

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, 1990.

A UFO ON THE F16's RADAR

Exclusive report for

PARIS-MATCH by Marie-Thérèse de Brosses

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

We are authorized by the Belgian Ministry of Defence to publish this documentation. It's "the scoop of the skies". These two screens (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, 1990.

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 three Gendarmerie patrols), scattered over a distance of 800 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 movements of the UFO!"

SPACECRAFTS' TACTICS

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 SO-BEPS (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.

THERMORE, 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 *supernova* 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 1,800 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 gs. It would mean the instantaneous death of any human being on board. The limit of what a fighter pilot can stand is about 8 gs.'

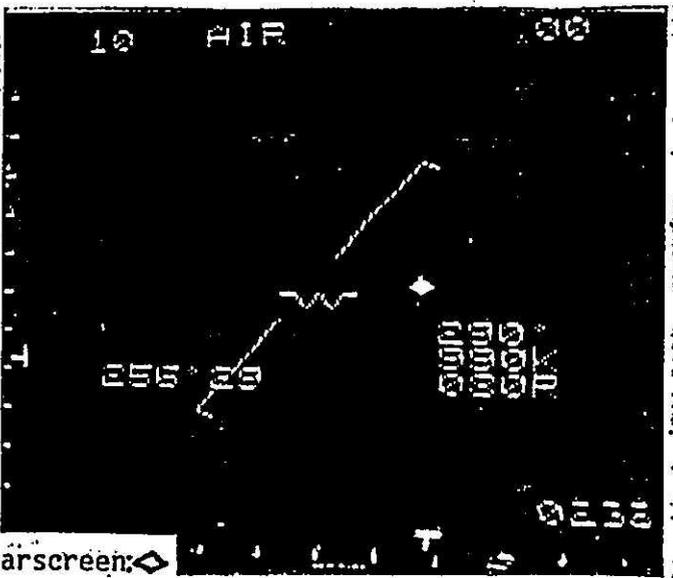
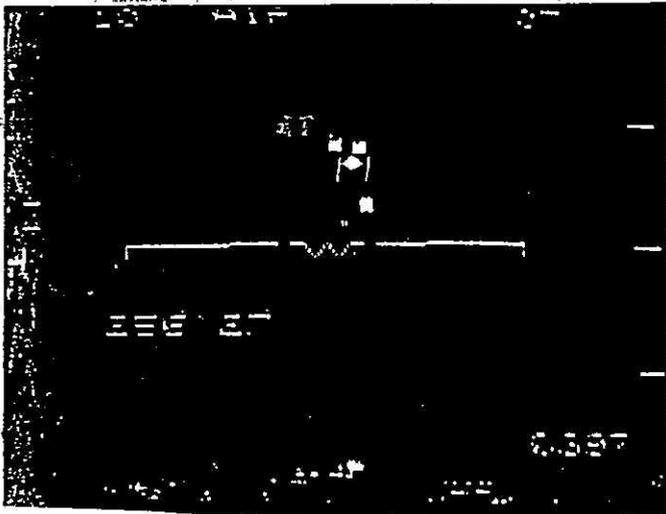
"The trajectory followed by the UFO is moreover extremely disconcerting. After moving to an altitude of 1,700 metres, it dives rapidly towards the ground and, at below 200 metres, it escapes simultaneously from the radars of the two *F-16s* and also from the radar installations at Glons and at Semmerzake. 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: ◊