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## UFO UpDates Mailing List

### Re: Belgian Radar-Visual

From: Henny van der Pluijm <hvdp@worldonline.nl>  
Date: Tue, 18 Nov 1997 00:17:53 +0100 (MET)  
Fwd Date: Mon, 17 Nov 1997 23:46:15 -0500  
Subject: Re: Belgian Radar-Visual

>Date: Mon, 17 Nov 1997 13:22:37 +0100  
>To: UFO UpDates - Toronto <updates@globalserve.net>  
>From: Christophe Meessen <meessen@cppm.in2p3.fr>  
>Subject: Re: UFO UpDate: Re: Belgian Radar-Visual

>>Date: Sun, 16 Nov 1997 18:56:01 +0100 (MET)  
>>To: UFO UpDates - Toronto <updates@globalserve.net>  
>>From: Henny van der Pluijm <hvdp@worldonline.nl>  
>>Subject: Re: UFO UpDate: Re: Belgian Radar-Visual

I said:

>>>>Remember my remarks about a triangular object that had been  
>>>>witnessed at the exact same spot where the F16s detected the  
>>>>erratic signal?

>>Which would explain the mystery better than any other  
>>explanation.

Christophe said:

>Sorry. But I can't let this pass. According to the second book on  
>the Belgian UFO flap that discusses visual contact data closely,  
>there is no triangular object reported where the F16 detected the  
>erratic signal.

I will simply throw in this from the secretarial staff of the=B7  
Belgian Air Force staff.

<begin>

REPORT ON THE OBSERVATION OF UFOs DURING THE NIGHT OF MARCH  
30-31, 1990=B7

1.Introduction=B7

- a. This report gives an overall view of the reports from the concerned Air Force units and of the reports from ocular witnesses of the gendarmerie patrols, about the unknown phenomena watched in the air space (hereafter called UFOs), south of the axis Brussels-Tirlemont, during the night of March 30-31, 1990.=B7
- b. The observations, visual and radar, were of such a nature that the take off of two F-16 of the 1 J Wing has been decided, in order to identify these UFOs.=B7
- c. This report has been established by Major Lambrechts, VS/3 Ctl-Met 1.=B7

=B7

2. Context.=B7

Since the beginning of December 1989, strange phenomena have been=B7 regularly noticed in the Belgian air space. The Air Force has at its disposal several ocular witnesses, most of them having been informed by the gendarmerie. The Air Force radar stations could not confirm, in any case, up to March 30-31, these sightings, and the presence of the UFOs could never be established by the fighters sent in that order. The Air Force staff has been able to produce several hypotheses about the origin of these UFOs. The presence or the testing of B-2 or F-117A (stealth), RPV (Remotely Piloted Vehicles), ULM (Ultra Light Motorized) and AWACS in the Belgian air space during the facts can be excluded.=B7

The cabinet of the MLV (Ministry of National Defense) has been informed about these discoveries. In the meantime, the SOBEPS (Societe Belge d'Etude des Phenomenes Spatiaux) got in touch with the MLV, in order that the MLV backed the SOBEPS in its inquiries about this phenomenon. This request has been accepted, and after that the Air Force has regularly cooperated with this society.=B7

3. Chronological summary of the events during the night of March 30-31, 1990.

Note: local time.

March 30:

23 h 00: The supervisor responsible (MC) for the Glons CRC (Control Reporting Center) receives a phone call from Mr. A. Renkin, gendarmerie MDL, who certifies to see, from his home at Ramillies, three unusual lights towards Thorembois-Gembloux. These lights are distinctly more intense than stars and planets, they don't move and are located at the apexes of an equilateral triangle. Their color is changing: red, green and yellow.=B7

23 h 05: The Glons CRC asks the Wavre gendarmerie to send a patrol at this place in order to confirm this sighting.=B7

23 h 10: A new call from Mr. Renkin points out a new phenomenon: three other lights move towards the first triangle. One of these lights is far brighter than the others. The Glons CRC observes in the meantime an unidentified radar contact, about 5 km north of the Beauvechain airport. The contacts moves at about 25 knots towards west.

23 h 28: A gendarmerie patrol including, among others, Captain Pinson, is on the premises and confirms Mr. Renkin's sightings. Captain Pinson describes the observed phenomenon as follows: the bright points have the dimension of a big star(\*); their color changes continually. The prevailing color is red; then it changes itself in blue, green, yellow and white, but not always in the same order. The lights are very clear, as if they were signals: this enables to distinguish them from stars.

23 h 30 - 23 h 45: The three new lights, in the meantime, have drawn closer to the first observed triangle. In their turn, after a series of erratic moves, they arrange themselves also in triangular formation.

In the meantime, the Glons CRC observes the phenomenon on radar.=B7

23 h 49 - 23 h 59: The Semmerkaze TCC/RP (Traffic Center Control/=B7 Reporting Post) confirms in its turn to have a clear radar contact at the same position pointed out by the Glons CRC.=B7

=B7  
23 h 56: After prerequisite coordination with the SOC II, and since all conditions are fulfilled to make the QRA take off, the Glons CRC gives the scramble order to the 1 J Wing.=B7

23 h 45 - 00 h 15: The bright points are still clearly observed from ground. Their respective position does not change. The whole formation seems to move slowly in comparison with the stars. The ocular witnesses on ground notice that the UFOs send from time to time brief and more intense luminous signals. In the mean time, two weaker luminous points are observed towards Eghezee. Those, as the others, have also brief and erratic moves.=B7

March 31:

00 h 05: Two F-16, QRA of J Wing, AL 17 and AL 23, take off. Between 00 h 07 and 00 h 54, under control of the CRC, on the

whole nine interception attempts have been undertaken by the fighters. The planes have had, several times, brief radar contacts on the targets designated by the CRC. In three cases, the pilots managed to lock on the target during a few seconds, which, each time, induced a drastic change in the comportment of the UFOs. In no case, the pilots have had a visual contact with the UFOs.

00 h 13: First lock on the target designated by the CRC. Position: "on the nose" 6 NM (Nautical Miles), 9000 feet, direction: 250. The target speed changes within minimum time from 150 to 970 knots, altitude coming down from 9000 to 5000 feet, then up to 11000 feet, and, shortly after, down to ground level. From this results a "break lock" after some seconds, the pilot losing the radar contact. The Glons radar informs, at the moment of the break lock, that the fighters are above the target position.

+/- 00 h 19 - 00 h 30:

The Semmerkaze TCC as well as the Glons CRC have lost contact with the target. From time to time a contact appears in the region, but they are too few to have a clear track. In the meantime, the pilots contact on VHF the radio of the civilian air traffic, in order to coordinate their moves with the Brussels TMA.

The radio contact on UHF is maintained with the Glons CRC.

00 h 30: AL 17 has a radar contact at 5000 feet, 20 NM away Beauvechain (Nivelles), position 255. The target moves at very high speed (740 knots). The lock on lasts during 6 seconds, and, at the break lock, the signal of a jamming appears on the scope.

+/- 00 h 30: The ground witnesses see three times the F-16 pass along. During the third pass, they see the planes turning in circles at the center of the great formation initially seen. At the same time, they notice the disappearance of the little triangle, while the brightest, western point of the big triangle moves very fast, probably up. This point emits intense red signals, in a repetitive way, during the maneuver. The two other points of the great triangle disappear shortly after. The clear points above Eghezee are no longer visible, and only the western brightest point of the triangle can be observed.=B7

<end>

Apparently there were several objects in the sky that were visually reported to be maneuvering during the F16 chase. Is it too much to ask to consider that one or more of them had simply switched off their lights, which would explain their sudden disappearance, as described, as well as the erratic radar trace that cannot be explained by any known natural phenomenon or radar error?

Hence my remark:

>>Which would explain the mystery better than any other >>explanation.

>Henny, it is really sad you can't read the two articles. >This would clarify a lot of points.

I can read them when someone scans them in and posts them somewhere. I can read French.

>>>Yes, but see above. And did the eyewitnesses report the UFO >>>performing the same merry capers as appeared on the radar? I >>>think not.

>There was no ground visual contacts beside moving lights. Lights >were more in intense wobbling than moving fast from side to side >of the sky. It was though a very uncommon light behaviors which >suggested it was not stars. But lights did not show extraordinary >displacements as would the UFO speed estimation based on the F16 >recording yield.

See above, several objects suddenly disappeared from view. Any military pilot will tell you that the first things he does when

he doesn't want to be detected by a potential hostile pursuer is to switch off his lights.

>I wish this discussion returns to a wise and rational ground.

Yes, and I might add a common sense ground as well.

>Henny, It would be a mistake to put into question the whole  
>Belgian UFO flap and the 2000 testimonies simply because we have  
>to discard the F16 evidence.

>Some skeptics and the belgian defense minister officially did so,  
>but this is an error. Who cares what people say. We are  
>conducting an investigation, we are totally free and we are all  
>searching the truth whatever the path we take.

>We have to respect any working hypothesis one choose as starting  
>point to do his investigation as long as he remains OBJECTIVE and  
>RATIONAL.

Encore.

>So we HAVE TO drop the F16 data as EVIDENCE of the presence of a  
>UFO simply because it COULD be a natural phenomenon.

What natural phenomenon produces a jamming signal? What natural phenomenon accelerates after radar lock through the sound barrier, making three 70 degree turns and on altitudes between 0 and 11,000 feet?

What natural phenomenon does this, Christophe?

And while you're at, analyses by Dr. James McDonald tell me that only heavy temperature inversions can influence radar signals.

These were the atmospheric conditions of the night:

'A slight temperature inversion at ground, and another, as slight, at 3000 feet.'

And as you can see, these altitudes do not coincide with the radar trace that I presented. So why is the temperature inversion explanation brought up in the first place?

Are we putting a square peg in a round hole?

>We are searching evidences and we only have evidences when we can  
>discard any rational explanation. Spending more time on defending  
>or attacking this case is loosing your time and energy. What you  
>can do though is check the argumentation concluding to a  
>possible natural phenomenon.

>It might have been a UFO, but we will never now for sure now. It  
>is bad news for everybody, even for the skeptics, because we can  
>always say it might still have been a UFO.

>Happily the Belgian UFO flap has plenty more valuable testimonies  
>and there are still many people who didn't testified for various  
>reasons.

I hope one day they will come forward and add their experiences to the database.

>Bien cordialement,

>Ch.Meessen

La meme et merci beaucoup malgre tout.

/ Met vriendelijke groet/Best wishes \  
Henny van der Pluijm  
hvdp@worldonline.nl

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