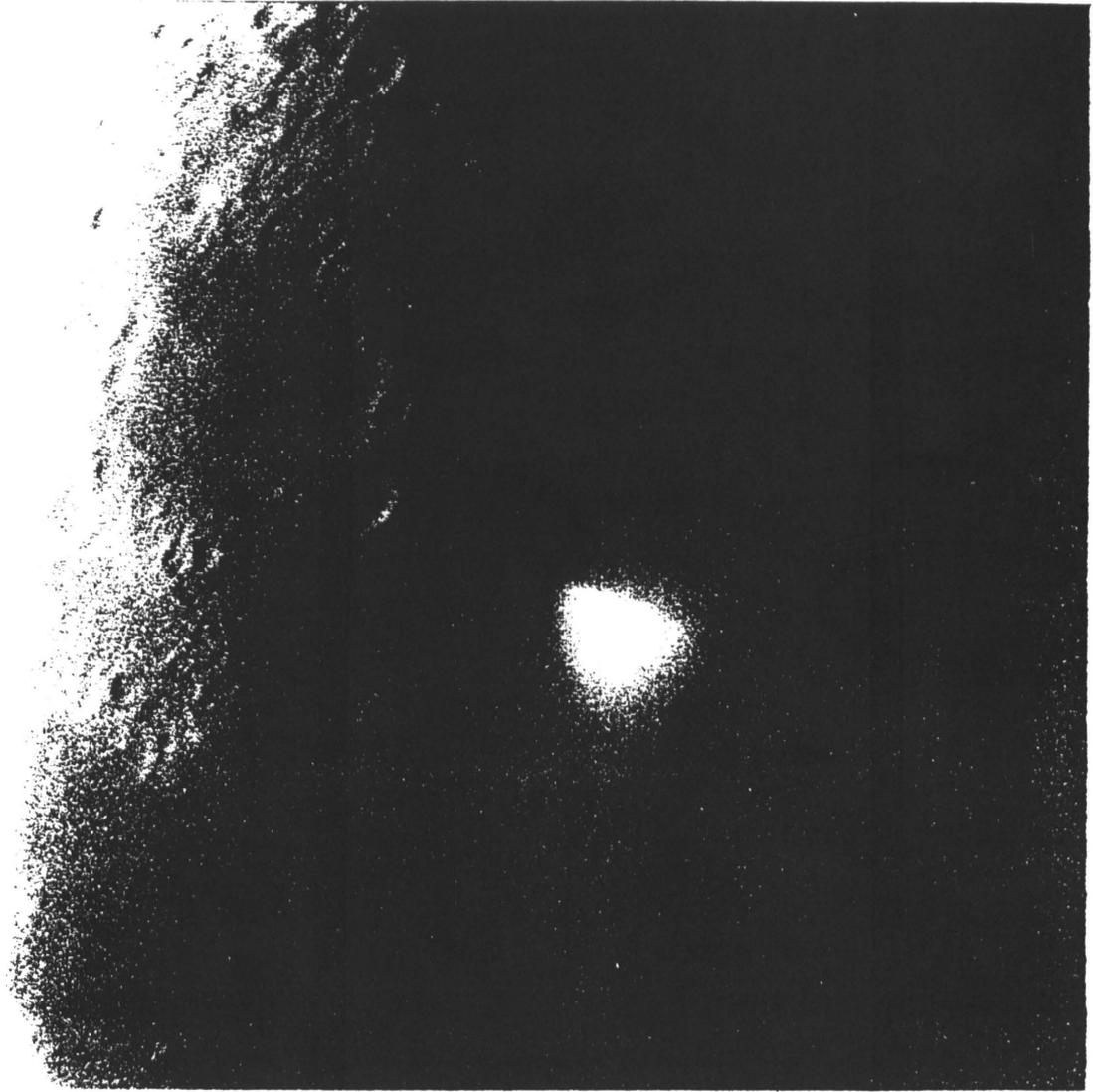


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The Above photograph was taken by an amateur astronomer last year.
It depicts a glowing flying triangle traversing across the moon.
Over five photos were taken..

ISSUE 5 - TRIANGLE SPECIAL...

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Contributors to this issue - Leigh Arkwright, T.Bartrop, K.Tyler and Martin Jeffrey.

Thanks to the following: Dave Pritchard, Gavin Slack and David Ingham for the internet page..

Next issue - Back to normal with a issue packed with reports, NASA's ET law, Rendlesham, Menwith Hill and World UFO Newsround.

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THE HUDSON VALLEY UFO MYSTERY

By P.J.Imbrogno with Marianne Horrigan

A truly remarkable series of UFO sightings is taking place in south eastern New York and western Connecticut. The sightings began in the early 1980's and continue to this day. Witnesses report a triangular shaped object the size of a football pitch that slowly drifts over the area at low altitude. The sight of this UFO is so shocking that on one occasion it caused a panic, actually stopping traffic on major highways during rush hour as hundreds got out of their cars to see the mysterious airship pass silently overhead.

The early reports

The earliest account of a UFO in the area was recorded on December 31, 1982. at five minutes before the new year. Several witnesses in Kent Cliffs, New York, observed a strange object glide silently over their homes. Traffic on nearby Interstate 84 came to a halt as people watched an object the size of a football field with multi coloured lights slowly drift over the highway. The sighting lasted about ten minutes and the UFO was last seen heading north.

There were no more reports until February 26, 1983. This time the UFO seemed once again to be restricted to the area of northern Putnam County, where the towns of Lake Carmel, Brewster and Kent Cliffs are found. Fifteen or so good witnesses saw the ufo on this date, but the close encounter of Monique O'Driscoll and her daughter, who was 15 at the time, stands out from the rest.

At about 8:15pm Monique and her daughter left her mother's house in Kent Cliffs and began driving home to Lake Carmel. As they approached an isolated section of the road, Monique's daughter noticed a string of very bright, multi coloured lights hovering above a hill ahead. At first they thought the lights came from a house on top of the hill. They then realised that the lights were in the sky and were moving towards their car. Monique slowed down and watched the lights, which outlined a boomerang-shaped object, continued to approach the car.

The lights were the most beautiful shades of blue, red, green and amber that she had ever seen in her life. She could hardly take her eyes off them. The lights were now off to the left, just above the tree line, and they seemed to pass no more than 300 feet above the car. Monique noticed that the object itself was dark and massive, and it emitted no sound. The road curved at this point and Monique and her daughter lost sight of the UFO. Monique's daughter called out, "I know it's heading for White Pond!" Why she said this is or even why she knew it is still not understood by the O'Driscolls.

Since the pond was less than five minutes away, they decided to try to get to it before the object did. They arrived just in time to see the UFO pass over the trees and right over their car. The object then flew straight out over the pond and hovered above the centre, no more than 30 feet above the ice.

Monique got out of the car and walked toward the edge of the pond. The object was about 200 feet from her, and it was so bright that she could see its lights reflecting off the ice. Her daughter screamed for her to come back to the car. She yelled back that she wanted to find out what this thing was, and she told her daughter not to turn off the car engine, since she had heard that UFOs can cause cars to not start. She was concerned about this because White Pond is in an isolated area and she did not know what she was dealing with.

Monique continued to watch the UFO and noticed it was boomerang shaped in the front and triangular in the back. It had several rows and layers of lights all up and down the front. There was also one very large amber light in the centre that was so bright that she had to shield her eyes. She noted that the object was made of some dark grey material that reflected very little light. As she watched, the lights began flashing wildly up and down the wings in sequence from left to right. The object then started to slowly move toward her and gain altitude. Monique quickly moved back to her car as the object passed directly overhead less than 100 feet above her. As it went by, she noticed a series of tubes and a grid system that seemed to make up the structure at the bottom of this UFO. At no time did she hear any sound. She estimated that the object was at least 200 feet across.

Monique then got into her car and turned on her CB radio to try to call someone, but all she heard was static. That night several witnesses, including two Carmel police officers, also had a close encounter with this UFO. The sightings of February 26th generated over two dozen UFO reports to local police in Kent and Lake Carmel.

March 17th 1983

Things were quiet in Hudson Valley for the next two and a half weeks, until March 17th. That night, another object appeared. The activity centred around the town of Brewster, located in the eastern section of Putnam County. Once again witnesses reported a very large, bright object near Interstate 84. The UFO was described as being boomerang shaped, with rows of bright lights. The drawings witnesses made of the object look almost exactly like the UFO seen by the O'Driscolls three weeks earlier. The lights were attached to some type of dark structure and the object made no sound. This time there were over 100 witnesses. Here are the accounts that impressed me the most.

At about 8:40pm, Dennis Sant, a resident of Brewster and the deputy clerk for Putnam County, was returning home with his family from a church meeting. As they turned onto their street, they noticed a large object with brilliant white lights hovering above their home. Sant's home is located only a stone's throw away from the highway. As they got closer to their home, they lost sight of the lights. When they pulled into their driveway the strange lights could not be seen anywhere in the sky.

As the family walked into their house, Sant had a sudden urge to go back outside. It was as if something was controlling him or instructing him to turn around and head back out the door. He described the feeling as "something in the pit of my stomach, a feeling that I should go back outside because this object was waiting for me." He went out the door and saw the UFO off to his right, hovering above the bridge on Interstate 84. He noticed traffic had stopped and some people were getting out of their vehicles to look at the object. He saw a very large boomerang shaped pattern of lights that was no more than 200 feet above the bridge. This object was at least 300 feet from end to end, the lights were various colours, like blue, red, white, and yellow.

Sant also noticed that the UFO had one large light in the centre, and this light was a "beautiful amber". This object was so large, according to Sant, that, "it just ate up the entire sky." He also noticed that the lights seemed to be connected to a dark structure. He reports although the front of the object looked like a chevron, the back of the dark structure was more triangular.

As the UFO hovered motionless above the highway, Sant thought to himself, "I wish I could get a better look at it." As soon as he finished this thought the object started to move slowly in his direction, as if it read his mind.

The object hovered in front of his house, no more than 150 feet from the ground. Sant told me that this thing was so large that it blocked out that entire section of sky. The object began to glide toward his backyard so slowly that he was able to jog under it. As he looked up, the UFO passed just above the weeping willow tree, and he thought he heard a buzzing sound like the motor of a very fine electrical engine. Although this sound was quiet, it was quite distinct.

Sant followed the object to his backyard. Then it stopped in mid-air and began to descend. Sant was standing right under it as it got lower in the sky. He thought at first that this thing was going to land in his yard and started to get worried. When he began showing fear and concern, the object started to gain altitude again and slowly drifted off to the northeast, where it was reported by at least 50 people and six police officers in New Fairfield, Connecticut.

While Sant was having his encounter, his entire family and many neighbours were watching. A nearby neighbour rang the police to find out what the object was. She was told that the air force had called the Brewster Sheriff's office and stated that the UFO was some type of experimental aircraft. Later, this conversation with the air force could not be confirmed. The military denied any knowledge of the UFO and said that there were no military aircraft in the area at the time.

Just before Sant saw the UFO, a private pilot who was in his car on the bridge reported that as the object hovered above him, a brilliant white beam of light came from under it and engulfed the car. He said that the light was so bright that he could not see anything. He then thought he heard a voice say, "Do not be afraid, we are just doing a test." Then the light went off and the object moved away from his car. The man said that the object went over several cars and trucks and cast a light down on them for several seconds. For the most part this light was white and stayed white, but on one occasion the light turned deep red before it went out.

March 24th, 1983

Although the March 17 sightings were spectacular, they were to prove to be only a rehearsal for what was to follow a week later. The evening of March 14th, will not be forgotten by the residents and police of Westchester County, New York. It is on this date between 8:00 and 10:00pm that the Hudson Valley UFO made a grand appearance and was witnessed by several thousand people. The majority of reports came from an area 14 miles long and 2 miles wide, starting from the small town of Millwood and ending in Yorktown Heights. The Taconic State Parkway lies right in the centre of this

14 mile stretch. Hundreds of residents called the police to report an object the size of a football field that hovered over the highway and their homes and at times projected a brilliant beam of white light toward the ground. Police officers from several different towns were dispatched only to have encounters themselves.

One New Castle police officer reported that the object hovered right above her car while she was on patrol. She told me that the UFO was so strange looking that she got upset because she realised that this was something she had never encountered before. She called the station for help and was told that reports of the object were coming in from all over, that many other officers had also seen it, and that no one knew what it was.

The UFO was such a shocking sight that more than 100 people on the major roadways stopped their cars and got out, staring at the object in awe. One witness, an IBM manager, said that the UFO was so huge and bright that it looked like a "city in the sky." (Laputa, MJ.) While he was watching it, he began to have strange thoughts. He told me, "I have never seen anything like this in my life. I thought this was the start of some invasion, and all I wanted to do was to get home and protect my family. I mean this was not a blimp, an airplane, or anything else like that. This was a ship and a huge one, and I can tell you it looked like it was not of this world!"

One of the most qualified witnesses on the Taconic that night was Bill Hele, then the chief meteorologist for the National Weather Corporation based at Westchester County Airport in White Plains, New York. Hele, a trained observer familiar with all types of aircraft, saw the UFO near Route 134 in Yorktown.

He noticed a number of lights approaching from the south. He pulled his car over and continued to watch the lights as they got closer. He became concerned because the lights were so bright and moving at such a slow speed. As the lights continued to approach, he noticed they were in a V-shape pattern, but he could not identify what type of aircraft they belonged to.

He got out of his car as the lights passed overhead. He thought that this object was at least the size of an aircraft carrier. He continued to watch, totally amazed at what he saw. Suddenly, all the lights went out. Hele continued to watch the sky looking for the object, but it was gone and he did not even see a silhouette. The UFO just seemed to vanish.

He stood there staring up at the night sky, still looking for something. Then, the lights suddenly reappeared with a flash, right over his head. This time they were all a bright colour green colour. The object stood motionless at an altitude that he estimated to be about 1,200 feet. Hele heard no sound. He thought this was unusual, since an object this size would have to use quite a bit of energy to move that slowly and stay in the air.

There are so many interesting reports from this date that it would be impossible to even cover two per cent of them in the short space that this article allows. Many of the early sightings are documented in my book **NIGHT SIEGE: THE HUDSON VALLEY UFO SIGHTINGS**. Although **NIGHT SIEGE** is out of print, it can be obtained through various book distributors or you can get a copy by writing to me at the address at the end of this article.

The mystery continues into 1984

Whatever the gigantic unidentified object was, it did not go away. Although there were fewer cases during the rest of 1983, all hell broke loose in the summer of 1984. The object was seen by thousands on July 12th and 24th, 1984. On these two dates all of south-eastern New York and western Connecticut had visitations by the UFO. The object not only appeared as a triangle and boomerang, but it was also reported to take on an oval shape. Perhaps on earlier dates it was flying with only half its lights on. If you take an oval and erase half of it, you would be left with a boomerang like shaped. All witnesses agree the object had multi coloured lights and was the size of a football field or greater.

One would think that with all the sightings, someone would have come up with a good picture of this thing. Although hundreds of photographs and several videos were taken, only a small percentage of this data was useful.

On July 24th, 1984, the object was videotaped as it flew near the house of a Brewster resident at about 10:15 pm. This video is the best nighttime video of a UFO. Shortly after it was taken the UFO reportedly hovered over the Indian Point nuclear reactor in Buchanan, New York. The object was witnessed by 12 New York Power Authority police officers and confirmed by the plant operations officers. This is the first case in which a UFO was confirmed as hovering over a federal and state owned nuclear reactor. The tape was looked at by the Jet Propulsion Laboratory in Pasadena, California. Their conclusions were that the lights could not be unidentified and that they represent a very large, solid object.

From 1984-86 the UFO made several appearances, many of them in Connecticut, where it caused a blackout and then a power surge in the town of Thomaston. The surge sped up all the town's

electrical clocks by 10 minutes. It also caused a number of electrical devices like appliances and Tvs to either burn out or turn on by themselves.

In 1985 the UFO was seen along the coast of Connecticut, New York, and New Jersey. This was the first time reports had come from this area. The towns affected were Portchester and White Plains in New York; Greenwich and Stamford in Connecticut; Toms River in New Jersey.

A very dramatic sighting took place on May 26th, 1987, on Interstate 84, between the cities Waterbury and Southbury in Connecticut. At about 9:00pm police began receiving calls about a large object in the sky that had rows of multi coloured lights. Fearing that it was a large jet in trouble and about to crash, several officers were sent to investigate. When they arrived near Exit 17 they saw 20 cars or so were pulled over to the side of the road and the drivers were outside looking up to the sky. They witnessed a large object in the shape of a half circle slowly moving to the east. A number of photographs were taken before the object moved south.

At 9:15pm the UFO was seen by at least 50 people in Newtown, Connecticut. One of the witnesses was Randall Timuth, a pilot with 30 years of flying experience. He observed the object with binoculars and said that it was unlike any aircraft he had ever seen. His closing remarks to me were, "To think, I've logged in over a thousand hours of flying time and the first time I see a UFO, it was from the ground."

The state police in Connecticut made a statement to the press the next day that the UFO was nothing more than a number of handgliders with coloured lanterns hung on their undersides. This explanation made witnesses quite angry, since they knew that this was something that they had never seen before in their lives. Although a photograph was taken by a local police officer, law enforcement in that area of Connecticut would not make any comments about the UFO seen that night.

Abductions abound

With all the UFO sightings in the area, there were also plenty of abduction cases. These were kept out of my book NIGHT SIEGE at the request of Dr J Allen Hynek. He hoped to keep the book as respectable as possible and at the time the book was written, abductions were not as accepted as they are now. To this date I have looked into well over 80 cases of abductions in the Hudson Valley. Many of the people who claim this experience had witnessed the UFO on earlier occasions.

Earlier in my investigation I had a phone conversation with UFO researcher and abduction specialist Budd Hopkins. I asked Budd why he thought the UFO was flying over and projecting a light on the ground. His reply was, "They are looking for people." I thought this was a strange comment at the time, since I was not convinced about the reality of abduction claims. But soon I changed my mind when I discovered that over 82 per cent of all the abduction cases I looked into were people who had been scanned previously by the UFO's white light. My research is continuing and I hope, thanks to recent information, I will have something significant to report in the near future.

Closing comments on the triangular UFO.

Since the sightings over the Hudson Valley, triangular or boomerang shaped UFOs have been seen all over the world. The reports from Wyth County, Virginia; Pennsylvania; and Belgium describe an object almost identical to the Hudson Valley UFO. Is this a new type of object? Recently a dramatic series of sightings took place in Mountain City, Tennessee. More than 100 people witnessed a large triangular UFO in the desolated mountain areas. On more than one occasion military jet aircraft scrambled after the UFO to attempt to intercept it. This case is now under investigation and it might turn out to be the best case of the 90's

Contact the authors at the following:
Po Box 4218, Greenwich, CT 06830.

REPORT FROM 1963 - TRIANGLE OVER THE MANOR

Location: Woodthorpe, Sheffield.

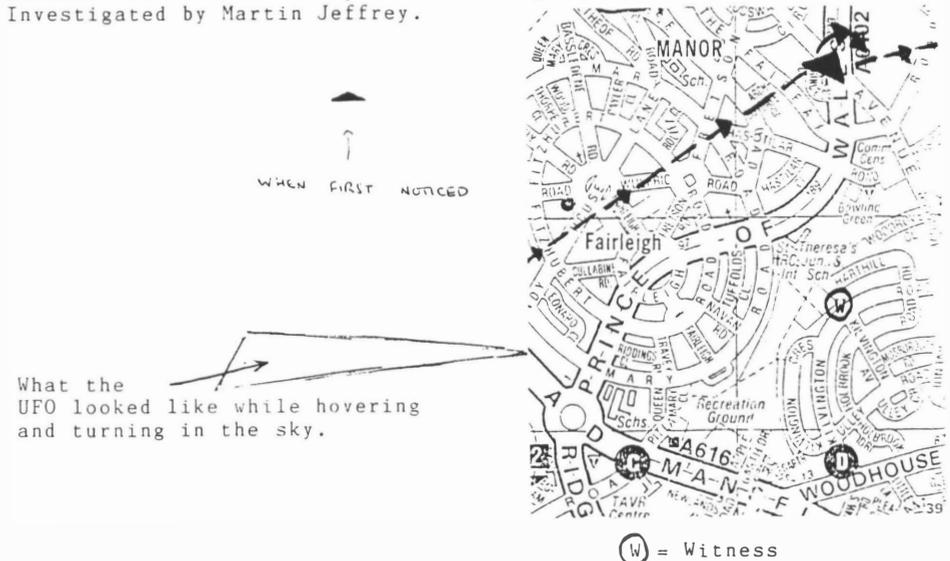
Date: 6th September 1963

Richard Price remembers well the triangular incident over the Manor of 1963, here is his own version..

"I was 11 years old and playing with some friends in the back garden of 22 Kilvington Road, Sheffield 13. It was a beautiful clear evening with a red sunset. There was alot of aeroplane activity and the vapour trails were lit red by the sun. We were actually joking that the vapour trails were made by "spaceships".

Suddenly in the west we noticed a small object in the direction of Manor Top, with hindsight I would think this object was much further away, possibly over the Fulwood area. The object appeared black as the sun was behind it. For a few seconds it appeared motionless then it accelerated faster than anything I have ever seen before. I can recall there being no sound at all. The object seemed to be spinning. At this point most of my friends became scared so they ran into the house screaming. I was left with a friend aged 13 to observe the craft which by now had become motionless again, and was approximately 2000 feet above us in the east. I would approximate that it was above Prince of Wales road around its junction with Harborough Avenue. The craft was silver, the red sunset was reflecting on the body. (The craft was a similar shape to Concord.) Then it started to move east after being stationary for only a few seconds. It moved a short distance then disappeared. The occupant of 22 Kilvington Road, one of my friends father came out into the garden, as he wondered why the other children were frightened, but there was nothing to be seen. The details of the event are clearly fixed in my mind especially the speed of acceleration and the absence of any sound..I recently asked an old friend of mine who lived at 30 Kilvington Road about the sighting, he says he remembers nothing, I find this difficult to understand."

Below is a map of the area, trajectory of the UFO and where the witness was. I have also put the drawings Mr Price made of the UFO. Investigated by Martin Jeffrey.



BREAKING DOWN "THE WALL" OF UFO SILENCE

IN 1991, ALMOST THE ENTIRE EUROPEAN CONTINENT HAD BEEN PLAGUED BY A WAVE OF UFO SIGHTINGS UNSURPASSED IN HISTORY. PERHAPS MOST PUZZLING HAVE BEEN THOSE OF A GIGANTIC "FLYING PLATFORM" SIGHTED NEAR THE GERMAN BORDER IN BELGIUM.

By Antonio Huneus

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In a totally unprecedented move in the history of ufology, the Belgian Air Force and government has not only carefully documented the great UFO wave over Wallonia, but shared its results with civilian investigators and the public, in effect literally breaking down "The Wall" of UFO Silence that still stands in the western world.

For the past year (1990-91) citizens in the French-speaking region of Wallonia in Belgium have experienced an extraordinary UFO wave. Thousands of witnesses, including dozens of gendarmes (national police) and officers of the Belgian Air Force, have described triangular-shaped vehicles flying slowly over rooftops, hovering, shooting searchlights and performing incredible maneuvers. The objects have been captured on some 25 videotapes and tracked on both ground and airborne radar by the military.

Few, if any, will doubt that the triangular UFOs have been seen all over Wallonia since November of 1989. According to a front page story in The Wall Street Journal published on October 10, 1990 and entitled "Belgium Scientists Seriously Pursue A Triangular UFO," "since the rash of sightings here began almost a year ago, more than 2,600 have been reported of a triangular object with three huge lights hovering in the night sky over Wallonia." The question that some are asking is whether these objects could be explained by the testing of a new top secret military aircraft, Remotely Piloted Vehicles (RPVs), AWACS, the F-117 Stealth Fighter, and a modified version of the B-2 Stealth Bomber, are some of the options that have been suggested. Besides the large amount of well documented data gathered by the Gendarmerie, the Air Force and civilian scientists from the Belgian Society for the Study of Space Phenomena (SOBEPS), the Belgian Map has broken another record. For the first time ever in the controversial history of UFOs anywhere in the world, the Belgian Minister of Defense, Guy Coeme, has authorized the Air Force to fully cooperate with SOBEPS, forwarding their reports, and even putting at their disposal a Hawker Sideley aircraft equipped with infrared cameras and sophisticated electronic sensors.

As the well known French physicist, Jean Pierre Petit, explained to Paris Match magazine, "we are living in a time that is the beginning of a period of openness. First the Berlin Wall crumbled, now the wall of silence about UFOs is falling.

Concerning the UFOs, we are entering a phase completely different from the earlier ones. It is the end of commercialism and fakery. The true scientists are finally making their appearance." Dr. Petit is a senior physicist and director of research with the National Center for Scientific Research of France. An iconoclast and a world class expert on magnetohydrodynamics (MHD), Dr. Petit has also conducted some rather interesting UFO research of his own, publishing recently his results in the book, INVESTIGATION OF UFOs.

Unlike many other UFO groups around the world, the SOBEPS has a team of respected scientists, including Leon Brenig, a nonlinear dynamics theorist at the Free University in Brussels, and Professor August Meessen, a physicist from the Catholic University at Louvain. Among the numerous UFO witnesses, in fact, were Lucien Clerbaut, Secretary General of SOBEPS, Patrick Ferryn, a film producer and founding member, and Jose Fernandez, another SOBEPS investigator. "Here is an opportunity where we can apply the scientific method," remarked Professor Brenig.

SOBEPS files show that the first sightings occurred on the night of November 7, 1989, when two gendarmes from Esneux observed a silent huge craft "with two very powerful white lights directed downwards and 'a sort of green and red garland.'" The flap, however, gained momentum and notoriety on the evening of November 29 when 41 witnesses, including six gendarmes, observed the huge triangle - sometimes referred as "a stationary platform" - in Eupen, Verviers, and several other locations in Wallonia near the border with Germany. As the press speculated with AWACS and Stealth aircraft on the following days, the Defense Minister Guy Coeme dismissed these rumors, stating that "all hypotheses involving the presence of military aircraft in our air space are definitely to be ruled out."

It is perhaps because the objects are so far unidentified, that the Belgian Air Force has undertaken the task of chasing and investigating the intruders. As Col. Wilfried de Brouwer, the Chief of Operations of the Belgian Air Force who is coordinating the UFO investigation, told The Wall Street Journal, "Our approach is that it's our job to see what's going on." Indeed, the UFO flap climaxed on the night of March 30-31 of 1990, when unknown targets were tracked by two radar installations. The one at Glons, located southeast of Brussels, belongs to the NATO defense group - NATO Headquarters is in Brussels - while that at Semmerzake, west of Brussels, is in charge of controlling all military and civilian traffic in the entire Belgian territory. At that point, the master-controller at Glons ordered the scramble of two F-16 interceptors, which also locked the UFO on their onboard radars.

We have obtained, courtesy of French researcher Jean-Luc Rivera, a copy of the complete report of this incident, which was prepared by Air Force Major P. Lambrechts, from the Air Force General Staff in Brussels, and which was forwarded to the SOBEPS following the instructions of full cooperation with that group.

The "Report Concerning the Observation of UFOs During the Night of March 30 to 31, 1990," includes a full chronology of the events, as well as a thick dossier of enclosures with eyewitness descriptions from several gendarmes and maps of where the sightings took place. Major P. Lambrechts explains at the inception that, "the observations both visual and by radar were of such nature, that it was decided to order the scramble of two F-16 aircraft with the goal of identifying these UFOs." The report also indicates that "the presence or testing of B2 or F117 (Stealth Bomber), RPVs (Remotely Piloted Vehicles), ULMs (Ultra Light Motorized) and AWACS at the moment of these events in the Belgian airspace, can be excluded."

According to the Chronology, the Sequence of events began at 22.50 hours, when the "master controller at Glons" received a telephone call from gendarme Renquin, who reported he was seeing from his house in Ramillies, "three unusual lights... forming an equilateral triangle, and with changing colors of red, green and yellow." At 23.05, the Gendarmerie at Wavre sent a patrol, which confirmed the observation. At 23.15, Renquin called again to inform that he was seeing a new set of three lights, while the radar screens at Glons detected "an unidentified contact moving at a speed of around 25 knots." (A knot is equivalent to one nautical mile - 6,080 feet - per hour.)

For the next two and a half hours, an increasing number of gendarmes and other witnesses continued to observe the strange maneuvers of up to three sets of triangular lights in the outskirts of Brussels. By 23.49 hours, the radar screens at Semmerzake confirmed the targets and the order to scramble two F-16s was given at 23.56 hours, taking off at 00.05 on March 31.

According to the report, "the aircraft had brief radar contacts on several occasions." However, each time that "the pilots were able to secure a lock on one of the targets for a few seconds, this resulted each time in a drastic change in the behavior of the UFOs."

During the first lock on at 00.13, continues the report, "the speed of the target changed in a minimum of time from 150 to 970 knots and from 9,000 to 5,000 feet, returning then to 11,000 feet, in order to change again to close to ground level: this resulted in a 'break lock' in a few seconds and the pilots lost the radar contact." In another lock on at 00.30 hours, the "break lock" was achieved by what the report calls "a jamming signal on the screen."

Col. de Brouwer explained to Paris Match reporter Marie-Therese de Brosses, that the change of velocity from 280 KPM to 1,800 KPH while descending from 3,000 meters to 1,000 meters in one second, was a fantastic acceleration equivalent to 40 Gs. This would exclude any human pilot onboard the UFO, since humans can only withstand 8 Gs. (A "G" is a unit of acceleration equivalent to the gravitational pull of the earth, 9.81 m/sec/sec.) When the UFO approached the ground level, continued Col. de Brouwer, "it was out of the question for the F-16 to catch up with the object at this low altitude, where the density of the air limits the speed to 1,300 KMP. Above that speed, the temperature in the compressors of the jet turbines would cause the engines to burst. There was a logic behind the motions of the object," added the Colonel. In any case, the cat and mouse game went on until shortly after 1 am, when the F-16s were ordered to return to their base. On

the ground, however. Captain Pinson and other gendarmes continued to observe "four white luminous spots forming a square" until around 1.30, when "the four UFOs lost their luminosity and seemed to disappear in four different directions." Significantly, the weather conditions on that night were very clear, allowing ground witnesses to observe the objects in detail, as well as the pursuit by the F-16s. The pilots, however, did not observe the objects visually.

Major Lambrechts finally excludes a number of alternative hypotheses for the UFOs, such as "optical illusions, confusion with planets or other meteorological phenomena... weather balloons... or meteorological inversions... holographic projections." etc. More importantly, he writes that "the speeds measured at the moment of the change of altitudes, exclude the hypothesis that the UFOs observed could be confused with aircraft." Still more puzzling was the fact that, "despite that on several occasions high speeds above the speed of the sound barrier were measured, the shock wave was never observed. Here, no explanation can be given." The French physicist Jean Pierre Petit concurred: "In reality," he told Paris Match, "there is no machine made by man, either an airplane or a missile, that is capable of such performance. Specifically, flying at the speed of sound without making a sonic boom."

Although the Belgian military authorities have insisted that the UFOs in Wallonia are no secret aircraft, the similarities between the triangular craft seen in Belgium with the boomerang-shaped objects reported throughout the last decade in the Hudson Valley in New York and Western Connecticut, as well as other triangular UFOs observed in Wytheville, Virginia, Fayette, Alabama, and Puerto Rico, among other places, have led some researchers to suggest that the technology behind all these observations is terrestrial and not extraterrestrial.

The similarity between the Belgian and Hudson Valley flaps was noted by SOBEPS investigator Patrick Ferryn. Commenting on the book *Night Siege* by the late Dr. Allen Hynek, investigator Phillip Imbrogno and reporter Bob Pratt, which documented the Hudson Valley cases, Ferryn wrote that "changing only a few words, exactly the same could be written to give an account of the position of affairs here! [in Belgium] The same goes for many entire pages and excerpts elsewhere in the book."

While nobody doubts that people have been seeing something in both upstate New York and Wallonia in Belgium, the big question is whether these sightings are caused by true UFOs or by some kind of new revolutionary secret military aircraft. Foremost among the proponents of the secret weapon theory is Tony Gonsalves, a researcher from East Providence, Rhode Island, who served as a jet mechanic and plane captain for the U.S. Navy on three aircraft carriers between 1959 and 1963.

In a number of papers written during the last two years, Gonsalves has developed his theory of "The American made UFO" - that the boomerangs of Westchester and Dutchess counties, as well as the triangular UFOs of Belgium, Virginia and Puerto Rico, are actually a modified covert version of the B-2 Stealth Bomber. Gonsalves believes this craft has been fully operational since the early 80s, while the official B-2 bomber that was unveiled in 1988 is a "decoy" to deceive the American public, the media and the Congress. Furthermore, Tony Gonsalves and a few other ufologists speculate that this secret aircraft may even incorporate some alien technology obtained from UFO crashes decades ago.

Gonsalves' theory seemed to gain some credibility when *Aviation Week & Space Technology* magazine reported in its October 1, 1990 edition that, "large, triangular wing-shaped aircraft" are indeed being tested out of the Nellis Air Force range in Nevada and the Tehachapi Mountains near Edwards AFB in California. The well known aerospace magazine mentioned several sightings by engineers of "triangular-shaped aircraft," possibly prototypes for the A-12, the Navy's new Stealth attack plane, and one or several versions for reconnaissance aircraft cloaked under the top secret code of Aurora, to replace the old Lockheed SR-71 "Blackbird" which was recently mothballed. *Aviation Week* (sometimes referred to by the nickname of "Aviation Leak") also quoted Air Force sources who "acknowledged that diamond and triangular-shaped vehicles are 'the trend now,'" as well as unconfirmed reports that some of these aircraft "were designed to operate at speeds around Mach 10 or higher."

Because he worked for over 30 years as senior editor of *Aviation Week*, where he is still a contributing editor, we sought the opinion of well known UFO debunker Phillip Klass as to whether there could be any validity to explain the Hudson Valley and Belgian flaps with secret military aircraft, Stealth or otherwise. "In my opinion the answer is absolutely not," responded Klass, adding that only those sightings "in the vicinity of Nellis Air Force Base" in Nevada could be caused by military aircraft tests. "If there were a secret airplane," continued Klass, "for goodness' sake, the last place in the world you'd want to fly it is in Dutchess County, where people have been alerted to look for objects."

Although they certainly disagree on the final cause of the sightings, Klass and Phillip Imbrogno seem to be in full agreement in their rejection of Tony Gonsalves' Stealth theory. "I can't see the government testing a top secret device in an area like this," said Imbrogno. "Number one, what if they have a problem, what if they crash?" Imbrogno said he had considered this possibility when he first looked into the boomerang sightings, but that "I am convinced right now that the Hudson Valley UFO is not an aircraft, Stealth or otherwise. Number two, I am not totally convinced that it's from outer space. Number three, I don't know what the hell it is."

Meanwhile, sightings continue to pile up in Europe. The latest case before we go to press was reported in early November, when "mystery shapes in the sky, variously described as orange balls, triangles and points of light," were reported in France, Belgium, Germany, Switzerland and Italy, according to a newswire report from the Reuter's news agency. Police phone lines were flooded across the continent with calls about unidentified flying objects. Experts in Munich speculated the sightings could have been triggered by the explosion of a meteorite. However, this explanation could hardly satisfy the familiar sightings in Belgium, where "dozens of people reported a triangular object with three lights flying slowly and soundlessly to the southwest," according to the Reuter report.

The Belgian Air Force was studying once again the case, and so was France's Service for the Investigation of Re-entry Phenomena (SEPRE), which is attached to the French National Space Agency in Toulouse and was formerly known as GEPAN. One Air France pilot told a radio interviewer: "We were on a flight to Barcelona (Spain) at about 33,000 feet at about 7 pm when we first saw the shape. It couldn't have been a satellite because it was there for three or four minutes."

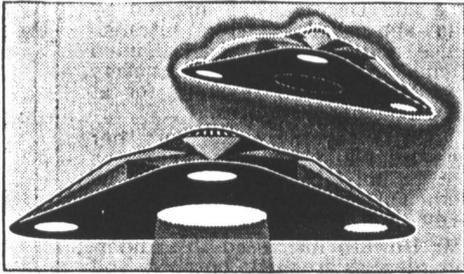
If the sightings in Belgium and elsewhere turn out to be secret aircraft, the mystery will become public sooner or later, but if they are indeed caused by true UFOs, then we may be debating them for a long time to come. Perhaps a summary of the whole Belgian flap and its meaning was best expressed by SOBEPS Scientist August Meessen, Professor of Physics at the Catholic University at Louvain. He told the French magazine *Paris Match*: "There are too many independent eyewitness reports to ignore. Too many of the reports describe coherent physical effects, and there is an agreement among the accounts concerning what was observed. If all of these witnesses are lying, then it is a mental disease of such novelty and proportions that it must be studied."

"But of course," continued Prof. Meessen, "there are also physical effects. The Air Force report allows us to approach the problem in a rational and scientific way. The simplest hypothesis is that the reports are caused by extraterrestrial visitors, but that hypothesis carries with it other problems. We are not in a rush to form a conclusion, but continue to study the mystery." The last word about the UFO flap that has brought down "The Wall" of UFO Silence has yet to be uttered.

Message #2144 - INFO PARANET

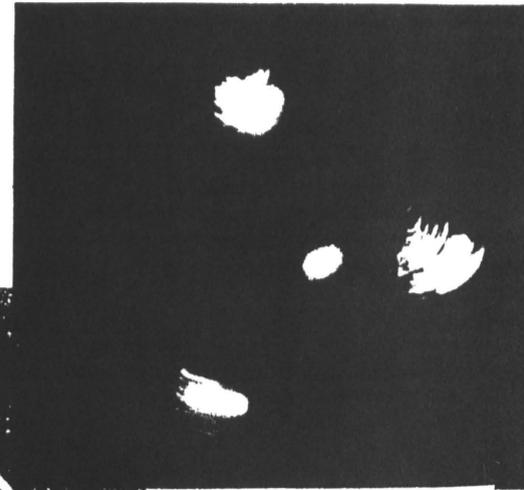
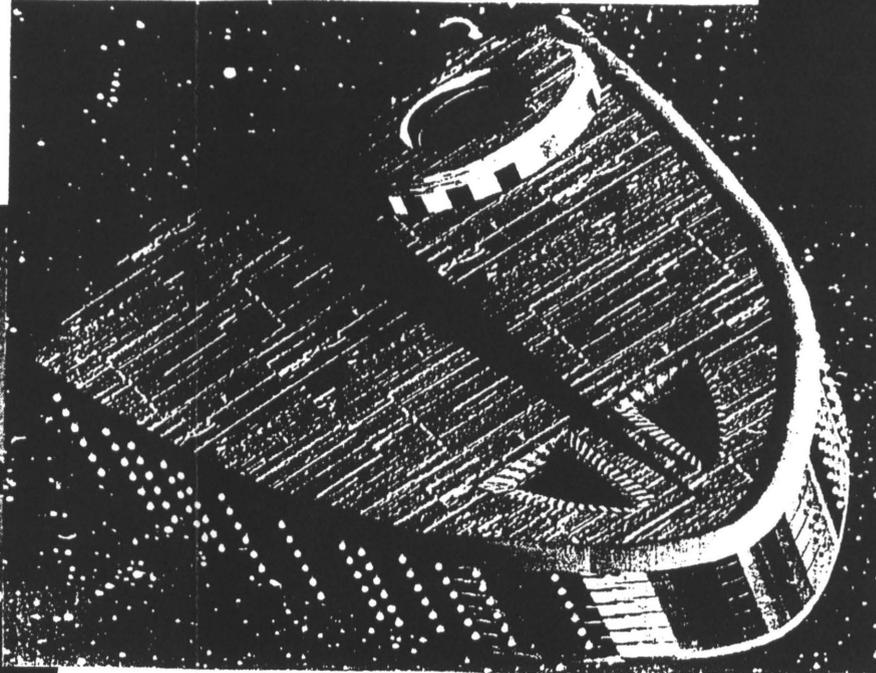
Date: 17-Apr-91 18:13
From: ParaNet(sm) Information Service
To: All
Subject: Belgium Information
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TRIANGLE PICTURE GALLERY



WARP EFFECT: The shape of the UFO seems to become indistinct – as if parts of it are passing out of the viewers visual spectrum. A similar effect is experienced with radar tracking.

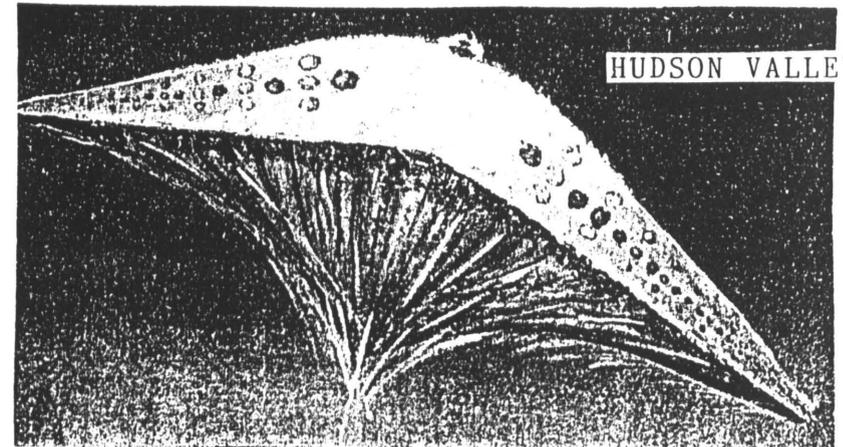
MANCHESTER '95



BELGIUM '89



RECENT SIGHTINGS: Military personnel guarding an RAF base were started by what they were convinced was a UFO and in March '93 reports flooded in from right across Britain. Rather than the traditional hubcap shape descriptions indicate a more angular shaped vessel. As large as a jumbo jet but much faster it follows an erratic flight path, alternately hovering, then zooming off.



HUDSON VALLEY '82

Sheffield UFO Research Association

87 Hawley Street
Sheffield S1 2EA

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Top secret documents as seen in Above Top Secret 50p includes P+P.

BACK ISSUES OF AREA S1

MAY 96

Launch issue - Flying Triangles - Jenny Randles - How to build a UFO detector - CONTACT - Ufo report and more...

JUNE 96

UFO "buzzes" police - FT sighting - Eclipse brings UFOs - Black Heli's UFO sightings at Sheildhill and more...

JULY 96

Crashed UFO in Brazil - Gulf breeze - Roswell Evidence - CONTACT - AFU UFO archives and much more..

AUG 96

Chupacabras - Alien Implants removed - Skywatch results - UFO group members arrested and more..

There is only a limited amount of back issues, most will be sold out next month. (£1.25 including P+P)

MANCHESTER UFO ?

At 6:48pm on the evening of 6th January 1995, Captain Roger Wills and First Officer Mark Stuart encountered a triangular shaped UFO while descending to land at Manchester Airport, England.

This encounter was published on 1st February of this year, by the Airmisss Workings Group in the Commercial Air Transport Airmisss Reports (January-April 1995).

Even though the UFO community had known about the incident since March 1995 (Due to UFO magazine), the press still published the "leaked" encounter. (Some of the press said "an insider" leaked the document, this is doubtful.) Old news is better than no news?

Recently Richard Prince contacted me to report what he thought was a different view of the Manchester encounter.

"I was looking through my bedroom window at Bramley, Rotherham. The window looks due west and as Bramley is near 500ft above sea level it has a panoramic view of the Pennines from Bradfield, over Stocksbridge, and Emley Moor mast. It was a dark clear winter evening and to the North west I noticed a strange light, what I have seen before in 1994"

I asked what the light looked like.

"Amber in colour...with a glowing effect and triangular in shape."

"What happened next?" I asked.

"I saw the object for about 15-20 seconds then it faded away. Almost as soon as it had faded I could see the flashing lights of an aeroplane making it's way to Manchester Airport. At this point I thought I must have mistook the light for the aeroplane and therefore gave the matter little thought. Then recently I read that an aircraft approaching Manchester Airport had encountered some bright light in the sky over West Yorkshire. I know my incident happened sometime in January 1995."

After reviewing this case and checking it's details with the Airmisss report I believe Richard saw a different UFO than the one seen by the pilots. It has also come to light that Richard's encounter could have happened as late as 19th January, 13 days after the Manchester incident.

Richard did indeed see a UFO, but totally un-related to the Manchester incident of 6th January 1995.

VIEW FROM RICHARD'S WINDOW:

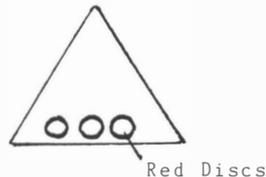


INVESTIGATION REPORT: TRIANGLE SPECIAL

Location: Redruth, Cornwall.

Date: 4th November 1995

Michelle Rowe and her Mother saw something truly spectacular last November, here is her account, in her own words.
"Last year my Mum was taking our dog for a walk, she noticed a reddish/pinkish glow moving across the sky. She turned her attention back to the dog, thinking it must be a firework. The time was approximately 10:55pm. It wasn't until a couple of minutes later when she looked up again and became alarmed and sensed that something was out of the ordinary. The UFO was still moving very slowly, with no noise, roughly at house roof level. It actually steered its way around the back of an old mine stack! When it emerged the other side she took a closer look, as it seemed strange for a firework. On observation, it was a triangle with three red discs of light along the side of the flat base. At this point she left the dog and ran back to the house, to call me, I stepped out onto the front path and I was lucky enough to view the object for another 5 or 7 seconds....Fluorescent pink, why, pink? This makes some people laugh even more but I could definitely make out a mainframe shape of a triangle..."
Investigated by Martin Jeffrey.



Location: Mosborough, Sheffield.

Emily Walker and Robert Simpson are our youngest members, on Wednesday 12th June 1996, they decided to skywatch..
"We were playing football in the garden when I noticed a strange dark object in the sky..It was triangular and made no noise. There was no sound emitted from the craft and it travelled at a constant speed. The craft travelled upwards like a plane but then levelled out quite high in the sky but lower than an average airplane. There were no lights on the craft...We watched it for three or four minutes until it shot off at a great speed until we could see it no more."

Location: The Manor, Sheffield.

Date: 2nd July 1996

Three friends who live on The Manor, decided to clean their cars, but at 2:30pm something would catch their eye...
"We were washing my car in the middle of the afternoon when I heard the sound of an aeroplane in the sky, so instinctively, we looked up into the air. We saw a passenger plane travelling to my right, an easterly direction. I started to wash my car again, and when I looked up to my surprise I saw an object hovering over my head. (Not literally..Ed) The object was triangular shaped and was approximately 12 inches in length at arms length. My friend Lee, was also looking at the object, who saw the craft shoot straight up into the air, at an angle which put it parallel to the plane. The object began to fly side by side with the plane for about 20 seconds until it back overhead, vanishing into thin air...I draw no conclusions to what we saw, but it really amazed me..."
Investigated by T.Bartrop.

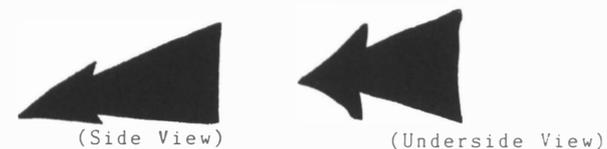
14

Location: Heeley, Sheffield.

Date: 7th July 1996

The source wishes to remain anonymous, but on the 7th July (Sunday) at 6:20pm he saw something in the sky..
"On Sunday evening I went to my mother's house, while walking past the park I noticed something strange in the sky. It was flying towards Derbyshire in a south-eastern direction. At first I thought it was just a plane, but there was something not right about the shape. It looked like two triangles stuck together, and it was black in colour, moving fast. I watched it for about 35 seconds...I don't remember hearing any sound or seeing any trails behind it...really it reminded me of a stealth bomber."

While the object in question looks similar to the stealth bomber/fighter design, could it be the next generation stealth or Aurora project? One question I would like to ask is "What was it doing over Sheffield on a Sunday afternoon?" Investigated by Karen Tyler.

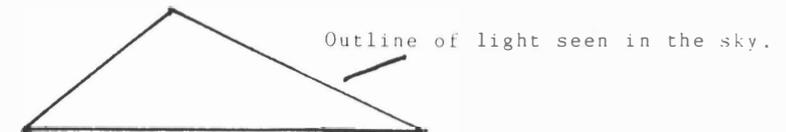


Location: Gleadless, Sheffield.

Date: 15th July 1996.

A qualified computer clerk reported the following incident to me.
"I was just going to bed after watching some late night TV when I heard a house burglar alarm go off. Curious to see if it was near to us, I looked out of the bedroom window and my attention was drawn immediately to this bright object in the sky, extremely well lit and travelling very fast. I could see a shape of lights, well lit all around a black triangle. I alerted my sleeping husband who didn't want to know, but suggested I was looking at an aeroplane. This couldn't be light on a plane look nothing like what I could see. The house alarm stopped but still there was no sound coming from this object in the sky. This object was heading towards the Manor Estate."

Again, the Manor Estate of Sheffield has been related to another triangle sighting. What do they want there? Abductions? Vandals? Who knows? Investigated by Martin Jeffrey.



15

Leigh Arkwright interviews Steven Woodhouse about his two hour experience with a flying triangle.

"Steven, could you tell me what happened on the night of Wednesday 28th September 1994?"

"That night, I arranged to meet my girlfriend in the New Miller Dam Car Park, so she set off from Dewsbury, heading towards the motorway. While travelling she noticed some strange lights in the sky, in fact she drove underneath them! The object was stationary but she couldn't see its shape. When I met her at the car park as arranged, she looked scared shaken, and I even asked her if she'd been in an accident. Slowly she told me what she'd seen but I dismissed it straight away, I'm an open minded sceptic and thought it must have been a helicopter. She was adamant that it wasn't so we went back to the place where she had seen it. The object was still there..I didn't expect that! This time it was more over towards Huddersfield, as I watched it I saw two alternating lights (red) like police helicopters have. We drove for a while from round about to round about. I was quickly losing interest, I thought it was a helicopter. I said let's go for a drink, then we lost the object behind a clump of trees. By the time we returned to the trees, it was overhead, so I pulled the van on to the verge and got out. Again it was stationary with red alternating lights. I couldn't tell what it was while it was moving... It began moving from point to point, darting about...I jumped back into the van and we followed it for a while."

"What was your closest sighting?"

"Near Morley round about..where police helicopters are actually based! At this point I thought it must be a police helicopter. The object flew overhead at about one and a half to two houses, now a helicopter at that height would make a hell of a noise..but there was no sound at all from this. As it flew over I saw a silhouette of the object - it was triangular shaped, with a flat back, two red lights on each apex and a white light just under the nose column.(A very slight nose column.) It moved away behind the houses, out of sight. We made several reports, one to a passing police car and one to Wakefield Police Station. The latter took our report and even phoned police helicopter HQ who said Yes we were up but not in that area at that time. The interesting point is that we saw two objects not one. The police helicopter HQ said only one was in the air and for two to be in the air there must be something going off."

"What size were they?"

"Roughly the size of a tennis court in length, but it was slightly wider more of a equilateral triangle than anything else. The object appeared to be black and smooth."

"Thank you."

Next Month: Leigh tells what happened at the Quest International skywatch at Menwith Hill.

TRIANGLES AND TECHNOLOGY

BY MARTIN S JEFFREY

Flying Triangles, Black Triangles and Silent Vulcan are all names to the seemingly modern Triangle phenomena. Average witnesses report a slow, silent black triangle with an amber light at each appendage and usually a red light in the centre. The triangles can be numerous sizes but are generally "the size of Wembley" (Manchester UFO), "Size of a football pitch" (Hudson Valley) and "400ft from each corner" (the recent Icelandic encounters).

Questions most investigators raise is "Could it be terrestrial technology that the general public does not know about?" or "What about Aurora or Halo, could they be the simple explanation behind the triangles?"

Well, yes there is a possibility that the smaller size triangles are modern stealth technology, so I have compiled a list of the Black/Secret projects currently under development in America and the U.K. Make your own mind up whether the triangle related technologies are indeed the mysterious FTs or not.

NORTHROP A-17

A two seater electronic warfare/reconnaissance variant of the unsuccessful Advanced Tactical Fighter contender, the Northrop/McDonnell Douglas YF 23 The A-17, possibly a swing wing design (See Picture), having been sighted at Air Force Plant 42 at Palmdale, and operated out of Cannon AFB, New Mexico. In September 1994, an A-17, call sign Omega, was reported to have made an emergency landing following an hydraulic failure over Amarillo, Texas.

An unidentified aircraft seen flying over the UK, crashed at Boscombe Down on the night of September 26th 1994. According to the Sunday Telegraph, "Sleek, twin finned aircraft of unknown origin had been flying over Exmoor in broad daylight", prior to the accident in which "Two crew were killed". This craft may have been the Northrop TR 3A stealth reconnaissance aircraft, which bears striking similarities to the A-17.

BOEING AND LOCKHEED MARTIN PROJECT

"It consists of a one wing wing, with twin vertical end plates canted inwards, to provide stability and reduce infra red signature.." The Boeing aircraft described by JAST (Joint Advanced Strike Technology) programme manager Brig. Gen G.Muellnar

"We were driven by the need for volumetric efficiency and a compact design. This led us to a lighter weight, which is a first order driver on cost... It's also got to have a spot factor (Size on deck of an aircraft carrier, relative to the F-18) of less than 1.0" says Mark Burgess, analysis and integration manager of Boeing defence and Space's ASTOVL effort.

Boeing has built a 94% scale powered model, to be tested at a purpose made site in Seattle. Mickey Michelich, director of advanced tactical programmes says that the purpose made test site was constructed "...because of the noise problems we ran into noise wise at NASA.." Testing the effects on a model in a NASA 4x6m wind tunnel was also completed in mid January 1996. Boeing has also requested use of the 24m x 36m wind tunnel at NASA for the first quarter of 1996.

"FIREFLY" - GERMAN AIR FORCE'S STEALTH FIGHTER

Details of Firefly were released in March 1995, the purpose of the project known as LAMPYRIDAE or Medium Range Missile Fighter, was to develop a highly aerodynamic fighter with a forward radar section in the X band some 20 - 30db below that of a conventional fighter. Photographs reveal a polyhedral airframe with multi-faceted surfaces, a triangular wing platform and a triangular engine intake duct.

Dr Gerhard Lobert claims that the design "very probably" had better radar characteristics than the F-117 Nighthawk despite the F-117 having more than twice the number of radar scattering facets.

HALO - BRITISH AEROSPACE

Confirmed in November 1995, British Aerospace is working to develop technology for a future stealth fighter aircraft at Warton*, Lancashire. The High Altitude - Low Observable project is initially planned to lead to a technology demonstrator, which could fly by 2005.

A large, stealthy flying wing design is one option currently being evaluated. If all goes well, Britain would not have the finances or resources to produce it alone, therefore it may become part of the JAST project.

HALO is described to show an emphasis on wing body blending with outwardly canted vertical tails, either mounted on the wing tips or at the rear of the fuselage

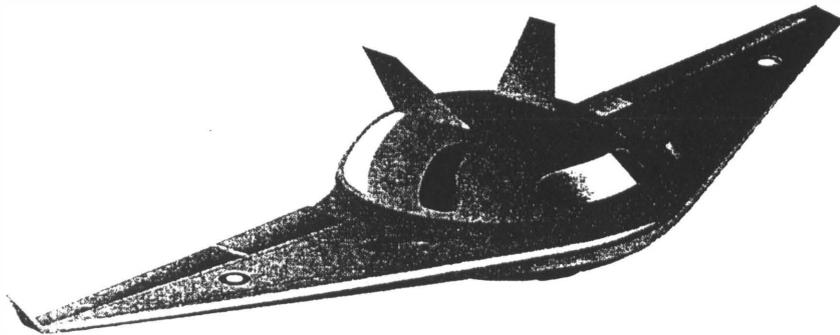
HALO will be fully operational, taking the place of the RAF's Tornado GR4 from the year 2013.

*Warton, (West Preston) apparently is under re-construction, a £100 million hangar and other facilities are to be built. Lancashire UFO society have had a steady stream of UFO reports coming from witnesses who live in the vicinity of Warton.

Recent newspaper and TV reports focused upon a group of anti war protesters known as the "Swords into Ploughshares" who were able to get into the base, smash up a jet causing £1.5 million damage. The group had to ring the local press in order to alert the authorities!

In addition, the Warton Security teams now have new Black Range rovers with flashing orange lights. (All the more to see them coming..)

British Aerospace stealth project



Above: An artist's impression of British Aerospace's proposed stealth project. (Pete West)

AURORA/ARTICHOKE - AMERICA'S BLACK PROJECTS

Specifications:

Cruise Speed: Mach 8 (5,300 mph)

Flight altitude : 30 - 40 Kilometres

Range: 9000 Kms

Length: 27 metres

Wingspan: 15 metres

AURORA can reach any point on the globe in under 3 hours.

Experts suggest AURORA is a spyplane, a follow up to the Blackbird. The shape of AURORA (Narrow, delta shaped craft) is ideal for speeds up to MACH 8, at that speed wings become superfluous as the vehicle is more like a missile than plane. It's possible the AURORA has a "lifting body" - a fuselage shaped so that it produces almost all the lift necessary to keep the aircraft in flight. Since the friction of the air at MACH 8 would heat AURORA's skin to over 1000c it's quite possible that it will be made from heat resistant ceramic tiles and titanium, cooled by chilled methane fuel pumped into tiny pipes in the skin.

An explanation for the "doughnut on a rope" vapour trails often seen behind unidentified triangular craft like AURORA, is that it may have a pulse engine, producing up to 100 explosions per second.

It took thirty years for the Blackbird to be officially acknowledged - How long for AURORA?

CONCLUSIONS

All the aircraft I have just mentioned are too small to be the Flying Triangles. They might have the speed, but not the enormous size. One UFOlogist recently announced that all "FT's" are HALO or AURORA, bearing that in mind, does anything in this magazine behave within the boundaries of the technologies I have mentioned above?

Could a prototype of AURORA, really be the Belgium UFO?

Or did the pilots of HALO risk the lives of 150 passengers on an aeroplane coming in to Manchester, just to test it's capabilities?

SOURCES

Flight International 08.03.95, 29.03.95, 01.11.95 and 08.11.95

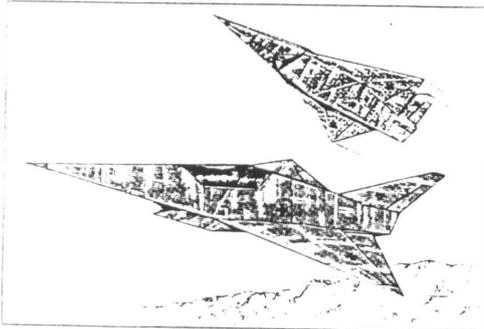
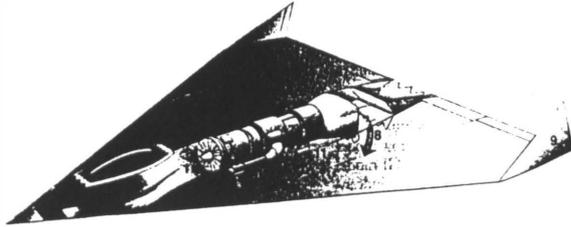
Air Forces Monthly Feb.95 and Jan.96

Air International Feb.95

Thanks to the following for help in compiling this article:

Dave Pritchard, Gavin Slack and The Lancashire UFO Society

Opposite is the Boeing and Lockheed Martin ASTOVL programme. A vertical take off plane like the Harrier.

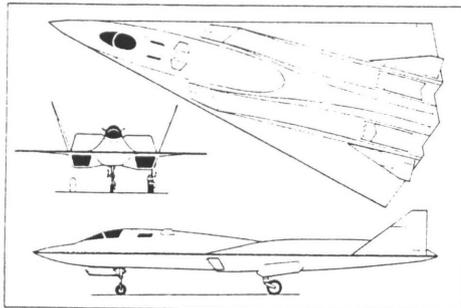


The German air force's firefly, run from 1981 to 1987 by Messerschmitt, now under contract from the G.A.F.

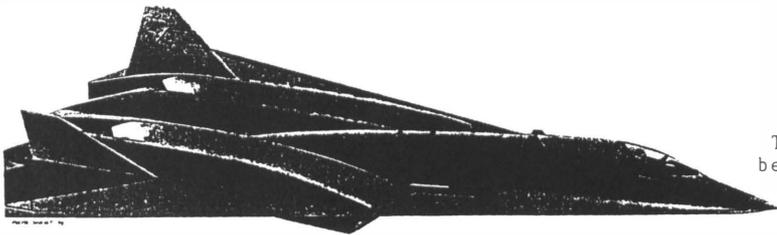
The new A-17, based on sightings in the USA and UK by Pete West of AFM.

Sister plane of the F-117A recently flown by the RAF for testing at Boscombe Down.

The A-17 is totally black in colour and could be mistaken for a UFO.



The A-17 again, bearing similarities to AURORA..



Next Meeting:

WEDNESDAY



9th October 1996, at 7:00pm.
To be held at Nelson Mandela Building,
Pond Street, Sheffield.

UFO INTERNET NIGHT - TUESDAY 17th September 1996,

Meet at Elektra Cafe, Westfield Terrace,
(Off Devonshire Street)
Sheffield.

Begins at 7:00pm till 9:00pm and costs only
£2 for the whole night, refreshments and toilets
are available.

SKYWATCHES

5th October - Meet at Sportsman Pub, Redmires Rd.
At 8:30pm, bring warm clothing, drinketc.

21st September - See above.

Special Lunar eclipse Skywatch-----

Friday 27th September 1996, To be announced....

HELPLINE

Can you translate a foreign language? Would you like
to help SUFORA translate foreign documents?
Contact 0114 275 6144.

Do you have any funny stories relating to Skywatching?
Other groups are needed to provide funny stories
about Skywatches etc. Contact 0114 275 6144.

DID YOU KNOW?

A close encounter of the fifth kind, is when humans
contact UFOs? By Karen Tyler.