

Aurora,TR-3 ,Black Manta and the Triangles of the Night

By Anthony J.Tambini

*Anthony J. Tambini is MUFON Investigator in Northern California, Veteran of the US Air Force,
Writer, author of:*

<http://www.amazon.com/Douglas-Jumbos-Globemaster-Anthony-Tambini/dp/0828320446>

<http://www.amazon.com/Tigers-over-Vietnam-Anthony-Tambini/dp/0828320594>

<http://www.amazon.com/Wiring-Vietnam-Electronic-Anthony-Tambini/dp/0810858444>

Anthony is the Manager of an Air and Space Museum in Los Angeles.

Table of Contents

Preface

Dark Triangles

The Sighting near Corning, California

The Eureka, California Sighting

Santa Cruz, California

A Belgium Triangle

The Noisy Monein, France Triangle

A Colorado Triangle Sighting

The Wisconsin Triangle

The Boomerang Sightings

The Springfield, Mo. Craft

The Phoenix Lights

Analysis

Delta Wing Aircraft

The B-58

The SR-71

Aurora and the TR-3 Black Manta

Conclusion

Appendix

Preface

There is a mystery in the sky. Since the late 1970s people worldwide have reported strange dark somewhat triangular craft sailing through the night sky. These craft, more often than not, are reported to be huge and silent. They operate at very low altitudes over both large and small population centers. Witnesses say some of the craft seen in the night sky are dark to the point of actually appearing to absorb light. These are first noticed by what is described as a movement catching the eye and a dark triangular shaped distortion moving silently through the sky. If a sound is detected, it is just barely audible. Other times witnesses report sighting a very large dark triangular or boomerang shaped craft at night or in the twilight period between dawn and dusk. These craft carry a strange lighting system, are also silent and have the ability to remain motionless in the sky, then accelerate at tremendous speed.

Many witnesses associate these strange craft with our military, and of course some of the dark objects traveling through our skies may well be secret craft operated by our government. Triangular shaped aircraft are not unusual. In the 1950s the Convair Corporation developed a variety of delta wing military fighters and a delta winged bomber. Other governments also have and still do operate delta winged military aircraft. One only needs to look at the F-117 and the B-2 to see why many think that the strange dark triangles are “ours”.

However, when we look in detail at the reports submitted by credible people about some of these seemingly incredible craft, then we must conclude that a portion of these sightings are indeed of something not manufactured on earth. Lets then look at what may be “ours” and what could be “theirs”.

Dark Triangles

The Sighting near Corning, California

On August 10, 1986 two young men were driving south on California interstate highway 5 when they observed a most unusual craft. The men had just concluded a weekend hunting trip in Northern California. They had departed the Anderson, California area in the drivers pick up truck heading back home to Santa Rosa, California. Both men were in their early twenties, in excellent health had excellent vision and did not wear eyeglasses or contacts. They both had excellent hearing. The passenger knew that the driver had a “heavy foot”, so he kept glancing behind him keeping and eye out for the California Highway Patrol, as he did not want the driver to get a speeding ticket.

As the pickup truck headed south, near Corning, California the passenger noticed some very bright lights some distance behind them a bit above the highway. At first he thought that it was an aircraft attempting to land on the highway. He assumed that it was an aircraft simply because in the glare of the crafts lights he could make out what appeared to be the wings of an aircraft. Additionally there were two red spheres of light near the objects wingtips. He assumed these to be attached to the aircraft and were probably the aircrafts wingtip lights. He alerted the driver to the “aircraft” and they both were concerned that they may be in the way of the aircraft attempting an emergency landing.

When first sighted, the craft appeared to be about a mile and a half or so behind them. As the passenger watched, the object slowly made up the difference. The truck was traveling at about 65 to 70 miles per hour and the craft seemed to be traveling a speed slightly faster than this, perhaps 10 or so miles per hour faster. As the craft neared them it appeared to dip its right wingtip as it came down to about 50 feet above the highway. The red sphere off the right wingtip dipped also, but it dipped after the crafts tip started dipping, as if the red sphere were not connected to the wingtip, but only following the wingtip down after it started its downward path. The left red spheres motion was similar, but as the left wingtip traveled up, it also lagged in its upward path. This motion was akin to an aircraft having an object attached to its wingtip via a long wire. As the aircraft dipped its wing, the objects motion would simulate the dipped wingtip, but the motion would lag the wingtip somewhat depending on the length of the wire.

As the craft made up the distance between itself and the truck, the truck went under a highway overpass about the same time the craft passed over them. As it passed over them they noticed that the craft was lit from the back side. There were four very large round bright lights on the back of the craft. These lights appeared to be attached to the craft with what the passenger noted as appearing as very cheap construction scaffolding. The lights and scaffolding appeared to be offset from, but attached to the craft. The four large round lights had a yellow tint and appeared to be more like incandescent than neon lights. However, when the craft was behind them these four lights had a blue, neon tint to them. The lights could be seen reflecting off the roadway surface. Also noted across the back of the craft were a row of what appeared to be dimly lit windows. The light from these windows appeared to be indirect and dull yellow in color. The windows appeared to be part of the back section of the craft, set in the crafts skin or wall. If these were windows, nothing could be seen inside the craft through them.

As the truck passed under the overpass the driver and passenger noticed that the craft slowed and appeared to pull over to the left side of the highway. It then came to a complete stop about 100 feet up. The driver pulled the truck over to the side of the road very near the craft. Both men got out of the truck to look at the craft, which by then was completely dark. Apparently all the lights on the craft were turned off.

The two men walked under the craft as it was suspended in mid air above their heads. The craft was completely motionless, "nailed to the sky" as the passenger reported, even though there was a light breeze blowing. There was absolutely no sound coming from the craft, nothing could be heard. The passenger noted that the craft did not reflect any light, as he put it, it was as if the craft could actually absorb light it was so dark. He said that if they did not know it was some 100 feet above their heads, they could have easily driven right under it without even noticing it. It appeared to be about 45 feet thick with a length of about 300 feet, quite large.

The two red spheres held positions about a quarter mile off the left and right of the triangles tips. They appeared to be about 2 to 3 feet in diameter and their intensity varied at regular intervals, they would dim and brighten, but not go out completely. Amazingly, these spheres seemed to dim more as they passed over the truck. As the craft passed over them they noted that the red spheres were about 50 feet off the sides of the triangle and parallel to the leading edge.

The two men remained under the craft for about 5 to 6 minutes. They did not feel any unusual sensations. As stated, if they did not know it was above them they would not have noticed it at all. There was no other traffic on the highway, and they did not notice any animal sounds such as dogs barking, although they were stopped in a very rural area with no houses or other dwellings around.

The craft was stationary at the edge of the southbound lanes with its nose pointed to the east. After about 6 to 8 minutes the craft rotated on its center axis 90 degrees and then began to move north at walking speed, following the west edge of the southbound lanes of the highway.

While under the craft the trucks driver became nervous and agitated and wanted to leave the area. When the craft started to move off they decided to get back into the pick up and head home. As they started to drive off they lost sight of the craft. The entire observation, from first sighting the craft behind them to when they decided to depart was estimated at 30 minutes. They spent about 5 to 6 minutes actually under the craft. The truck was not affected by the craft; the engine ran well the entire time, even when the craft passed overhead. The lights were also not affected. When they pulled over to get out of the truck, the driver turned the engine and lights off. When they got back in to start on their way again the engine started right up and the lights came on when turned on.

The passenger made an interesting observation about the craft. He stated that he felt the two of them had been in the sights of someone's tour bus. Based on the crafts path and motion, he also got the impression that whoever was at the controls was confused about where they were at, or going.

The two got home on time; they did not appear to have any missing time. Both felt well before and after the event. They did not suffer any odd health concerns since the observation. They did not see any other aircraft in the sky at the time of the observation or afterwards.

The Eureka, California Sighting

On October 27, 2006 at ten in the evening a group of family members were in their backyard hot tub enjoying the evening when something very odd flew over their house. The five family members were enjoying the evening, looking for shooting stars as they told me, when suddenly a dark triangular shaped craft flew over their house. All were startled by the craft, which left a lasting impression on all of them. As the family enjoyed the sky show, (the Orionids meteor shower was in progress, although by the 27th the shower was near its end), a dark triangular shaped craft flew noiselessly over them at an altitude of between 400 and 500 feet, traveling about 60 miles per hour. The craft was completely dark, but its shape could be made out from the background starlight. On its lower surface were a series of chevron shaped lights, dull white in color. The craft glided over them, executed a flat turn to the west and was lost to sight in the tree line behind the home.

During the interview that I conducted four of the five witnesses gave generally the same description of the craft. A fifth witness was not available. All of the witnesses wished to remain anonymous. The following are the descriptions that these witnesses provided:

Witness A was the oldest and due to the witnesses occupation had a good deal of experience estimating height, distance and size. The witness stated that the craft appeared to be at an altitude of approximately 500 feet and was traveling at about 60 miles per hour. He stated that although triangular, the craft appeared to be somewhat "heal" shaped with six "V" shaped lights arranged three each along the bottom leading edge of the craft. These lights were dim, white and somewhat diffused. The witness stated that the craft seemed almost translucent, but that the lights were defiantly attached to a solid craft. There was absolutely no sound coming from the craft.

Witness B described the craft as triangular in shape with nine “V” shaped dull white lights arranged four each along the bottom of the leading edge and one at the front of the leading edge. The lights had a diffused glow to them. The witness could not see the back of the craft, only the bottom. This witness described the craft as opaque and that the stars could not be seen as it passed in front of them. The witness also stated that there was no sound coming from the craft and that it was flying low and slow.

Witness C described the craft as triangular with the same type lighting arrangement as witness B. However, this witness stated that the lights on the bottom of the craft appeared to be lozenge shaped, not “V” shaped. As with witness B, this witness also stated that the craft blocked out the stars as it passed in front of them. However, this witness stated that the craft appeared to shimmer and compared this shimmering to the monster in the movie Predator. He agreed with witness A in the altitude and speed of the craft.

Witness D described the craft as triangular, more or less like the Lockheed F-117 fighter. This description of the craft matched that of witness B.

Based on the observations, I was able to compute the crafts size. The results were that it had an apparent length of 156 feet, and a width at its widest point (the aft section of the craft) of 91 feet.

The entire observation time was approximately five to seven seconds. The limited time of observation is due to the very limited field of view of the sky from the witnesses' backyard. All of the witnesses agreed on several key points:

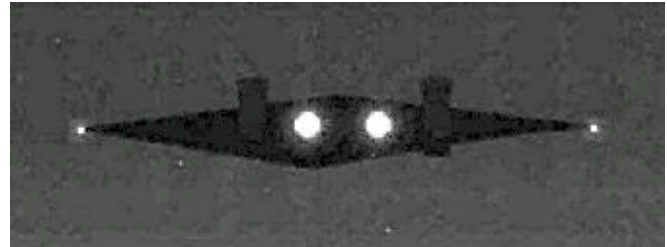
1. The craft was completely silent as it overflew the house.
2. The craft was dark to the point of being almost invisible.
3. The craft had a series of lights on its underside.

There appeared to be an electro-magnetic effect associated with this flyover. The witnesses reported that up until approximately 30 seconds prior to the craft flying over the house the computer in the house was playing music (streaming). The music suddenly stopped about 30 seconds prior to the craft being seen. After the observation, witness A got out of the hot tub and started the streaming music again. The witness had not had the problem prior to the observation nor since. The computer is connected to AT&T DSL Pro, using Microsoft Windows Media Player. The witness also stated that the computer is on 24/7, it is hardly ever shut down.

Santa Cruz, California

At five in the morning of August 2, 1990 an 18 year old customer service representative sighted a very unusual craft in the early morning sky over his home in Santa Cruz, California. The witness reported three black triangles overflew his home without a sound at a low altitude. Each craft had a bright white light at each corner of the triangle and two smaller, dimmer lights on the underside, near the center. At the rear of each craft were two glowing circular white lights. The underside of each craft had a black brushed metal texture to it, as well as a slight faceting. On the aft end of each craft was what appeared to be two vertical fins, spaced somewhat apart. The fins seemed thicker than those that are on airliners and fighters, in actuality they appeared to be two blocks instead of fins. The craft were

the size of an airliner. A slight hum was detected as they overflew the home. The three craft flew over the home in a triangular formation.



Witness rendition of the craft that flew over his home. All three craft looked the same. Left drawing illustrates how the object appeared as it was overhead. Right drawing illustrates the rear view. Two vertical “fins” did not in any way resemble vertical stabilizers that are common on typical aircraft. Two large glowing white lights are what the witness thought were the back end of the engines. However, it seems very unlikely that this was a classified aircraft, as three of them were flying in formation low over a residential area. The only sound associated with the craft was a slight hum.

The Belgium Triangle

The skies over Belgium were active in December 1989 when witnesses, including local police, sighted strange lights in the night skies. Throughout December and into the next year these strange lights continued to haunt the night skies of the country. Then on the night of March 30th through the early morning hours of the 31st, something else was seen in the skies over Belgium.

Near 11:00 PM reports started coming into area police departments of a strange object moving slowly in the night sky. The first reports were of three unusual lights moving towards the Thorembeis-Gembloux area. The lights were reported to be more intense than stars and were changing color from red, green and yellow. They seemed to be at the apexes of an equilateral triangle.

At 11:10 PM a new set of lights appeared. The reports stated that three other lights appeared and moved towards the triangle. At about this time Glons CRC (Control Reporting Center, a radar station) reported unidentified radar contact about 5 km north of the Beauvechain airport. The radar contact was moving to the west at 25 knots.

Throughout the night the lights and the triangle were observed in the area. Police patrols sighted the objects, and in one case a police captain was out with a patrol that sighted the objects maneuvering in the night sky. There were occasional blips on the radar screen at Glons. These blips corresponded to the location where the objects were being observed visually.

Concern grew over these strange lights and the dark triangle that at five minutes past midnight (00:05 March 31st) two Belgium F-16 quick reaction aircraft were scrambled to intercept the strange objects. For the next 47 minutes the fighters attempted nine ground control intercepts. The Glons CRC

repeatedly vectored the fighters towards the blips that were appearing on their radar scopes at the center. The pilots were successful on several occasions, their fighter radars did lock onto targets, although the lock-ons lasted only a few seconds. They also visually sighted lights that were associated with their radar returns. During the attempted intercepts the radar returns from the CRC indicated that the objects altitude varied from approximately 10,000 feet to below 200 feet. The objects speed varied from 970 knots to 150 knots.

The Belgium triangle sighting was very unique. The craft was sighted visually by numerous ground personnel, including the police. It was picked up occasionally by ground radar. Fighters were scrambled to intercept it, and their radars lock-on to the object a few times. The pilots sighted strange lights in the direction of the lock-ons. There are photographs of the object that were taken by ground witnesses to the event.

Interestingly, a few weeks earlier, on November 29, 1989 a unique sighting took place in the small Belgium town of Eupen. The town of Eupen is in the southeaster portion of the country, near the German border. During the evening, a two man police patrol was out near the town driving down a rural road when they noticed a field near the side of the road was brightly illuminated. They stopped their vehicle to determine what was causing the illumination and they noted that there was a huge triangular shaped craft suspended in the air above the field. Three brilliant white lights at each corner of the triangle and a bright white light in the center were the cause of the field illumination. They watched this strange object, and after a while it moved off. They followed as it traveled slowly over the local countryside. After a time the object came to a stop, hovering in the air without a sound. Next they noted lights in a field on the opposite side of the road where the triangular craft was suspended. These lights were very bright; shortly thereafter another triangular craft rose from behind some trees, as it rose into the air it dipped slightly allowing the officers to view some of the top of the craft. There, in the top center of the crafts upper side was a domed copola with three small windows emitting light. The craft then tilted level and disappeared into the distance. The triangular craft that they were initially following then moved off towards Eupen.

A police dispatcher in Eupen observed the craft from a window of the police station. He noted that the craft was approximately 500 feet from him and that there were two laser like beams being emitted from the edges of the triangle. These beams angled out some from the bottom of the craft towards the ground. As he watched a small red orb emerged from the bottom center of the craft and proceeded to maneuver between the laser like beams. After a time the red orb re-entered the craft at the point where it had emerged, the laser beams disappeared and the craft moved off, being lost to his vision by nearby buildings. The red orb observed by the dispatcher seems remarkably similar to the two red spheres that were reported in the Corning, California case.

So, what was sighted? Photos show a triangular shaped craft with very bright lights on the underside at the apex of each of the three triangle edges. There was a bright light on the underside in the very center of the triangle. Not much of the craft itself could be seen, as it is dark, almost as dark as the night sky. If it were not for the bright lights on the underside, the object would be almost invisible to ground observers.

The Monein, France Triangle

During the evening of June 12, 2007 at 10:25 PM a couple at home in the village of Monein, France heard what they described as a very powerful rumbling. They described it as similar to thunder, but constant. The sound seemed to vary in intensity, as if whatever was creating it was circling the area. The couple looked out of the living room window but was unable to sight anything that could be causing the strange sound. The noise seemed to slowly move off to towards the Pyrenees mountains. After about 5 or 6 minutes the noise was completely gone.

Later, at 12:08 in the morning the powerful rumbling noise returned. It seemed to be approaching the home. The woman was asleep; the man was awake at the time and decided to look out the window in an effort to locate the cause of the noise. After a time he was able to see a very large triangular shaped object approaching the home. The craft was slate gray. On the underside, set off to the side he observed three very bright round lights. Also on the underside, near the rear was a large bar like device, similar to a grill that gave off a green light. There were a series of small round lights around what seemed to be the sides of the craft. Near the front, on the side nearest the man was what appeared to be a large rectangular area that was illuminated in red. The triangle was estimated at several hundred meters long.

The craft moved very slowly, he estimated at 60 km/h and was at about 500 meters high. It was traveling from the Northeast to the Southwest. The man decided to grab a camera and awaken his girlfriend so that she too could see the strange craft. He got the camera, rushed to the bedroom and woke his girlfriend. He told her about the craft and they both went to the bedroom window for a look. Unfortunately, they could not locate the craft in the sky. The weather was clear, no wind, but cold. The craft was nowhere to be seen, although the noise could still be heard. The rumbling noise seemed to move away from the house in a south-southwesterly direction, again towards the Pyrenees. After about 5 minutes the sound was completely gone.

The man later went to the police station in Monein and told a young policeman on duty what had occurred. The policeman refused to take his statement, as he considered the man a bit insane. The policeman told the man that he was outside at time very same time that the man reported the craft and loud noise and saw nothing nor did he hear anything.

A Colorado Triangle Sighting

On May 26, 2007 at 9:30 PM a Denver, Colorado family was out walking the family dog when the 11 year old son shouted in excitement "What's that"? The family looked up into the cloudy sky. Event searchlights from a nearby business flashed across the low cloud deck. At first nothing could be seen, then all four family members spotted a dark triangular or boomerang shaped object moving slowly. The object was very dark, but since the low cloud deck was illuminated by city lights and the searchlights, the dark triangle was clearly visible against the lighter background. The dark triangle was clearly visible moving through the breaks in the cloud cover.

The dark shape was never illuminated by the event lights and it did not appear to reflect any light from the city below. It had no lights of its own; it was visible because of the absence of light. It was like a shadow one of the witnesses stated. When it crossed the clouds it had a very distinct shape, but when it crossed into a clear area it was very difficult to see. As they watched the triangle moved

slowly to the southeast. It moved perhaps 10 degrees across the sky when it reversed direction, without actually turning, and headed back to the northwest. It gradually became more and more difficult to see and then disappeared in a large area of clear sky. It was in view for a total of between 3 or 4 minutes.

The Wisconsin Triangle

During the evening of April 14, 2007 a young couple was driving from Dubuque, Iowa to a relative's house in Darlington, Wisconsin. It was late at night and they were about ten minutes from Darlington when the woman noticed an extremely bright light several miles ahead on the right hand side of the road. It did not appear to be an aircraft, as the light seemed very bright and it was not moving very fast. The light was moving in the opposite direction as their car was traveling. As they neared the light they noticed that they were actually looking at the bottom of a strange triangular craft. The craft had three white lights, one in the front and two in the back. In the middle of the craft was a flashing red light. The triangular craft was completely dark, black as if no light came from it. The outline of the craft could be seen against the sky.

The craft was moving very slowly, about the same speed as the car. When the car and triangular craft reached the same spot (both traveling in opposite directions) the craft seemed to slow and almost hover. They passed the craft and the distance between them widened until it could not longer be seen against the dark sky. The woman passenger attempted to take a photo of the craft with her cell phone, but there was insufficient light. There was no noise associated with the craft.

The New York Boomerang Sightings

From February to the end of March 1983 residents in a wide area of New York state as well as portions of Connecticut witnesses a very unusual UFO operating in their night skies. These are among the very first triangle reports that have been recorded within the United States. The witnesses reported that the craft was boomerang (at times it is reported to be a triangle) in shape, 100 to 200 feet from tip to tip, and displayed red, white, green and blue exterior lights. There also appeared to be one amber colored light on the bottom of the craft at its center. The reports center on three nights, as follows:

February 26, 1983:

A woman and her 17 year old daughter were driving home and as they neared Lake Carmel, New York at about 8:30 pm they noticed a large grouping of multi-colored lights that had just cleared some nearby hills. They watched from the vehicle as a very large boomerang shaped craft with rows of red, blue and yellow lights came over the hill at tree-top level. The craft came within an estimated 600 feet of them as it flew by at about 70 feet altitude. They attempted to follow the craft, but after approximately one mile they lost sight of it in a tree line. It appeared that the craft was headed in the direction of White Pond, which was relatively close by, so they decided to drive out the the White Pond area. Nearing the area they again observed the craft, which was hovering at 50 feet over the pond and 200 feet from the shore line. They were able to see the multi-colored lights reflecting off of the

pond, which during this time of year was covered with ice. The object glided slowly towards them, then turned west and was lost to view as it traveled away from the witnesses.

The witness got back into her vehicle and attempted to follow the craft. She was able to locate it once again, hovering some 30 feet over a field. She stopped her vehicle, got out and walked under the craft. She described the craft as large and massive. It was gray and appeared to be a metallic object. There were long tubular metal objects and what looked like massive grill work on the object. There was also some type of a round device on the grill. The craft eventually moved off, and then the lights on the craft blinked off. When the lights were turned off, the craft appeared to have vanished; it just could not be seen any longer in the darkness. The craft was estimated to be approximately 150 feet from tip to tip.

March 17, 1983:

Twenty-five residents of Brewster, New York near Route I-84 are stunned to witness a large boomerang or perhaps triangular shaped craft operating in the night sky from 8:30 to 9:15 pm. The craft was reported to be boomerang shaped approximately 100 feet across and flying at about 100 feet above the ground. Witnesses reported the craft was hovering and also flying very slow and low over their homes. One witness reported that it hovered approximately 60 feet above the ground over his backyard, shining a very bright white light over the area. It was silent, but some reported a faint humming noise could be heard.

In Mahopec Lake, New York at 10:15 pm six witnesses reported a large boomerang shaped object hovering very low over a local water reservoir near the town. After a time the object tipped from horizontal to the vertical and slowly moved off to the north and as it departed all of the external lights went out.

March 24, 1983:

Approximately 100 townfolk of Yorktown, New York witnessed the craft in their skies at 7:00 pm. The craft was boomerang or "V" shaped and carried rows of red, green and red lights. Some reported a faint humming noise. It was estimated to be approximately 200 feet from tip to tip. When last seen it was traveling northwards towards Jefferson Valley, NY.

At 9:10 pm the craft was reported above the town of Mount Kisco, New York. Ten witnesses reported the craft at about 500 feet over Route I-684. The craft causes some accidents on the route as traffic slowed and stopped. The craft dropped down to about 300 feet. Witnesses reported a series of red, green, blue, and white lights on the craft. A faint hum was heard. The craft was traveling at about 35 mph.

The next spot visited was Mahopec, NY at approximately 9:20 pm. Here witnesses reported a boomerang shaped craft approximately 150 feet from tip to tip with 30 rows of green-blue and white lights hovering over the Taconic Highway. Approximately 75 witnesses reported sighting the craft. A police officer reported he was directly under the craft at one time and heard a faint humming sound. Later in the evening approximately 30 witnesses reported sighting the craft hovering over a lake near Route 6. The craft hover for several minutes then slowly traveled northward.

At New Castle, NY witnesses reported sighting a boomerang shaped object the size of a 747 airliner with red, green, blue and white lights on it. There was a white light on the bottom center of the craft. It reportedly hovered at 100 feet for two minutes then rose vertically 100 feet and traveled towards Yorktown, NY.

At Yorktown, at least 50 witnesses reported the same object, which stopped traffic over the Taconic Parkway for a time.

The craft was seen back at Brewster, NY at approximately 10:00 pm. A faint humming sound could be heard coming from the craft. This would be the last sighting of the craft for the evening.

March 26, 1983:

At 9:00 pm witnesses at Mahopac, NY again report observing the craft. Approximately 20 witnesses reported the boomerang shaped craft with lights on its leading edge and a large amber light on the bottom at the center of the craft that casts a white beam of light. The craft was low enough that one witness reported seeing a very dark metallic like gray metal rod or rods connecting the lights.

At the outskirts of Poughkeepsie, NY at approximately 10:45 PM the State Police started receiving calls from witnesses of a similar object. A trooper on the Taconic Highway reported seeing the craft and following it north. He reported the craft was traveling at 40 mph. He followed it for 10 miles before it turned east and started to pick up speed. He lost sight of it as it reached 100 mph.

The FAA reported nothing unusual in the area at any time during these multiple day/witness sightings.

The Springfield, MO. Craft:

During the evening of October 2, 1982 a woman's volleyball team was returning from competition that had taken place in Lawrence, Kansas. The team was riding in a school bus along Missouri Highway 13, when at about 19 miles north of Springfield, MO the coach spotted two brilliant lights, which seemed to be on the road heading in the opposite direction.

As the coach, and by then the other members of the team, watched the lights they realized that they could see stars below the two bright lights and realized that the lights were attached to something that was in the air, slightly above the road. As the craft neared, they could see a blinking red light and some yellow and white lights. Thinking that an aircraft was attempting to make an emergency landing on the road, the coach asked the bus driver to slow down. Not long afterwards they all realized that what they were observing was not a conventional aircraft. The bus driver stopped at the side of the road, and they all got out for a better look at the object.

Once outside the bus, they observed that the craft was actually drifting about in the sky, and that the two bright lights were attached to some type of structure. There was no sound from the craft as it stopped and hovered motionless above and about 100 yards away from them off the side of the road, at about 100 - 150 feet in the air. The bottom of the craft was in full view and contained between 40 to 50

smaller bright lights. The craft was about 75 - 100 feet wide, although its length was difficult to estimate.

The craft was silhouetted against the sky and appeared to have sloped sides or perhaps some type of wings. The wings appeared to be extended and bent downward and back towards what appeared to be some type of tail assembly. There was a red light on top of the object near the tail. It was completely motionless for about 10 to 15 seconds, then turned up on its tail. It kept turning and then leveled out and started to move very slowly, all this without changing altitude. It eventually was lost to sight due in a tree line.

Springfield airport reported no unusual activity in the area at the time.

The Phoenix Lights

When the subject of the Phoenix Lights comes up, most immediately think of the gently arching points of light suspended against the night sky over the suburbs of Phoenix, Arizona. These lights were seen by a large number of people. They appeared one by one in the sky, not over Phoenix, but near an area where the USAF routinely conducts airborne operations. The USAF states that during the night of March 13, 1997 the Maryland Air National Guard was deployed to Luke Air Force Base, on the outskirts of Phoenix. The deployment was routine, and during the night in question an A-10 Thunderbolt II ground attack aircraft dropped illumination flares. The military reported that the flares were released in the wrong area of the range. Although most people think that this is a made up story and that what was seen and video taped could not possibly have been flares, they are wrong. A close look at the sequence when the lights are seen and taped will show that the lights come on individually, that they are evenly spaced, and that as there numbers increase they appear in the sky as a gently arc (not triangular in shape). The lights are bright, and they extinguish individually, the first to be viewed sinks low in the sky and is the first to extinguish. The sequence is repeated in each light (more or less). This is what one would expect of flares being deployed by an aircraft. This is what I have seen numerous times from flare deployments from F-5 and F/A-18 aircraft. And, this is what caused the phenomenon. The flare deployment, when viewed from the area across the range looked like a gentle arc in the night sky. Military aircraft (fighter, attack, bomber, transport) all have basically the same deployment system (except for a few newer aircraft that also have an additional system that is classified). In the flare system, flares are loaded into a container, usually on the bottom of fighters, on other types of aircraft they could be loaded at other locations. The flare container has a timed sequencer that is set prior to flight. In the cockpit/flight deck of the aircraft there is a controller that allows the pilot/crew member to sequence the release of the flares. This sequencing is a timed event, so that flares are released at specific intervals. As the flare sequencer jettisons each flare, it falls free of the flare container/aircraft and after a specific interval the parachute is deployed and the flare ignited. The lit flare is suspended under the parachute and slowly drifts down. The flare material is extinguished long before the flare reaches the ground. Weather reports state that during the time of the flare deployment the winds were from the north/northwest at 9.2 mph. The winds (as measured at ground level) gradually decreased, and at 9:55 they were 3.5 mph. Visibility for the evening was excellent at 30 miles with a temperature of 69.9 degrees (F). Ideal conditions for viewing the flares. Interestingly, a couple that videotaped the March 13th lights also reported and taped similar lights in the same area on January 14, 1998, leading credence to the military version of the story.

The real story, and one not much reported on, occurred some 25 miles to the southeast. There witnesses observed a very strange craft traveling across the night sky. The craft appeared to be triangular in shape with five dull white lights on its underside. This craft was first observed over Henderson, Nevada at 7:50pm, it was next observed over Prescott, Arizona at 8:10pm. Next was an observation of it over the Phoenix area at 8:26pm, and finally it was observed over Tucson, Arizona at 9:30pm. The craft was reported to be the size of a football field, and low in the sky. There was no sound associated with the craft as it flew over or near the witnesses. One of the ground witnesses was an airline pilot. This witness stated that it was like no aircraft he is familiar with.

Analysis:

Overall Dimensions:

In the cases researched, the approximate overall dimensions of the large triangles are:

Length (sides) : 300 feet

Width (aft side): 40 feet

Depth: 40 feet

Base on the overall size of these large craft, it appears that they are crewed. The large size of the craft cannot be a result of the propulsion system, (large size is a result of a large amount of space required on-board to house the propulsion system). This is assuming the triangles have the same propulsion system as other more commonly observed unidentified flying objects (UFOs). For if they have the same propulsion system, then we know that the triangles need not be so large. After all, reports of the most common UFOs are of a disc approximately 30 feet in diameter. However, UFOs have been reported to be much smaller and much larger. Analysis of close encounter events where eyewitnesses have reported sighting crew members indicate crew size appears to be directly proportional to craft size. Although this may seem like common sense, it actually reinforces the assumption that the size of the triangles is not related to the propulsion system, but crew size, or more specifically mission requirements.

In aircraft design, size is determined by mission requirements. The F-117 stealth fighter (actually the designation is not correct as it is not a fighter, but an attack aircraft) has the same basic engines as the B-2 stealth bomber. However, since the mission requirements of the two aircraft are different, there is a vast size difference between the two. The F-117 is powered by two turbofan jet engines, and is crewed by one. The B-2 is powered by four turbofan jet engines and has a two man crew. The overall size of the engines in both aircraft are the same, however because of mission requirements, the B-2 requires two more engines to power it. Conversely then, UFOs are also mission oriented. The small disc shaped craft have a different mission than the large dark triangles. The triangles may be large due to crew size or equipment requirements, perhaps both.

Triangular Shape:

Again, as in the case of size, shape more than likely is determined by mission requirements. It is possible that they carry a large crew of scientist or technicians that monitor on-board equipment. Perhaps enlarging a disc to accommodate a large crew and/or equipment would be an inefficient waste

of space. Based on the performance of most UFOs, aerodynamics apparently are not the primary objective of the various UFO designs. The shape and possible construction materials of the craft may assist it in being hidden from radar emissions. This may be one of the reasons that Belgium radar stations (both ground and airborne) were picking up sporadic radar returns (see conclusion section for elaboration on this).

Coloration:

Color is perhaps one of the more mystifying aspects of the dark triangles. Eyewitnesses have reported the following concerning the color of these craft:

The craft did not reflect any light, it was as if the craft could actually absorb light it was so dark. If they did not know it was some 100 feet above their heads, they could have easily driven right under it without noticing it.

The witness stated that the craft seemed almost translucent, but that the lights were defiantly attached to a solid craft.

This witness described the craft as opaque and that the stars could not be seen as it passed in front of them.

The witness stated that the craft appeared to shimmer and compared this shimmering to the monster in the movie Predator

The object was very dark, but since the low cloud deck was illuminated by city lights and the searchlights, the dark triangle was clearly visible against the lighter background. The dark triangle was clearly visible moving through the breaks in the cloud cover

The craft was slate gray.

As can be seen, the triangles are normally a very dark color, almost to the point of being invisible in the night sky. Clearly the operators of these craft are concerned about being discovered during their operations. The craft only appear at night, thus the dark color. But there appears to be more to this than just coloration. Eyewitness reports state that the craft appear to actually absorb light. When observing these craft, the witnesses report that there appears to be no reflected light on the craft. That is to say that any man made lights that may be near the craft are not reflected off it. Indeed, the lights that are sometimes observed on the craft do not reflect off of the triangle's body.

As a point of interest, the SR-71 Blackbird is painted black for a reason. While speeding along at Mach-3, the Blackbird's skin reaches temperatures from 450 to over 1200 degrees Fahrenheit within 11 minutes at Mach-3. The special high emissivity black paint radiates heat almost three times faster than the rate of natural metal. The B-2 and F-117 are also painted black, but for a different reason. Since these aircraft operate primarily at night, and both are subsonic, the black paint assists in blending into the nighttime sky.

Flight Characteristics:

From eyewitness observation, we know that these craft can hover or travel at high speed, in most cases moving or hovering without a sound. This is typical of most UFO reports. One unusual aspect of their flight characteristics is the “flat turn”. The craft have been observed to change direction by rotating on its center axis only. In the Corning, California case, after hovering for some time the craft rotated 90 degrees on its center axis and departed. This particular flight characteristic is not unusual in current aircraft technology. The AV-8 Harrier, as an example, has the capability to rotate 360 degrees on its center axis. However, the aircraft uses high pressure, high temperature compressor bleed air from its engine to accomplish this. A portion of the engine's compressor air is routed out to the aircraft wing tips while the aircraft is in hover. This high pressure air is forced out of small nozzles near the wingtips. This force is sufficient to turn the aircraft around its center axis to any position desired by the pilot. However, the hovering aircraft and high pressure air exiting the wingtip nozzles is extremely loud. A version of the F-35 Lightning II fighter also has this capability, although it uses compressed air from a source other than the engines bleed air. Helicopters also have this capability. Adjusting the tail rotors pitch rotates the helicopter around its center axis.

Blimps and dirigibles do not currently have this capability. Both types of airships require gentle turns to change direction. Additionally, both type airships do not have the capability to remain “nailed to the sky” as reported in the Corning, California case. Airships are subject to air currents, and as a result they cannot remain completely stationary in the sky. Anyone who has witnessed an airship in operation knows that when they are close to the ground and stationary, they are always in constant movement due to air currents and engine operation. However, it may be possible to develop an airship that could duplicate the hovering and direction changing characteristics of the triangles. This would require energy output, be it from a system similar to the AV-8 (bleed air) or the utilization of many ducted fan engines that are currently employed on many airships for flight. However, why expend this energy? For what purpose would the developers of such a craft wish to expend energy to hover motionless or change direction in such a manner?

Lighting:

Although the triangles are very dark in color, they carry a variety of external lights. These lights are seen in a wide variety of locations on the craft. However, there appears to be a standard external lighting system on several versions of the craft. One system consists of a pulsating red light on underside of the craft near or at the center. There are also bright white lights on the underside located at the apex of each of the three ends of the triangle. These bright white lights are usually a constant brightness. A second version consists of a series of chevron shaped lights on the underside, near the leading edges. These chevron shaped lights are dull white or cream color, and have been reported to look like they are actually light being emitted from a recessed area within the chevron. The lights are constant intensity, that is to say not pulsating, and are anywhere from six to eight in number.

Although the above described external lights are seen most often, there have been reports of triangles with what appear to be completely different system of external lights. For example, a witness from Northern California reported sighting a triangle at very close range. The witness reported that as it passed over he noticed that the craft was lit from the back side. There were four very large round bright lights on the back of the craft. These lights appeared to be held onto the craft with what appeared as

very cheap construction scaffolding. The lights and scaffolding appeared to be offset from, but attached to the craft. The four large round lights had a yellow tint and appeared to be more like incandescent than neon lights. However, when the craft was behind them these four lights had a blue, neon tint to them. The lights could be seen reflecting off the roadway surface. Also noted across the back of the craft were a row of what appeared to be dimly lit windows. The light from these windows appeared to be indirect and dull yellow in color. The windows appeared to be part of the back section of the craft, set in the crafts skin or wall.

The witnesses from Corning, California reported two red spheres traveling off to each side of the triangular craft. The Eupen, Belgium police dispatcher reported a red orb emerging from the bottom center of the triangular craft and maneuvering between two laser like beams. The dispatcher stated that he thought the orb was conducting some type of measurements between the two beams. A second police patrol, later in the evening, reported the craft over their town and also reported that a red sphere emerged from the bottom center of the craft and slowly flew around the area and re-entered the craft where it had emerged. Apparently these spheres are sensors of some type.

From France came a report of a triangle with unusual external lights. The craft was slate gray. On the underside, set off to the side he observed three very bright round lights. Also on the underside, near the rear was a large bar like device, similar to a grill that gave off a green light. There were a series of small round lights around what seemed to be the sides of the craft. Near the front, on the side nearest the man was what appeared to be a large rectangular area that was illuminated in red.

Sounds:

In only a few cases have any sounds been reported. Those that reported sounds were very close to the craft. The sounds reported were a soft, low pitch humming or buzzing . However, other witnesses that had been very close to the craft (in at least on case directly under it) did not report any sounds. There was one report from France of a low rumbling noise that was associated with one of these craft. There is a more interesting observation associated indirectly with sound. Witnesses have reported being under and very near the craft yet they did not feel or see any disturbance in the air surrounding the craft. The Corning, California witness for example reported feeling no disturbance in the air under the craft (no wind, breeze, etc.). If the craft were powered by some type of reaction engine (jet, rocket, etc.) then one would expect to feel or see some type of air movement from the propulsion system.

Delta Wing Aircraft

The German military conducted extensive research into delta winged aircraft prior to and throughout World War II. The Allies discovered this research and expanded on it considerably. A properly designed delta wing is the most efficient design for flight at supersonic and hypersonic speeds. However, there are a variety of aerodynamic problems associated with the design of a delta wing. As with a typical airfoil type wing, airflow around a delta wing produces a wide variety of fluid dynamic problems. These problems include separation of the flow at the delta leading edge; concentrated vortices, and airflow instabilities that are caused by a large delta. The

specific delta sweep angle and thickness come into play when designing a delta wing. Since the late 1940s there have been some very successful delta winged aircraft produced. In the United States, the Convair Aircraft Corporation designed and produced the very successful F-102 and F-106 delta wing interceptor aircraft. The company also developed and produced the first US supersonic bomber to enter production, the Convair B-58. England in the 1950s produced the successful delta wing Vulcan and Victor nuclear bomber. Russia, France, and the Swiss also produced successful delta wing aircraft for both domestic and export use. Perhaps the most famous delta winged aircraft to be produced is the SR-71 Blackbird. During the late 1970s the US government issued a contract to the Lockheed Corporation for the production of the F-117 stealth fighter. This aircraft utilized the delta wing shape, not for its high speed flight characteristics as the aircraft is subsonic, but its general shape aided in reducing the radar signature of the aircraft. Although the F-117 has a delta wing, it is so unstable that it could not possibly fly without the aid of its on-board flight control computers.

The delta wing is most efficient at supersonic speeds. The angle of the leading edge of the delta wing determines its most efficient use. This is because the separation of airflow on a wing depends on speed, the angle of attack (angle of the wing to the oncoming air), the thickness of the wing and the delta wing sweep angle. At high angles of attack the airflow over a delta wing starts to produce vortices as the angle of attack increases, these vortices become more pronounced as the angle of attack increases, until the wing actually stalls out and becomes inefficient at producing lift. A delta winged aircraft does not fly very well at low speeds and will stall, or lose lift, at a higher speed than a conventional aircraft of the same general proportions. Delta wings also produce more aerodynamic drag than the conventional airfoil during straight and level flight. Another major drawback of the delta wing is its low speed handling characteristics. Delta winged aircraft require high take-off and landing speeds. These higher take-off and landing speeds are dangerous. A landing gear tire blowing out on take-off at or near the high speed needed prior to the pilot rotating the nose for take-off may result in a tragic accident. This actually occurred to the English/French Concorde supersonic transport. A fail tire at take-off speed caused a major accident in which lives were lost as well as the aircraft.

The delta wing design on all high performance aircraft share one thing in common, the wing is relatively thin. The thin design is a requirement of high speed flight. As an example, the wing thickness of the F-102 and F-106 interceptor aircraft was approximately one foot at its highest point (mid-span). The wing thickness of the B-58 bomber was at the most a bit over two feet at its highest point. The thickness of the SR-71 wing is measured in inches at its highest point. The space shuttle has a highly swept wing and when it starts to reenter the earth's atmosphere it is traveling at approximately 18,000 miles per hour. Its wing thickness is relatively small at only approximately a foot and a half at its highest point.

A thicker wing generally means subsonic speeds. A good example of this is the wing thickness of the B-2 bomber. This aircraft is shaped somewhat similar to a delta, but is very thick. This is both a stealth and range requirements, as such it is subsonic and flies at about the speed of the average airliner. The Avro Vulcan bomber of the 1950s, also had a thick delta, it too was subsonic. So as can be seen in general terms the thicker the delta wing, the less speed advantage.

See the appendix section for details on delta winged aircraft performance.

Aurora, the TR-3, Black Manta and other such craft

The Aurora

In October of 1989 the SR-71 was retired from operational USAF service. The reasons for its retirement were relatively straightforward. The aircraft, although phenomenal in performance, was a very limited production aircraft, meaning very few were built (31 SR-71s were built in total). All the aircraft were built during the early 1960s, as such by the 1980s they were some 20 years old. Logistically the aircraft were difficult to keep operational as parts were difficult to come by. The operating costs of the aircraft were astronomical. Just starting the aircraft for a mission was estimated at \$50,000. Besides the high operating costs and associated logistics problems, the aircraft was facing stiff opposition to its overflights of hostile territory, with the possibility of the aircraft being shot down by surface to air missiles or by air to air missiles fired from Russian developed MiG-25 fighters.

Retirement of the Blackbird seemed a bit odd to some and soon rumors started to spread of a possible replacement aircraft that was already flying. In 1986 the first hint of this replacement craft apparently surfaced in a Fiscal Year 1986 procurement program document, which was dated February 1985. There was a line item in this document titled "Aurora". For the 1986 fiscal year this line item was to receive \$80 million. The Aurora line item was next to a funding line for the TR-1 (the TR-1 is a highly modified U-2 reconnaissance craft). It seemed logical to deduce that since the Aurora funding was next to the TR-1 funding, then the Aurora must be some new classified reconnaissance aircraft. However, in the fiscal year 1987 procurement document the Aurora line item was missing. Although the Aurora line item was missing from the 1987 procurement document, funding for the program could have come from other sources, such as the classified funding for the Central Intelligence Agency and the National Reconnaissance Office. Remember, the SR-71 was actually funded and developed from CIA funding and resulted in the A-11 reconnaissance aircraft. The A-11 was the replacement for the U-2 and the forerunner of the SR-71. Later reports stated that the Aurora program actually started receiving funding in 1982. The project was originally funded as an unmanned aircraft that would operate at several orders of Mach at the upper reaches of the atmosphere with stealth technology that existed in the SR-71. Contractor teams vied for the contract, and an operational craft was tested in 1986. However, it is rumored that the Aurora program costs were astronomical, on the order of one billion dollars and the program was cancelled. The Aurora project more than likely led to other less ambitious classified programs. At least that is how the story goes and so was the birth of the Aurora mystery.

The SR-71 replacement has carried a variety of names by those interested in it. At first it was called the Aurora, due to the procurement line item identification. However, over the years civilian observers have reported a few strangely shaped craft, each a bit different from the other. This has led to speculation that there are more than one classified aircraft program in operation since the retirement of the SR-71.

There is good reason to believe that some type of new delta winged aircraft has been developed and is in operation. The Aurora prototype may have been observed in operation by eyewitnesses starting in 1990. In 1990 civilian witnesses started reporting strange delta shaped craft. In September of 1990 witnesses near Mojave, California and nearby Edwards Air Force Base reportedly sighted a

strange delta shaped light colored aircraft flying in the Edwards Air Force Base area. A month later the same object was seen again in the same general area. The craft was reported to have a highly swept delta wing with a fuselage sticking out of the front of it. On the wingtips were winglets that swept up and out. Near the nose were two small wings (canards). The aircraft carried a red light on its underside and amber lights at the wingtips. There was a low rumbling sound associated with this craft. The lighting system at the wing tips is unusual, however, the red light on the underside could be the standard aircraft anti-collision light that all aircraft carry.

This craft, or a similar one, was sighted in April of 1991. The craft was operating near Edwards at 11AM. It appeared to be a light color and was flying with two F-16 chase aircraft. On May 10th of 1992 at 5 PM a similar craft was seen operating near Atlanta, GA. This craft was flying very high and very fast and was very noisy. The noise was reportedly a deep pitched beating sound. This could very well be the sound a pulse jet/pulse ram-jet would make.

On July 12, 1992 near noon in the Mojave Desert of California a similar craft was again observed. It turned on what appeared to be landing lights and then made a very steep decent towards a classified radar cross section testing area in the Mojave near Barstow, California.

The interesting part of the sightings is the detail provided of this craft. A compilation of the reports provide us with clues to the overall design of this craft:

The launch aircraft:

Very large - perhaps 200 feet long with a highly swept delta wing. There appears to be operable winglets at the tips of the delta. These winglets, more than likely, are used to ride the supersonic shockwave created by the aircraft at high speeds. The same type device was used by the XB-70 experimental Mach 3 bomber that was developed and flown in the late 1960s, early 1970s. The launch aircraft has also been reported to have canards on the forward section of its fuselage. These canards (small wings) are probably used to control the aircraft center of gravity as well as provide pitch control during flight. Control surfaces have been reported on the trailing edge of the delta wing. These more than likely are used as both ailerons, elevators, and flaps for take-off and landing. Because of its large size and weight, the launch aircraft has a very high take-off and landing speed. As a consequence of this size and weight as well as its highly swept delta wing, it has a high stall speed. Because it is/was a very classified project, its operating locations were more than likely very restricted. As such operations over populations centers was extremely restricted.

The orbiter:

From witness reports, it appears that the orbiter had a double delta wing shape. That is to say that the wing had two distinct delta sweeps to it, similar to the wing sweep of the SR-71, or the space shuttle. The leading edges of the upper and lower wing surfaces appear to have material on them similar to the space shuttle's heat ablative tiles. The craft is the size of an F-15 or similar fighter aircraft, with a stubby vertical tail. As with the launch aircraft, the orbiter has control surfaces on the trailing edge of its wing, as well as speed brakes or spoilers on the upper surface near the control surfaces.

In March of 2006, the aerospace industries leading magazine *Aviation week & Space Technology* published an article concerning what they called a spaceplane that had been developed by the US government. Apparently the government had developed a two stage to orbit spaceplane in the late 1980s. The craft was used for a relatively short time and then retired due to high operating costs. The government will not confirm or deny the story. The first stage of the craft was a huge delta-winged aircraft that strongly resembled the XB-70 supersonic bomber of the early 1960s. The delta-winged craft carried a smaller highly swept delta winged craft on its back that was released at altitude where its on-board engines sent it into orbit.

The combined craft could have operated successfully for a time, but more than likely its high operating costs must have been the major factor in its retirement. However, another similar craft has been observed, most recently in Northern California. This craft is very similar to the orbiter, but differs in that it appears to be smaller and rounder, similar to the lifting body designs of the late 1960s, early 1970s that lead to the development of the space shuttle.

The TR-3

The TR-3 identification was tagged onto this craft by aviation enthusiasts curious about the various sightings of a new apparently classified aircraft. The TR-3 was a logical numerical progression from the well known TR-2. The TR-2 is a highly modified U-2 aircraft, and is used extensively by both the military and NASA. There is good reason to believe that a TR-3 does exist, perhaps without this particular designation. A highly swept delta winged craft has been sighted on numerous occasions around the globe. The craft has been observed flying with USAF chase aircraft and has on at least one occasion been observed being refueled in-flight by a KC-135 tanker. The craft has been reported to be the size of an FB-111, and indeed looked somewhat similar when the FB-111 is flying with its wings in full sweep. In general terms, this craft looks somewhat like a conventional aircraft, but may be powered by a highly sophisticated propulsion system, capable of driving it at very high Mach numbers. The craft is very noisy and produces an unusual vapor trail when at altitude.

The Black Manta

The Black Manta is believed to be a subsonic stealthy recon aircraft powered by two turbofan jet engines. It carries a wide variety of electro-optical sensors, but has limited range. The craft apparently has been operational for at least a decade and a half. Like the B-2 and F-117 it is painted black.

Conclusions

It appears from witness reports that the dark triangles are not terrestrial aircraft. They appear to be specific mission oriented and apparently only operate at night. They are very dark in color, as if to blend into the night sky. The surface color is such that it appears to actually absorb light. There have been no reports to date of these dark triangles actually landing, nor have there been reports of witnesses observing any crew members outside of these craft. True they have been observed very near the ground, however there are no reports of witnesses actually observing one of these craft on the ground. Additionally, there are no reports of witnesses viewing any type of landing gear on these craft. This is very different than the vast reports of disc and other shaped craft with a wide variety of landing gear observed extended, as well as witnesses reporting these craft on the ground with occupants outside.

Two distinctly different size craft have been observed. The larger of the two is some 300 feet each side and some 40 feet thick. The smaller craft has been estimated at 40 feet on each side with a correspondingly thinner thickness. However, both craft seem to have the same mission as they are seen to conduct similar nighttime operations.

These mysterious craft have been operating in our night skies for at least two decades. They seemed to have appeared suddenly and are more stealthy than typical UFOs, that is to say they appear to operate only at night whereas other shaped UFOs, such as disc, cigar, oval, etc., are seen at all hours of the day and night, and are at times glowing.

The lighting system associated with the craft is a mystery. At times the system is on as if to draw attention to the craft. Other times the system is off, making observation of the craft against the night sky very difficult. The question begs to be asked, if so much trouble went into designing a craft that is almost invisible in the night sky, why then install a system of external lights that make the craft stand out when turned on?

The triangular craft have been seen to discharge red spheres. These spheres appear to have a specific purpose. In the Corning, California case two red spheres were observed operating off each side of the craft. They maintained a constant distance at all times. The spheres followed the movement of the craft, although they somewhat lagged behind in these movements. The Belgium craft discharged a red sphere that maneuvered between two laser like beams that were emitted from the triangular craft. Upon completion of its mission, the sphere re-entered the craft at the same location that it had emerged from. Later the craft released a red sphere that flew around the town for a short time, then re-entered the craft. These are apparently remotely controlled devices that are dispatched to conduct scientific data collection of some type.

In the Belgium report, it appears a dark triangle was observed visually and also detected by ground based radar as well as airborne radar. The radar returns appeared to be sporadic, as if the radar signal was being returned from only a specific portion of the craft, perhaps as it turned on or off the external lighting system, or turned in a certain direction in relation to the radar transmitters. In the Corning, California case, there were a row of four large round lights on the aft end of the craft. These lights appeared to be attached to the craft via what the witness described as very cheap construction scaffolding. In the March 26, 1983 Mahopee, New York sighting, the witness reported that the triangular craft was low enough that very dark metallic like gray rods could be seen connecting the

lights to the craft. Perhaps it is possible that the mechanism that connected the lights to the craft is in actuality a mechanical device used to extend and retract the lighting system into the craft. With the lighting system extended it may be possible for radar transmissions to reflect off of the lights and the extend/retract mechanism, thus reflecting the radar beams back to the transmitting station. With the lights retracted into the craft it would no longer reflect radar waves making it invisible to the radar receivers. The triangular shape most likely deflects radar waves away from the craft. Additionally, based on sighting information concerning the coloration of the craft it is possible that the exterior is covered/coated with a type of material that absorb and dissipate electromagnetic waves. The triangular craft may have all types of retractable lights/devices designed into it. The F-117 and B-2 use similar retractable devices.

There has been speculation that these craft are super secret spy craft belonging to the US military or some other government agency. This seems highly unlikely as the first reports of such craft go back some twenty years. Twenty years ago the computer codes for the B-2 stealth bomber flight control system were still being ironed out. It is very doubtful that the US government was operating a dark triangle over rural areas of the US twenty years ago. If indeed these are secret government craft, why take such a risk and operate them over wide areas of the US, and indeed the world, especially rural areas with no apparent strategic value? What if one crashed or needed to make an emergency landing in say Belgium? What kind of diplomatic problems would result from such an event? Why risk losing the technology on such flights? These cannot possibly be test flights to see if the local populations can detect the craft, there are numerous flight test facilities in the US that can track and record the radar signature of the craft, the decibel level and infrared signature of the craft as well as its optical signature. What type of technology allows the craft to hover without hardly a sound, then depart at high speed? Additionally, why after all this time has the technology not been incorporated into current aircraft both military and civilian?

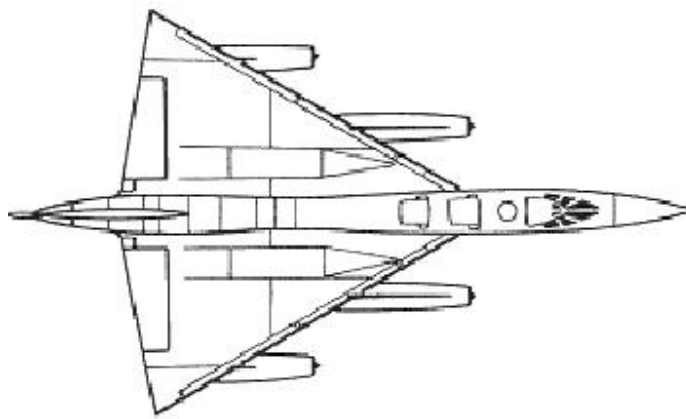
Along these lines, there has been speculation that a highly classified black program (Blackstar) exists that has or is operating a trans-atmospheric vehicle for some time. This vehicle is carried aloft to a high altitude by a carrier aircraft. The trans-atmospheric vehicle is then released and its propulsion system carries it to sub-orbital altitude. It is speculated that this vehicle has been around for at least 16 years. The Aviation Week & Space Technology issue for March 6, 2006 provided some insight into this program (Blackstar Another Groom Lake Secret)? Again, the question begs to be asked, if this program or a similar one was/is operational why then have we not seen the triangle technology put to use in other programs. Certainly if the government had triangle technology, the Blackstar and other programs would not have gone forward.

The US government continues to work on advanced propulsion systems for flight in near space at Mach numbers up to Mach-6. The propulsion systems are called scramjet, ramjet and combined-cycle engines. To date only very small models have been operating in high speed test chambers and on top of rockets shot into the upper atmosphere. Practical operation of these and like engines is in the distant future.

It seems as though the triangles originate from some location other than earth. At times the craft seem to follow our interstate highways. Perhaps the Corning, California witness was correct, perhaps these are extraterrestrial tour buses and perhaps they do from time to time get lost.

Appendix

The Convair B-58 Delta Wing Bomber

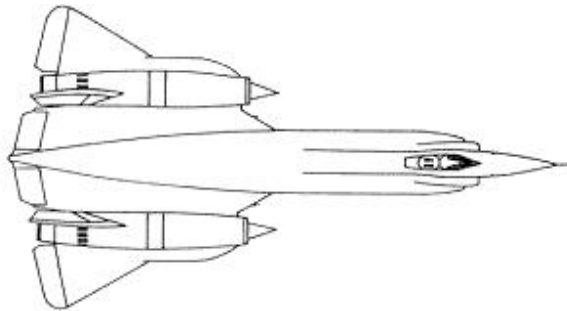


Developed in the mid-1960s, the Convair B-58 was very fast. However, due to its 60 degree swept delta wing the aircraft required a higher angle of attack than other conventional winged aircraft to maintain level flight. Of the 116 aircraft manufactured, 20% were destroyed due to accidents. At angles of attack greater than 17 degrees, the aircraft would pitch up and enter a spin that would be next to impossible to recover from below 15,000 feet. As can be seen, the highly swept delta wing aircraft, although fast, had its limitations.

Specifications

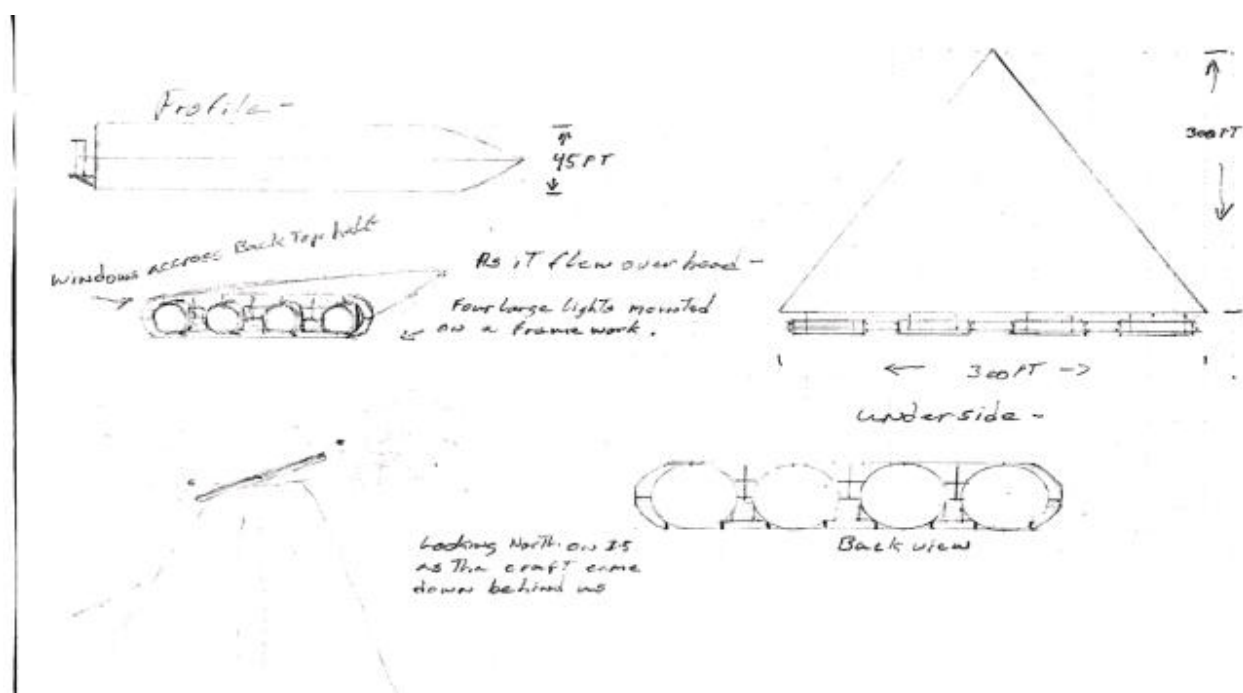
Wingspan:	56 feet 10 inches
Length:	96 feet 9 inches
Height:	31 feet 5 inches
Wing Area:	1,542 sq. ft.
Empty Weight:	55,560 pounds
Maximum Loaded Weight:	176,890 pounds
Maximum Speed:	1,370 miles per hour

The SR-71



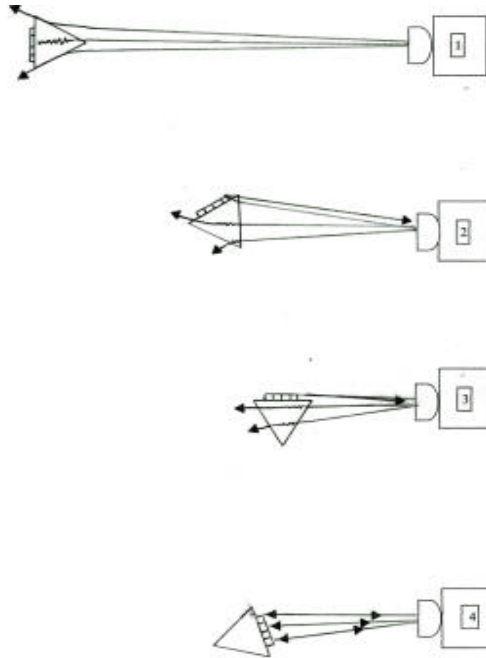
The SR-71 was developed specifically for high altitude flight (above 80,000 feet) and high speed (Mach 3+). It had an unusual delta wing that had an area of 1,799.72 square feet. Due to its unusual delta wing shape required for high speed flight, the SR-71 had a take-off speed of approximately 160 miles per hour. Landing touch down speed was approximately 135 miles per hour. Due to air friction from flight at Mach 3, portions of the outer skin of the aircraft reached temperatures of between 400 to 1200 degrees Fahrenheit.

Corning, California Triangle



Witness rendition of the August 1986 triangle observed over California interstate highway 5 near Corning. Note that the lights are set out from the rear of the craft and are held in place by some type of mechanical device. With the lights set out as displayed in the drawing, the lights and mechanical device securing them should reflect radar waves. However, if the mechanical device is used to extend and retract the lights into the craft, then the craft would be less visible to radar transmission when the lights have been retracted into the craft. In the case of the Belgium triangle, it is possible that the lights were extended during the time that the craft was observed by both ground radar and airborne F-16 radar. The fact that the craft's signature faded in and out on the ground and airborne radar screens may have been due to the fact that the craft was wandering about the sky and at times the aft end of it along with the lights and device were reflecting the radar signals.

Radar Detection of a Maneuvering Triangle



In **block 1** above, a radar (ground or airborne) transmitter does not detect the triangle due to its shape and coatings. Note the radars center beam strikes the triangle, but its electromagnetic energy is absorbed by the coating.

In **block 2** above, the radar transmitter detects a small variable return from the just visible (to the transmitter) aft section of the craft containing extended lights/mechanical device.

In **block 3** above, the radar transmitter signals are bent/absorbed by the body of the craft, but the lights/mechanical device is visible to the transmitters signals and are reflected back to the receiver.

In **block 4** above, the radar transmitter receives a very strong return from the aft end.

Anthony J. Tambini is MUFON Investigator in Northern California, Veteran of the US Air Force, Writer, author of:

<http://www.amazon.com/Douglas-Jumbos-Globemaster-Anthony-Tambini/dp/0828320446>

<http://www.amazon.com/Tigers-over-Vietnam-Anthony-Tambini/dp/0828320594>

<http://www.amazon.com/Wiring-Vietnam-Electronic-Anthony-Tambini/dp/0810858444>

Anthony is the Manager of an Air and Space Museum in Los Angeles.