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CHAPTER 12 // 1989-90 – THE NATIONAL EVENT

The Belgian UFO Wave: 143 Nights of National Scrutiny

The only mass UFO event officially co-investigated by a national air force — and never explained

Date	Location
November 1989 – April 1990	Belgium, nationwide

Key Witnesses
13,500+ civilian witnesses; Belgian Air Force F-16 pilots

Official Response
Belgian Air Force: officially unidentified – unprecedented institutional candour

Air Force Stance
Officially unidentified – no cover-up claimed

// OBSERVER'S PREAMBLE

The Belgian UFO wave of 1989–1990 is unique in the documented history of this phenomenon for a specific reason: it is the only mass UFO event in which a national military air force participated in the investigation, confirmed the anomalous data, and publicly stated that it could not identify what it had observed — all without claiming the events were classified, hoaxed, or irrelevant. The Belgian Air Force's candour was, by the standards of governmental behaviour in this area, extraordinary.

Over 143 nights, more than 13,500 civilians reported anomalous aerial objects. Two F-16 fighters achieved radar lock on one of the objects. The lock was broken in ways that the aircraft's own radar systems should not have been capable of replicating. The Belgian Air Force published a detailed technical report. The conclusion: unidentified.

The Event: November 1989 – April 1990

The wave began on November 29, 1989, when 143 separate witnesses across Belgium reported a large, silent, triangular craft with bright lights at its corners and a red light in the centre. Police officers were among the first witnesses. The craft moved slowly — sometimes hovering — and made no sound. Over the following five months, thousands of additional sightings were reported, primarily of the same triangular configuration.

On the night of March 30–31, 1990, the Belgian Air Force scrambled two F-16 fighters in response to ground radar confirmation of an anomalous target. The F-16s achieved radar lock nine times during the engagement. On each occasion, the object responded to the lock within seconds with manoeuvres that were physically impossible for any known aircraft: accelerating from 280 to 1,100 mph in **one second**, and simultaneously diving from 10,000 to 5,000 feet in another second — g-forces that would kill any biological pilot.

143
nights
DURATION OF WAVE

13,500+
CIVILIAN WITNESS
REPORTS

9
F-16 RADAR LOCK
ATTEMPTS — ALL BROKEN

40G
ESTIMATED G-FORCE OF
EVASIVE MANOEUVRES —
FATAL TO HUMANS

0.75 sec
TIME TO ACCELERATE FROM
280 TO 1,100 MPH

1990
BELGIAN AIR FORCE
PUBLIC TECHNICAL REPORT
RELEASED

F-16 ENGAGEMENT DATA	VALUE	IMPLICATION
Initial radar lock — achieved	9 times	Confirmed solid radar return — not weather / anomaly
Time to break lock	< 1 second each time	Reactive — aware of lock and responding
Acceleration (measured)	0 to 1,100 mph in < 1 second	~40G — no known aircraft or biological pilot survives this
Simultaneous altitude change	10,000 ft to 5,000 ft in 1 second	Compounded impossibility — impossible flight envelope
Final radar return	Object descended to treetop level — lost on radar	No crash, no debris — controlled exit
Belgian AF conclusion	Officially: unknown	Unprecedented institutional acknowledgment

"The Belgian Air Force has kept an open mind about these observations. We have found no explanation. We are not saying they are extraterrestrial. We are saying we do not know what they are."

— Major General Wilfried De Brouwer, Belgian Air Force — 1990

The Triangular Craft

The consistent triangular configuration reported by thousands of independent Belgian witnesses — and subsequently by witnesses across the United States, UK, and globally — represents one of the most persistent morphological descriptions in the modern era. Unlike the disc/saucer shape dominant in the earlier period, the large black or dark triangle with lights at corners appeared in the 1980s and has been the dominant reported shape since. The transition from disc to triangle in dominant reported morphology tracks approximately with the transition from 1950s–70s sightings to the modern era — suggesting either a change in the types of craft operating at low altitude, or the deployment of a different class of vehicle.

// MASS WITNESS — NO SUPPRESSION POSSIBLE

The Belgian wave established something important: at sufficient scale of public witness, the standard suppression mechanisms fail. 13,500 people cannot all be dismissed. The Belgian Air Force's candour was not entirely voluntary — it was a recognition that institutional denial was structurally impossible given the evidence volume. This points toward the mechanism by which public disclosure eventually becomes unavoidable. Read: [Chapter 13 — The Phoenix Lights: 10,000 Witnesses](#) →

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