

001036

INQUIRE=DOC103  
ITEM NO=00508802  
ENVELOPE  
CDSN = LGX391 MCN = 90089/26558 TOR = 900901048  
RTTCZYUW RUEKJCS0549 0891251-CCCC--RUEALGX,  
ZNY CCCCC

HEADER

R 301251Z MAR 90  
FM JOINT STAFF WASHINGTON DC  
INFO RUEADWD/OCSA WASHINGTON DC  
RUENAAA/CNO WASHINGTON DC  
RUEAHQA/CSAF WASHINGTON DC  
RUEACMC/CMC WASHINGTON DC  
RUEADADA/AFIS AMHS BOLLING AFB DC  
RUEPTAKA/CDR USAINTELCTRE HEIDELBERG GE  
RUEFGAID/USEUCOM AIDES VAIRINGEN GE  
RUEFTIAQ/HPCFTGBOGCGMEADMD  
RUEAMCC/CMC CC WASHINGTON DC  
RUEALGX/SAFE  
R 301246Z MAR 90.

FM

[REDACTED]  
TO RUEKJCS/DIA WASHDC  
INFO RUEKJCS/DIA WASHDC//DAT-7//  
RUSNMOA/USCINCEUR VAIRINGEN GE//ECJ2-OC/ECJ2-JIC//  
RUEFGAID/USEUCOM AIDES VAIRINGEN GE  
RUEFQAAA/HQUSAFE RAMSTEIN AB GE//INOW/INO//  
RUEFPAAA/UTAIS RAMSTEIN AB GE//INRMH/INA//  
RUELCNE/CINCSNAVEUR LONDON UK  
RUEFHNA/USDELTC BRUSSELS BE  
RUEFHNA/USMISSION USNATO  
RUEOGHA/USNMR SHAPE BE  
RUEAIIA/CIA WASHDC  
RUEFGAID/JICEUR VAIRINGEN GE  
RUCBSAA/FICEURLANT NORFOLK VA  
RUEKJCS/SECDEF WASHDC  
RUEHC/SECSTATE WASHDC  
RUEADWW/WHITEHOUSE WASHDC  
RUEFHG/AMEMBASSY LUXEMBOURG  
RUEATAC/CDRUSAITAC WASHDC

BT

CONTROLS

[REDACTED] SECTION 01 OF 02 [REDACTED] 05049

SERIAL: (U) IIR 6 807 0136 90.

BODY

COUNTRY: (U) BELGIUM (BE).

SUBJ: IIR 6 807 0136 90/BELGIUM AND THE UFO ISSUE (U)

WARNING: (U) THIS IS AN INFORMATION REPORT, NOT FINALLY

56

DEPARTMENT OF DEFENSE

DOI: (U) 900326.

REQS:

SOURCE: A- (U) LA DERNIERE HEURE, 20 MAR, DAILY FRENCH LANGUAGE PAPER, CIRC 100,000; B- (U) LE SOIR, 26 MAR, DAILY FRENCH LANGUAGE PAPER, CIRC 213,000;

SUMMARY: (U) NUMEROUS UFO SIGHTINGS HAVE BEEN MADE IN BELGIUM SINCE NOV 89. THE CREDIBILITY OF SOME INDIVIDUALS MAKING THE REPORTS IS GOOD. SOME SIGHTINGS HAVE BEEN EXPLAINED BY NATURAL/MAKMADE PHENOMENA, SOME HAVE NOT. INVESTIGATION BY THE BAF CONTINUES.

TEXT: 1. (U) NUMEROUS AND VARIOUS ACCOUNTS OF UFO SIGHTINGS HAVE SURFACED IN BELGIUM OVER THE PAST FEW MONTHS. THE CREDIBILITY OF THE OBSERVERS OF THE ALLEGED EVENTS VARIES FROM THOSE WHO ARE UNSOPHISTICATED TO THOSE WHO ARE THE WELL EDUCATED AND PROMINENTLY PLACED.

2. (U) SOURCE A CITES MR LEON BRENIC, A 43 YEAR OLD PROFESSOR AT THE FREE UNIVERSITY OF BRUSSELS (PROMINENT) IN THE FIELD OF STATISTICS AND PHYSICS. HE CLAIMS TO HAVE TAKEN PICTURES OF THE PHENOMENA WHICH ARE STILL BEING DEVELOPED BUT WILL BE PUBLISHED BY THE BELGIAN SOCIETY FOR THE STUDY OF SPACE PHENOMENA IF THEY ARE OF GOOD QUALITY.

3. (U) MR BRENIC WAS DRIVING ON THE ARDENNES AUTOROUTE IN THE BEAUFAYS REGION EAST OF LIEGE, SUNDAY, 18 MARCH 1990 AT 2030 HOURS WHEN HE OBSERVED AN AIRBORNE OBJECT APPROACHING IN HIS DIRECTION FROM THE NORTH. IT WAS IN THE FORM OF A TRIANGLE ABOUT THE SIZE OF A PING-PONG BALL AND HAD A YELLOW LIGHT SURROUNDING IT WITH A REDDISH CENTER VARYING IN INTENSITY. ALTITUDE APPEARED TO BE 500 - 1000 METERS, MOVING AT A SLOW SPEED WITH NO SOUND. IT DID NOT MOVE OR BEHAVE LIKE AN AIRCRAFT.

4. (U) MR BRENIC CONTACTED A FRIEND VERY NEAR THE AREA WHO CAME OUT AND TOOK PICTURES OF IT WITH A ZOOM LENS AND 400 ASA FILM. BOTH INSISTED THE OBJECT COULD NOT BE AN AIRCRAFT OR HOLOGRAMME PROJECTION AS THE SKY WAS CLOUDLESS.

5. (U) THE SOURCE B ARTICLE WHICH DISCUSSES A BELGIAN TELEVISION INTERVIEW WITH COL WIL ((DEBROUWER)), CHIEF OF OPERATIONS FOR THE BAF, MOST LIKELY WAS THE RESULT OF A FOLLOW-ON ACTION TAKEN BY MR BRENIC WHEN HE CONTACTED LTGEN ((TERRASSON)), COMMANDER, BELGIAN TACTICAL (OPERATIONAL) COMMAND. GEN TERRASSON CATEGORICALLY ELIMINATED ANY POSSIBLE BAF AIRCRAFT OR ENGINE TEST INVOLVEMENT WHICH COL DEBROUWER CONFIRMED DURING THE 25

PAGE:0013

ADMIN  
BT

#5049

PAGE:0014

INQUIRE=DOC100  
 ITEM NO=CD503294  
 ENVELOPE  
 CDSW = LGX492 MCW = 90089/26566 TOR = 900891502  
 RTTCXUW RUEKJCS5049 0891251-CCCC--RUEALEX.  
 ZNY CCCCC

## HEADER

R 301251Z MAR 90  
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 RUFGAID/USEUCOM AIDES VAIHINGEN GE  
 RUETIAQ/MPCFTGEORGECEMEADEND  
 RUEAMCC/CMC CC WASHINGTON DC  
 RUEALGX/SAFE  
 R 301246Z MAR 90  
 FM [REDACTED]  
 TO RUEKJCS/DIA WASHDC  
 INFO RUEKJCS/DIA WASHDC//DAT-7//  
 RUSNQA/USCINCEUR VAIHINGEN GE//ECJ2-OC/ECJ2-JIC//  
 RUFGAID/USEUCOM AIDES VAIHINGEN GE  
 RMFOAAA/HQUSAFE RAMSTEIN AB GE//INOW/INO//  
 RHFPAAA/UTAIS RAMSTEIN AB GE//INRMH/YNA//  
 RHDLONE/CINCSNAVEUR LONDON UK  
 RUFHNA/USDELFC BRUSSELS BE  
 RUFHNA/USMISSION USNATO  
 RUDOGHA/USNMR SHAPE BE  
 RUEAIIA/CIA WASHDC  
 RUFGAID/JICEUR VAIHINGEN GE  
 RUCBSAA/FICEURLANT NORFOLK VA  
 RUEKJCS/SECDEF WASHDC  
 RUEHC/SECSTATE WASHDC  
 RUEADWW/WHITEHOUSE WASHDC  
 RUFHBBG/AMEMBASSY LUXEMBOURG  
 RUEATAC/CDRUSAITAC WASHDC  
 BT  
 CONTROLS

[REDACTED] SECTION 02 OF 02 [REDACTED] 05049

SERIAL: (U) IIR 6 807 0136 90.

## BODY

COUNTRY: (U) BELGIUM (BS).

SUBJ: IIR 6 807 0136 90/BELGIUM AND THE UFO ISSUE (U)

MAR TV SHOW.

6. (U) DEBROUWER NOTED THE LARGE NUMBER OF REPORTED SIGHTINGS, PARTICULARLY IN NOV 89, IN THE LIEGE AREA AND THAT THE BAF AND MOD ARE TAKING THE ISSUE SERIOUSLY. BAF EXPERTS HAVE NOT BEEN ABLE TO EXPLAIN THE PHENOMENA EITHER.

7. (U) DEBROUWER SPECIFICALLY ADDRESSED THE POSSIBILITY OF THE OBJECTS BEING USAF B-2 OR F-117 STEALTH AIRCRAFT WHICH WOULD NOT APPEAR ON BELGIAN RADAR, BUT MIGHT BE SIGHTED VISUALLY IF THEY WERE OPERATING AT LOW ALTITUDE IN THE ARDENNES AREA. HE MADE IT QUITE CLEAR THAT NO USAF OVERFLIGHT REQUESTS HAD EVER BEEN RECEIVED FOR THIS TYPE MISSION AND THAT THE ALLEGED OBSERVATIONS DID NOT CORRESPOND IN ANY WAY TO THE OBSERVABLE CHARACTERISTICS OF EITHER U.S. AIRCRAFT.

8. (U) MR BRENIC HAS SINCE ASSURED THE COMMUNITY THAT HE IS PERSONALLY ORGANIZING A NEW UFO OBSERVATION CAMPAIGN AND SPECIFICALLY REQUESTS THE HELP OF THE BELGIAN MOD.

9. [REDACTED] RELATED A SIMILAR UFO SIGHTING WHICH APPARENTLY HAPPENED TO A BELGIAN AIR FORCE OFFICER IN THE SAME AREA NEAR LIEGE DURING NOVEMBER 89. THE OFFICER AND HIS WIFE WERE ALLEGEDLY BLINDED BY A HUGE BRIGHT FLYING OBJECT AS THEY WERE DRIVING ON THE AUTOROUTE. THEY STOPPED THEIR CAR, BUT WERE SO FRIGHTENED THEY ABANDONED THE VEHICLE AND RAN INTO THE WOODS. THEY COULD NOT PROVIDE A DETAILED DESCRIPTION BUT WHATEVER IT WAS DEFINITELY APPEARED REAL TO THEM. [REDACTED] UNDERLINED THEIR CREDIBILITY AS SOLID.

COMMENTS: 1. [REDACTED] COMMENT. HE COULD PROVIDE VERY LITTLE CONCRETE INFORMATION EXCEPT TO VERIFY THE LARGE VOLUME OF SIGHTINGS AND THE SIMILARITY OF SOME DURING NOV 89. [REDACTED]

2. [REDACTED] THE BAF HAS RULED SOME SIGHTINGS WERE CAUSED BY INVERSION LAYERS, LAZER BEAMS AND OTHER FORMS OF HIGH INTENSITY LIGHTING HITTING CLOUDS. BUT A REMARKABLE NUMBER OCCURRED ON CLEAR NIGHTS WITH NO OTHER EXPLAINABLE ACTIVITY NEARBY.

3. [REDACTED] THE BAF IS CONCERNED TO A POINT ABOUT THE UFO ISSUE AND IS TAKING ACTION TO INVESTIGATE INFORMATION THEY HAVE. [REDACTED] DOES ADMIT, HOWEVER, THAT HE IS NOT OPTIMISTIC ABOUT RESOLVING THE PROBLEM.

4. [REDACTED] FIELD COMMENT. THE USAF DID CONFIRM TO THE BAF AND BELGIAN MOD THAT NO USAF STEALTH AIRCRAFT WERE OPERATING IN THE ARDENNES AREA DURING THE PERIODS IN QUESTION. THIS WAS RELEASED TO THE BELGIAN PRESS AND RECEIVED WIDE DISSEMINATION.

[REDACTED]

ADMIN  
 PROJ: (U)  
 INSTR: (U) DS NO.  
 PREP: [REDACTED]  
 ACQ: [REDACTED]  
 DISSEM: (U) FIELD: AMEMBASSY BRUSSELS (DCM).  
 WARNING: (U) REPORT CLASSIFIED [REDACTED]

BT

#5049

Colonel De Brouwer:  
**OUR DEFENSE  
 SYSTEM IS  
 POWERLESS AGAINST  
 THESE MACHINES\***

**AUTHORIZED PUBLICATION OF DOCUMENTS  
 FROM THE BELGIAN MINISTRY OF DEFENCE**

From French magazine PARIS-MATCH, No. 2145, July 5, 1989.  
**A UFO ON THE F16's RADAR**

Exclusive report for CSETI  
 PARIS-MATCH by *Directeur de Brasse*  
 ASHEVILLE, NC 28813

**LE COLONEL  
 DE BROUWER :  
 NOTRE SYSTEME  
 DE DEFENSE  
 EST IMPUISSANT  
 FACE A CES  
 ENGIN\***

We are authorized by the Belgian Ministry of Defence to publish this documentation. It's "the top of the skies". These two secrets (shown in the accompanying photos) are the incontestable testimony to an encounter between Science and Fiction. For the first time ever, the Belgian Air Force has agreed to divulge the radar-images of a UFO intercepted by the pilots of its F-16s. The recordings were registered during the night from March 30 to March 31, 1989.

**STRATEGIC OPERATIONS**

Ever since November 1989, the Belgian Military have been on the alert. Numerous Gendarmerie reports are coming in daily, describing sightings of UFOs, over the national territory of Belgium. It had all begun on that crazy night of November 29, 1989, during which thirty groups of eyewitnesses (including some Gendarmerie patrols), scattered over a distance of 300 kilometres between Liège and the Belgian/German and Belgian/Dutch frontiers, observed, over a period of hours, a strange triangular and, almost silent apparatus moving very slowly, and at a very low altitude, and without creating the slightest turbulence.

Like all the Air Forces in the world, the Belgian Military possess supersonic aircraft that stand ready, 24 hours a day, to take off at five minutes' notice. Here it means two single-seater F-16s armed with missiles.

On June 22, 1990, after submitting to all the Security checks, I find myself in the Headquarters of the Belgian Air Force, near Brussels. In a small room, Colonel De Brouwer, Chief of the Operations Section of the Belgian Air Force, switches on a video tape-recorder. On the video screen appears the film brought back in the "black box" of the F-16 aircraft that, in the night of March 30/31 last, was sent up in pursuit of an unidentified flying object. (This isn't the really big chase that was to happen two weeks later. Maybe we are not alone in the Universe.

*Who says this? It is the Military, the proverbially silent Military. They are telling you that the UFOs are no myth. Today, on June 22, 1990, for the first time ever, an Air Force has consented to reveal (in part) a major portion from this file which is not Science-Fiction.*

"In any case", explains Colonel De Brouwer, "it would have been quite out of the question for the F-16s to have been able to overtake the machine at that low altitude, where the density of the air prevents them from going faster than 1,300 kms.p.h. Beyond that speed, the temperature in the compressors of their engines would cause the turbines to explode. So,

you see, there was a logic in the ~~operations~~ of the UFO!"

**SPACECRAFTS' TACTICS**

P.O. #18401  
 ASHEVILLE, NC 28813

The entire happening is as though the mystery machine, was guided intelligently to evade its pursuers. And during the next hour the same scenario will be enacted twice more. The official report furnished by the Headquarters of the Belgian Air Force to SOBEPS (The Belgian Society for the Study of Space Phenomena) states:-

*"In three cases, the pilots managed to lock their radars on to the target for a few seconds, and each time this brought about a drastic change in the behaviour of the UFO."*

The UFO is literally playing hide-and-seek with the fighters. It dives towards the ground at very high speed to evade both the radars of the aircraft and the ground-radars, and then quietly climbs again at low speed a little further on, thus re-appearing once more upon the radarscopes and starting off a fresh process of attempted interception.

This staggering merry-go-round is observed from the ground by a large number of eyewitnesses (including twenty Gendarmes). They see the UFO and they see the two F-16s, but during the entire duration of the affair (75 minutes) nobody hears the famous supersonic 'bang' that ought to have accompanied the object's passage through the sound barrier! No material damage was reported from immediately below the event, whereas, given the speed and the low altitude of the machine, its breaking of the sound-barrier ought to have led to the shattering of an incalculable number of panes of glass.

**THE MORE, NO MACHINE IS CAPABLE OF FLYING AT 1,800 KMS.P.H. SO CLOSE TO THE GROUND; IN SUCH DENSE AIR AND - A FORTIORI - WITHOUT EVEN MAKING ANY BANG!"**

Next I asked: "Was it a natural phenomenon, or the re-entry into the Earth's atmosphere of a piece of rocket debris?"

Answer: "No. A meteorite or a rocket fragment does not penetrate our atmosphere in a zig-zag fashion. And the analysis of the radar recordings shows numerous changes of direction. Furthermore, the atmospheric conditions at the time ruled out any phenomenon of an electromagnetic nature".

Professor Jean-Pierre Petit of France | This high-ranking physicist, who is a Director of Research at the French National Centre For Scientific Research (CNRS) and who has just recently written the book

ENQUÊTE SUR LES OVNIS [— in English "THE UFO INVESTIGATION"] published in 1990 by Albin Michel, Paris), is categorical, and he makes this firm statement:

"At the present time no machine built by man exists that is capable of such performances, especially of flying at supersonic speeds without making any bang. What degree of confidence can be placed in this proof? The same degree of confidence as was given to the first detection of a *super-horn* in 1987 in the Magellanic Clouds Galaxy.

I am firmly convinced that this sort of interception of a UFO by radar has already actually happened a great many times over the past thirty years (maybe by means just as sophisticated as those of the *F-116* and already in use by all the Air Forces of the world.

THE HIGH-UPS IN THE MILITARY ALREADY KNEW WELL ENOUGH THAT THE UFOs ARE REAL BUT THEY WEREN'T TALKING. THEY SIMPLY WANTED TO KNOW MORE.

INTERCEPTION

"Look!", says Colonel De Brouwer, halting the picture and pointing to the 'diamond'. "At this moment we have what we call, in our military jargon, a *successful interception*."

I ask: "What does 'successful interception' mean in concrete terms?"

He replies: "Our fighter planes are equipped with automatically guided missiles. Had the order been given, all that the pilots would have had to do would have been to release their salvos of missiles and these, provided already with the data furnished by the on-board computers, are smartly 'homed in' onto the target. (In this present case of course there was no question of their doing that. Our aim was simply to identify the intruder.)

"The pilots themselves will not have had the necessary time for initiating all this procedure. Their radars will stay locked-on to the target for just six seconds,

and the object, which has meanwhile been progressively increasing its speed, and is at this moment doing 280 kms.p.h., now changes to 1,000 kms.p.h. and changes altitude from 3,000 metres to 1,700 metres — all in the space of one second! This fantastic acceleration corresponds to 40 g's. It would mean the instantaneous death of any human being on board. The limit of what a fighter pilot can stand is about 8 g's."

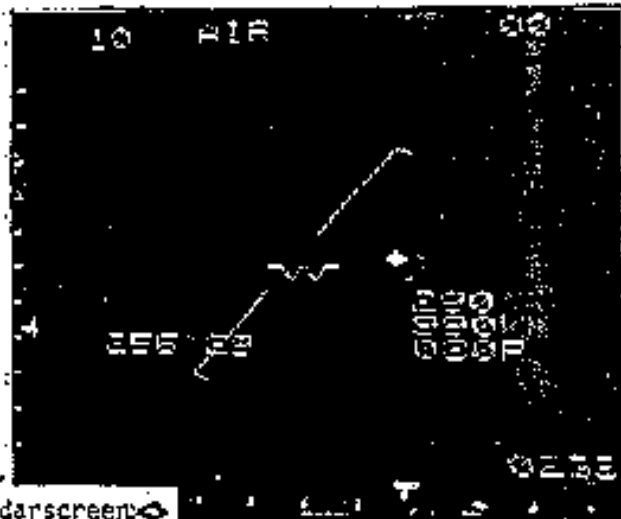
"The trajectory followed by the UFO is moreover extremely disconcerting. After moving to an altitude of 1,700 metres, it dives rapidly towards the ground and, at below 200 metres, it escapes simultaneously from the radars of the two *F-16s* and also from the radar installations at Glons and at Semmerzake. Over that vast suburban sprawl to the south of Brussels the ground-scene is in fact just one continuous glitter of sparkling lights, against which the pilots are incapable of distinguishing the slightest thing visually."

"THIS CANNOT BE ANYTHING MADE BY MAN."

— "But" — I then asked, "What about that famous *F117-A*, the American "Stealth" aircraft, which many people believe was this UFO?"

Answer: "THAT AIRCRAFT WAS ABSOLUTELY NOT DESIGNED FOR ANY SORT OF PENETRATION AT LOW ALTITUDE. MOREOVER, ITS MINIMUM SPEED IS 278 KMS.P.H., WHEREAS THE SPEED OF THE UFO WENT DOWN TO AS LITTLE AS 40 KMS.P.H. THE *F117-A* DOES NOT POSSESS SUPPORTING JETS THAT WOULD ENABLE IT TO FLY SO SLOWLY AS THAT."

AT THIS POINT, THE MINISTER HANDS ME THE TELEX MESSAGE FROM THE MILITARY ATTACHÉ OF THE U.S. EMBASSY IN BRUSSELS TO THE BELGIAN AIR FORCE HEADQUARTERS, ATTESTING THAT THE *F117-A* HAS NEVER BEEN STATIONED ON THE TERRITORY OF EUROPE, NOR HAS IT EVER FLOWN ABOVE IT.



Intergalactic Spacecraft movement on the radarscreen