LAW ENFORCEMENT ENCOUNTERS WITH UAP

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WHO AM I?

- Former Department of the Air Force employee; historian assigned to HQ Air Force Reserve at Robins AFB and HQ Space and Missile Systems Center at Los Angeles AFB (1995-1998).
- Received classified briefing on UAP incident in 1996.
- Interviewed by Defense Department's All-domain Anomaly Resolution Office (AARO), 17 May 2023.
- Father is retired law enforcement.

PRESENTATION OBJECTIVES

By the end of this presentation, participants will understand:

- How law enforcement historically responded to UAP reports
- How officers documented and investigated unexplained incidents
- How local, federal, and military agencies interacted
- Challenges involving witness credibility and officer judgment
- The importance of preserving physical evidence
- Lessons applicable to contemporary UAP reporting

HOUSEKEEPING

- This presentation is **unclassified**.
- This presentation represents the view of the author and does not imply the endorsement or approval of any U.S. federal, state, or local government or foreign governments or other private organizations.
- This presentation explores in-depth case studies involving historical law enforcement and UAP encounters.
- This presentation relied heavily upon ChatGPT AI to reconstruct timelines from official government and law enforcement documents as well as witness statements.
- This presentation relied heavily upon ChatGPT to recreate images based on actual reports. Real-life images of events and people are identified in the slide notes along with their sources.

TERMINOLOGY

Unidentified Flying Object (UFO) became

Unidentified Aerial Phenomena (UAP), which became

Unidentified Anomalous Phenomena (UAP)

UAP is used as an umbrella term for the purposes of this presentation or retaining historical terminology when quoting or describing original records.

LAW ENFORCEMENT ENCOUNTERS WITH UAP

- On 17 December 1969, the United States Air Force closed Project Blue Book, officially ending its investigation of UFOs.
- In the decades since, the Air Force has referred public UFO reports to local law enforcement.
- In 2022, Congress mandated the formation of the Department of Defense All-domain Anomaly Resolution Office (AARO), but its investigation is for military, government, and government contractor personnel. Civilian pilots can report through air traffic control/FAA.
- For most UAP sightings made by civilians, their local police department or sheriff's office remain the first responders.
- As this presentation is about to show, this is nothing new…

LAW ENFORCEMENT ENCOUNTERS WITH UAP CASE STUDIES

- Nevada 2023
- New Hampshire 1965
- Ohio 1994
- Minnesota 1979
- Illinois 2000
- Ohio/Pennsylvania 1966
- Nova Scotia 1967
- New Mexico 1964
- Belgium 1989-1990

NEVADA 2023



NEVADA 2023

- At ~2350 on 30 April 2023, a Las Vegas Metropolitan PD officer's bodycam recorded a blue flash (meteor?).
- Forty minutes later, 911 received a call from teenager that something had crashed in family's backyard.
- RP stated that two "look like aliens…100% not human" beings were in the backyard.



NEVADA 2023

- Two LVMPD officers responded 30 minutes later. “I’m so nervous right now, I have butterflies bro—saw a shooting star and now these people say there’s aliens in their backyard,” said one officer.
- LVMPD questioned witnesses and checked backyard.
- LVMPD kept the investigation open several days; eventually closed case as “unfounded.”
- No hoax charges were filed.



NEVADA 2023

TAKEAWAYS:

- RP initially considered credible enough to warrant a police response.
- Officer state of mind.
- Media circus in the aftermath: was LVMPD portrayed favorably?
- KLAS TV requested comments from Creech and Nellis AFBs, who denied involvement and suggested contacting LVMPD.

NEW HAMPSHIRE 1965



NEW HAMPSHIRE 1965

- At ~0030 on 3 September 1965, an unidentified woman driving between Epping and Exeter reported unusual red lights.
- She encountered Exeter PD Officer Eugene Bertrand Jr.
- Bertrand investigated but found nothing.



NEW HAMPSHIRE 1965

- At ~0200, Norman Muscarello, hitchhiking south of Exeter, encountered five silent, brilliant red lights in a horizontal line that illuminated the surrounding area.
- At 0224, Muscarello reached Exeter Police Station.
- Dispatcher Reginald Toland contacted Bertrand.
- Bertrand agreed to investigate along with Muscarello.



NEW HAMPSHIRE 1965

- At 0245-0255, Bertrand and Muscarello arrived near the location of encounter.
- Bertrand observed object.
- Object approached him so closely that Bertrand fell to the ground and drew service revolver.
- He decided opening fire was inappropriate.
- Bertrand and Muscarello retreated to squad car.



NEW HAMPSHIRE 1965

- At 0300, Patrolman David R. Hunt responded to the call for backup.
- From 0300 to 0315, the three men observed a large, dark elliptical object with five red lights moving slowly and erratically.
- Object moved away and departed.
- Hunt heard a USAF B-47 bomber overhead.
- Both officers immediately reported back to the station.



NEW HAMPSHIRE 1965

- Controversy ensued with the U.S. Air Force.
- Major David Griffin and 1st Lieutenant Allan Brandt, from Pease AFB, examined the area and interviewed witnesses.
- On 15 September, Griffin reported that he was unable to explain the sighting.
- He found all witnesses stable and reliable.
- He was aware of five B-47s in the area that night but did not believe a connection.



NEW HAMPSHIRE 1965

- USAF Project Blue Book commander Major Hector Quintanilla wrote both officers that his investigation indicated a possible association with an exercise and B-47s.
- A Pentagon spokesman proposed atmospheric and astronomical explanations.
- On 2 and 29 December, both officers wrote Blue Book, emphasizing their experience that object was not a conventional aircraft, with its low altitude and silence.
- In January 1966, Lieutenant Colonel John P. Spaulding, Office of the Secretary of the Air Force, wrote the officers that the Air Force could not identify the object.

NEW HAMPSHIRE 1965

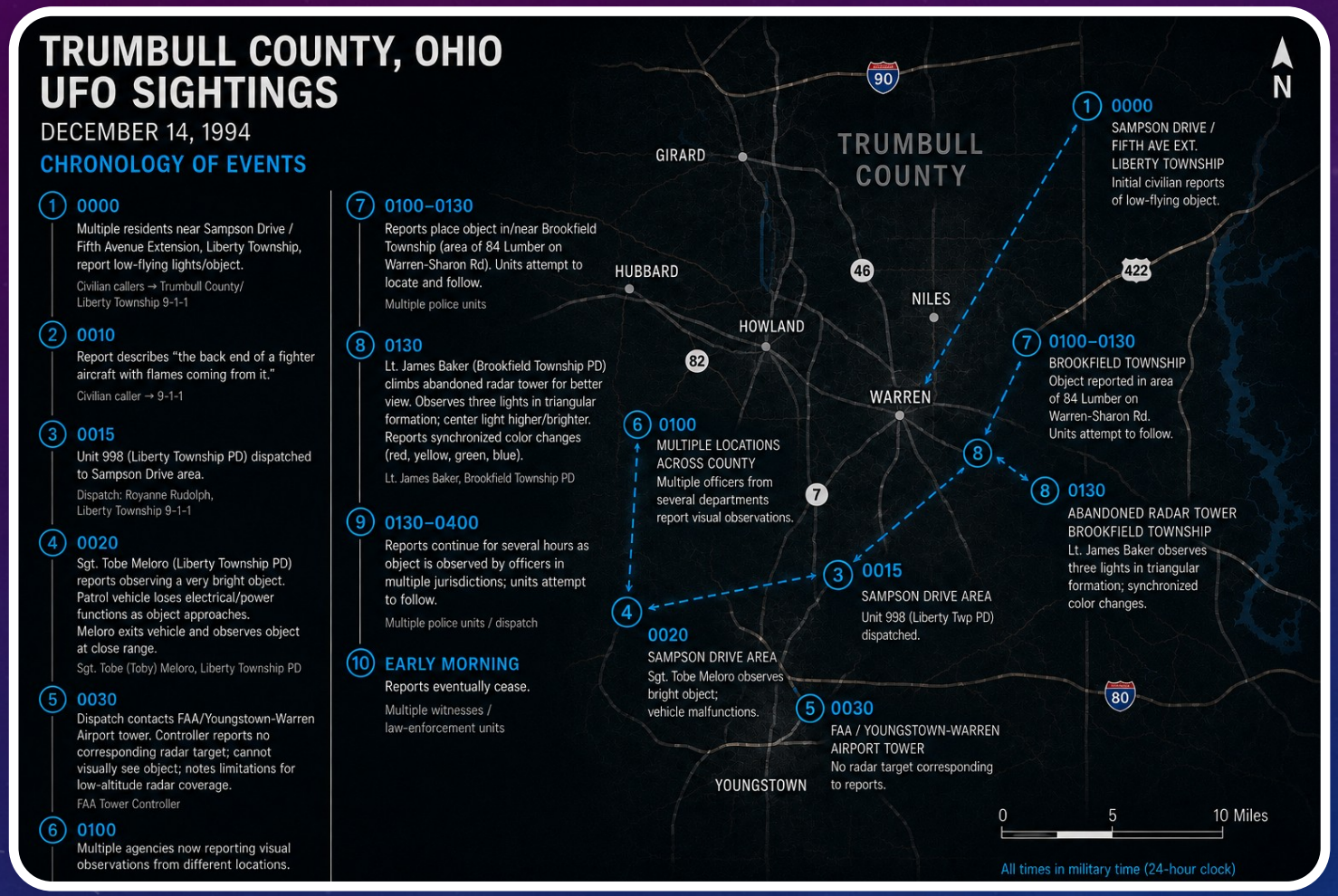


TAKEAWAYS:

- Initial responding patrolman did not take RP seriously until second RP arrived.
- Was the draw of a service weapon justified?
- Mixed cooperation from the U.S. Air Force.
- Officers successfully pushed back on U.S. Air Force explanations.

OHIO 1994

OHIO 1994



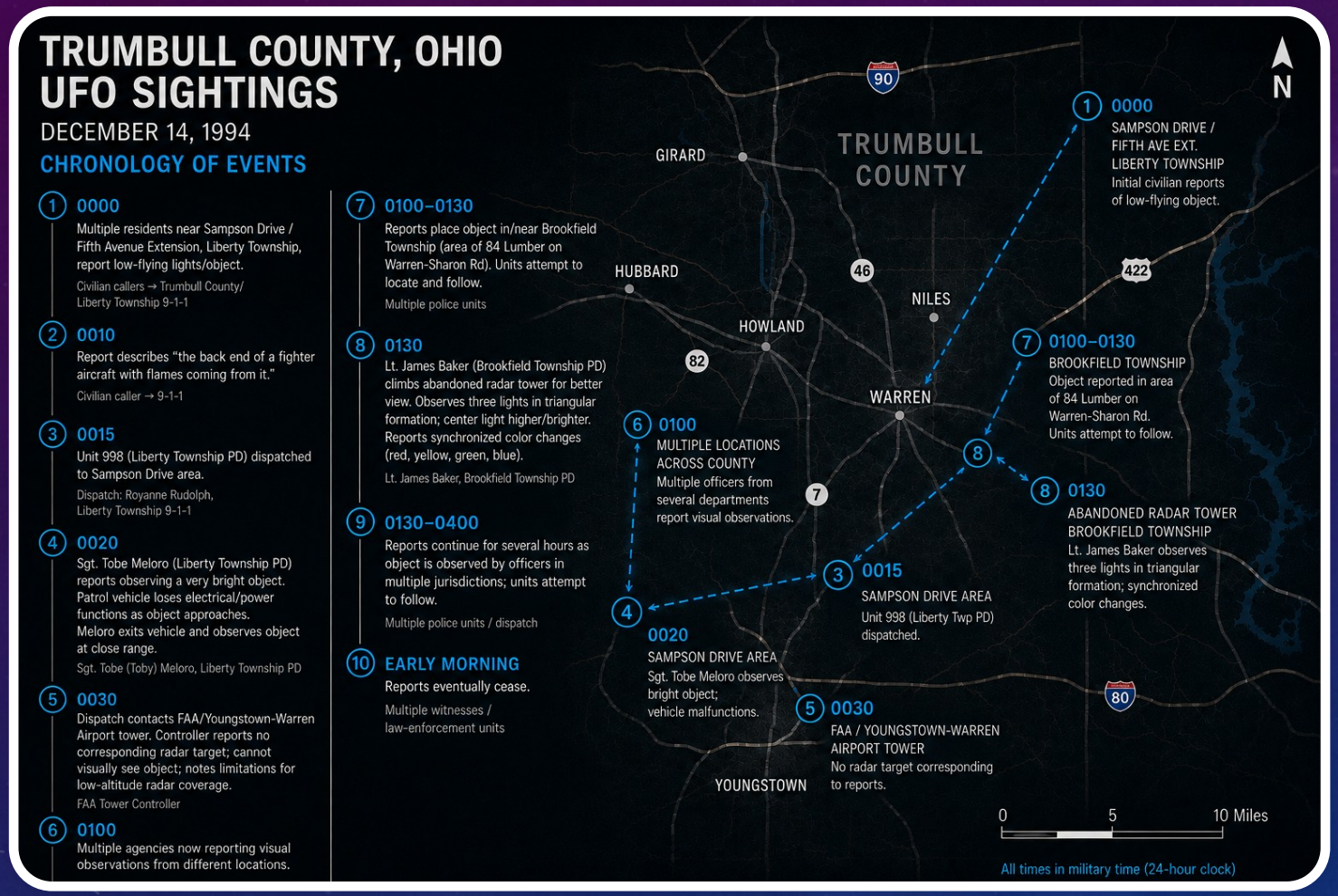
- Before midnight on 13 December 1994, residents in Liberty Township, Trumbull County, called 911 to report a blue/green object with lights and apparent flames.
- Around midnight on 14 December, local dispatcher Royanne Rudolph received additional 911 calls of unusual lights and objects.



OHIO 1994

- Liberty Township PD Sergeant Tobe Meloro was dispatched to investigate reports.
- Meloro spotted something described as very bright and low.
- The object approached Meloro’s patrol car.
- The car lost electrical power.
- Meloro exited the car and observed a brilliant object overhead and low.
- After the object moved away, the car engine restarted on its own.

OHIO 1994



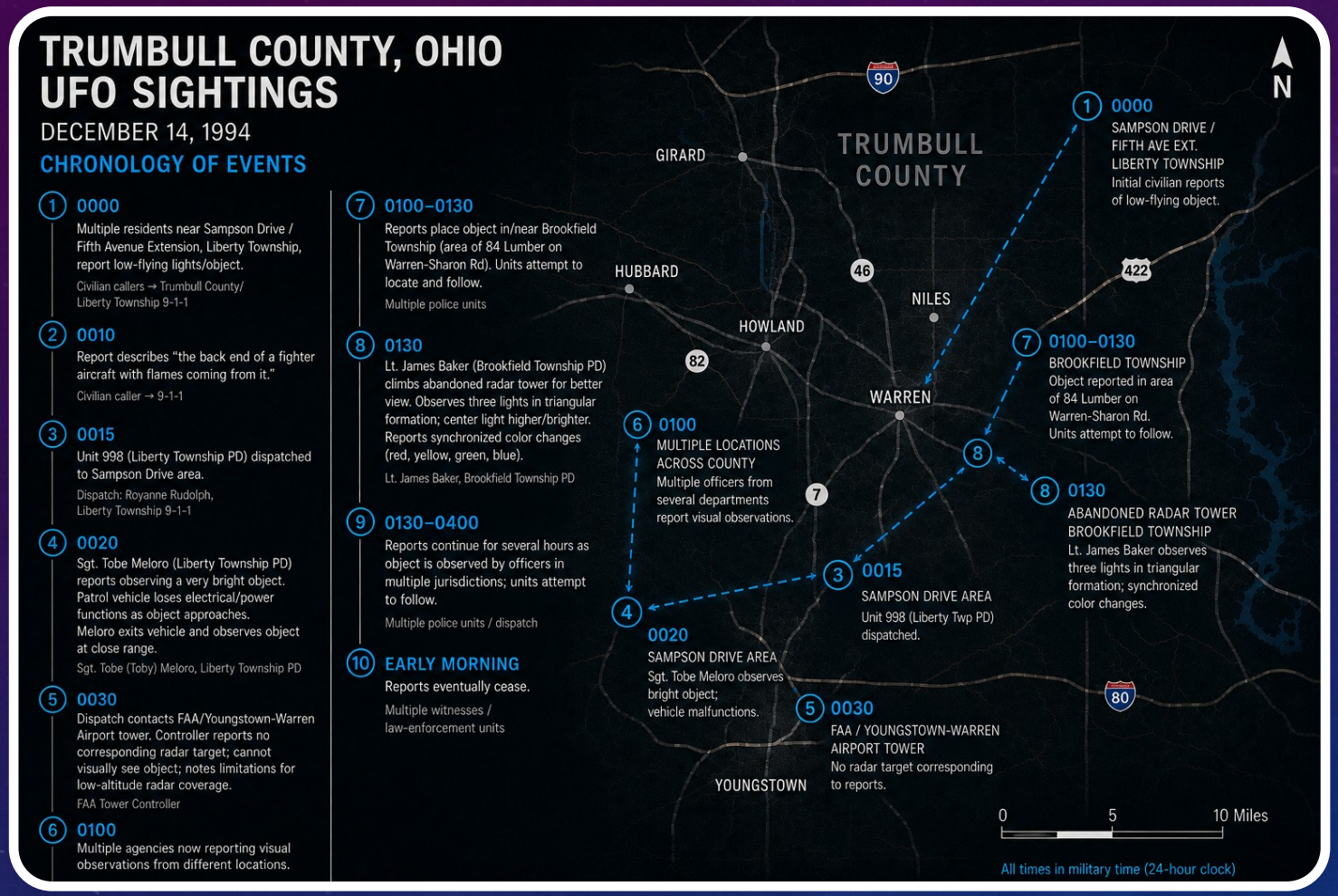
- From 0030 to 0100, dispatch contacted FAA/Youngstown-Warren Airport tower about reports.
- Controller replied no corresponding radar traffic and no visual on any objects.
- At ~0100, local police radio traffic indicated officers in multiple jurisdictions had visual observations of unknown object(s).
- Meloro followed up initial report and described the object as large light with red coloration.



OHIO 1994

- At ~0100, officers observed an object in vicinity of Brookfield Township.
- Brookfield Township PD Lieutenant James Baker climbed an abandoned radar tower.
- Baker reported three stationary lights in triangular formation with center light higher or brighter.
- Baker reported four colors: red, yellow, green, blue.
- During this time, police radio continued with observations from several jurisdictions.

OHIO 1994



- Over the following hours, individual officers attempted to locate or follow the object(s) as reports moved through the county.
- By early morning, reports eventually ceased.
- In 1996 and again in 1998, Captain John Keytack of the 910th Airlift Wing at Youngstown ARS denied that the reported sightings had occurred at all. He said the base had no jets on alert that night.



OHIO 1994

TAKEAWAYS:

- Local dispatch flooded.
- Multiple officers in multiple jurisdictions involved—taken away from other calls.
- Local FAA and U.S. Air Force Reserve did not resolve reports.
- Why did departments not press Youngstown tower to contact Pentagon for air support?
- Air Force response went beyond lack of assistance: a base public affairs officer denied that the reported incident had occurred.

MINNESOTA 1979



MINNESOTA 1979

- At ~0140 on 27 August 1979, Marshall County Deputy Val Johnson was on patrol near Stephen.
- Johnson observed a light in the sky and thought an aircraft was making an emergency landing.
- Johnson saw a beam of light above the road that rapidly approached his patrol car.
- The car interior was engulfed in light, and he heard breaking glass.
- Johnson was unconscious for 39 minutes and his wristwatch and vehicle clock had stopped for 14 minutes.
- Johnson found the windshield shattered and the car damaged in several other places.



MINNESOTA 1979

- Johnson radioed dispatch “Something attacked my car…it wasn’t a vehicle…I don’t know what the hell it was.”
- Responding deputies found patrol car sideways on road 854 feet from impact site.
- Johnson suffered bruises and eye irritation.
- Marshall County Sheriff Dennis Brekke led investigation.
- FAA and USAF responded that no aircraft were in the area.



MINNESOTA 1979

- Brekke contacted Center for UFO Studies, which conducted “magnetic testing” without results.
- Honeywell Corporation metal engineer performed tests and concluded electrical “force” or “thing” impacted vehicle.
- National attention strained Johnson and family.
- Vehicle is currently an attraction of the Marshall County Historical Society.

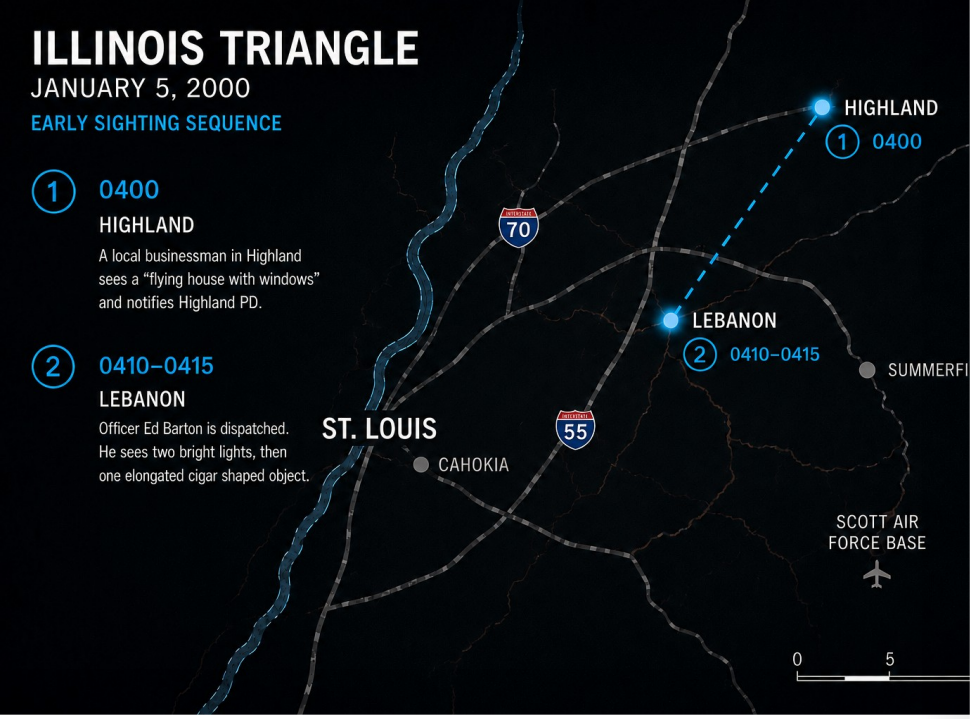


MINNESOTA 1979

TAKEAWAYS:

- Sheriff defended the witness.
- Sheriff’s Office and Johnson home flooded with phone calls.
- Sheriff contacted civilian UFO group that provided curious testing.
- Media and public attention strained the deputy and his family.
- Evidence was preserved.

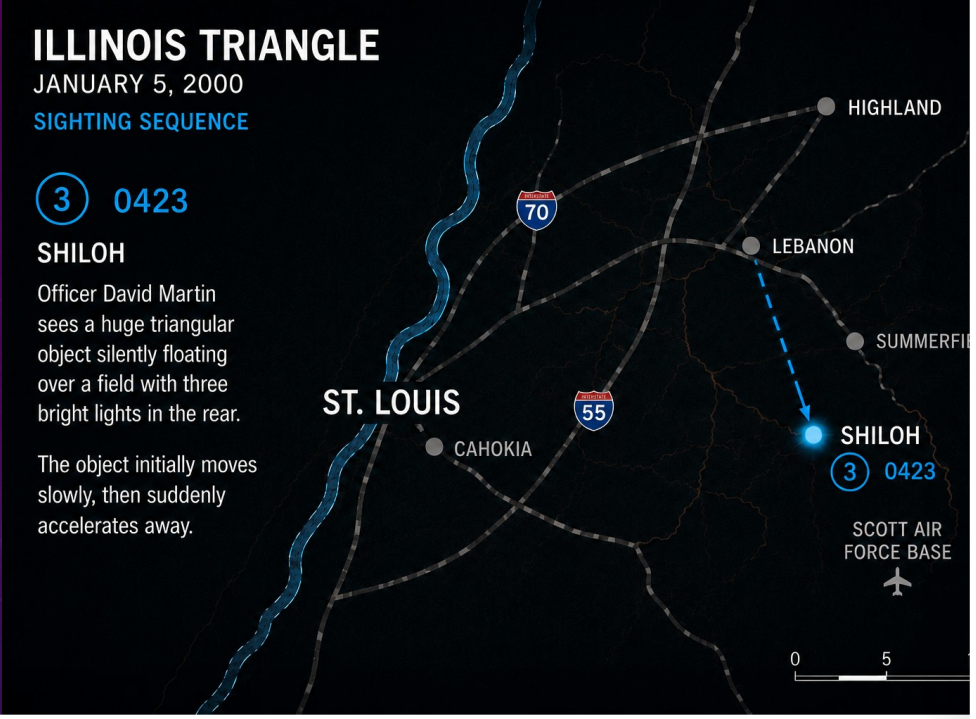
ILLINOIS 2000





ILLINOIS 2000

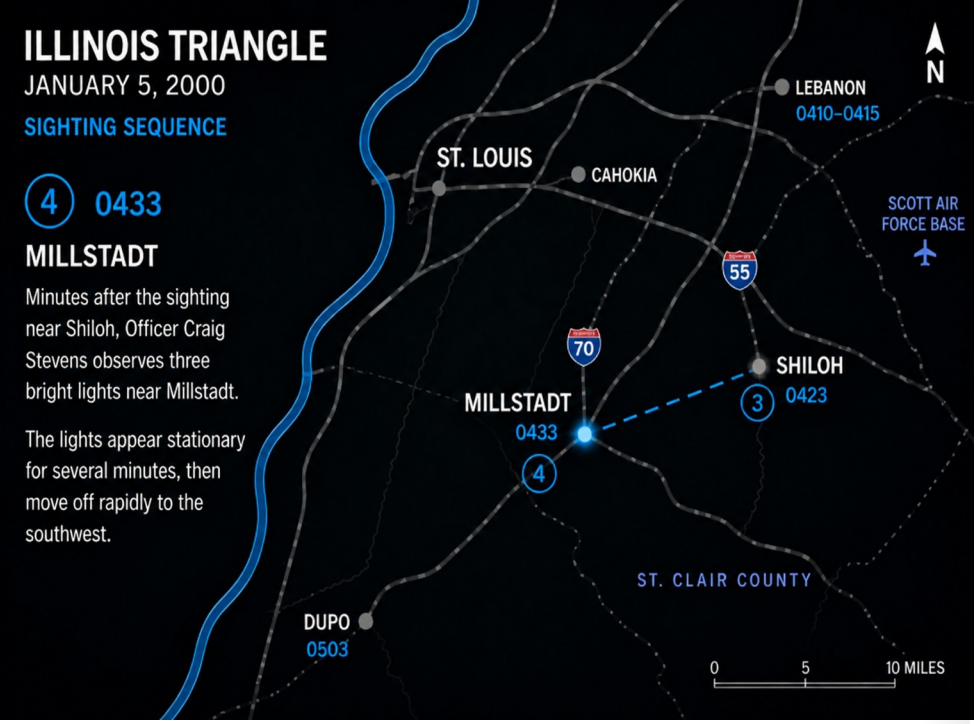
- At 0400 on 5 January 2000, man notified Highland PD of seeing object described as "flying house with windows."
- At 0411, Lebanon PD officer Ed Barton was dispatched to investigate. Barton questioned whether the RP was drunk.
- Barton asked dispatch, "If I happen to find it, what am I supposed to do with it?" He did not want to report to a UFO group.
- Barton observed two bright multicolored lights, then one bright light, then elongated cigar-shaped light.
- Barton asked dispatch to contact nearby Scott AFB and ask if they had anything flying.
- Barton stopped, exited his patrol car, and observed a massive, silent triangular craft with three bright lights.
- The object turned and slowly moved southwest.





ILLINOIS 2000

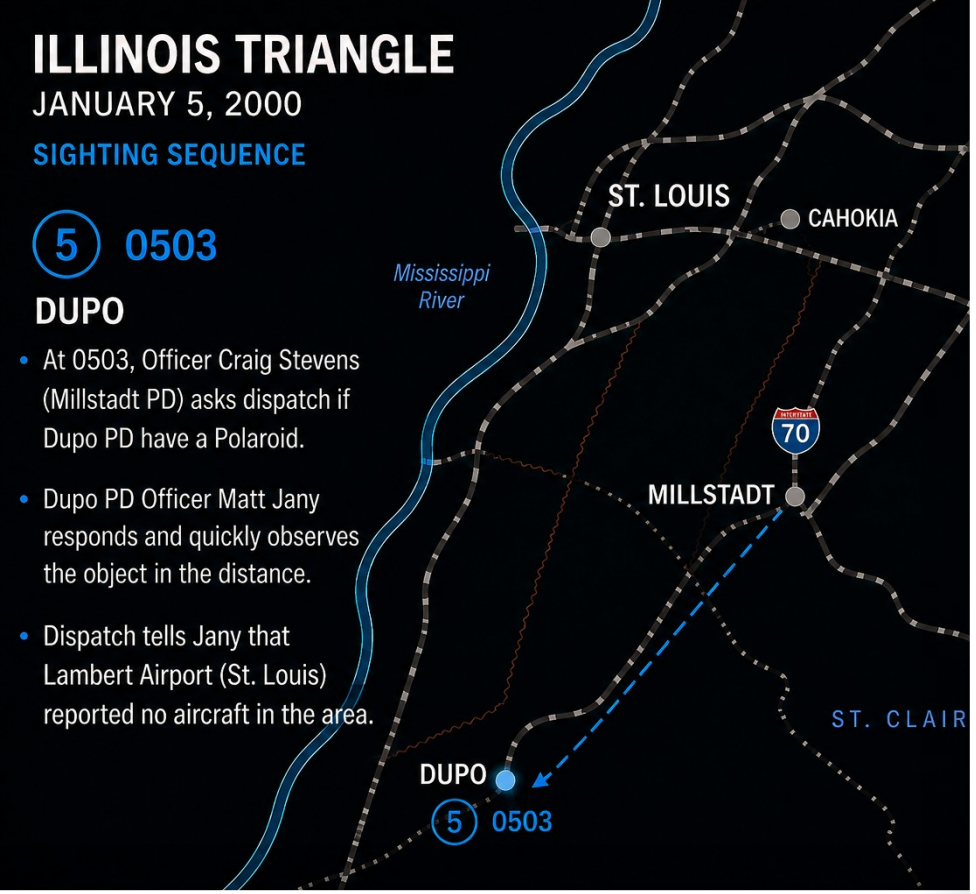
- Barton observed that object move to Shiloh, 6 miles away, he estimated in 2-3 seconds.
- At 0423, Shiloh PD Officer David Martin spotted the object.
- Martin described a “huge arrow-shaped, triangle-shaped object” floating silently over field with three bright lights in the rear.
- Object moved slowly; then suddenly accelerated away.





ILLINOIS 2000

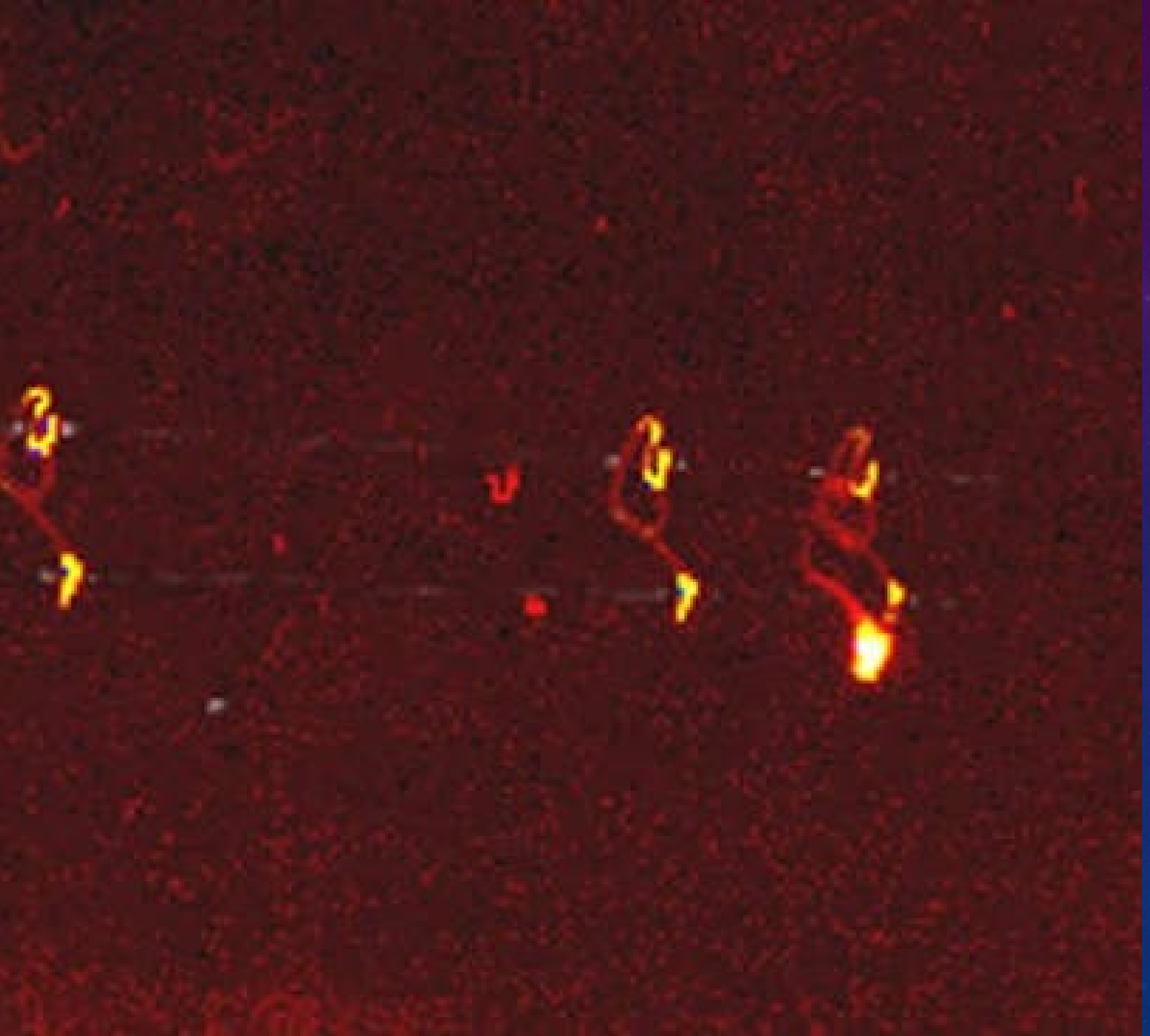
- At 0433, Millstadt PD Officer Craig Stevens contacted St. Clair County Dispatch that he had the object in sight.
- He described it as “huge” and “arrowhead-shaped” moving slowly, low in the sky, with three lights in the back, plus a strobing light and a blinking red light in its center.
- Object banked and headed towards Dupo.
- Stevens used Polaroid to photograph object; photo showed ill-defined lights.





ILLINOIS 2000

- At 0503, Officer Stevens asked dispatch if Dupo PD had a Polaroid camera.
- Dupo PD Officer Matt Jany responded and quickly observed the object in the distance.
- Jany used binoculars as it was “pretty far off.”
- Dispatch notified Jany that Lambert Airport reported no aircraft in the area.



ILLINOIS 2000

TAKEAWAYS:

- First responding officer doubted RP.
- Same officer did not know what to do with report.
- Multiple jurisdictions involved.
- Officers' descriptions do not exactly match. Were they observing the same object—or different objects?
- Officers did not have adequate photographic equipment.
- Neither St. Louis Lambert International Airport nor Scott AFB provided clarity.

OHIO/PENNSYLVANIA 1966



OHIO/PENNSYLVANIA 1966

- At ~0500 on 17 April 1966, Portage County Deputies Dale Spaur and Wilbur Neff observed an extremely bright object rise from nearby trees and hover overhead.
- Their Sergeant ordered them to maintain visual contact, so they began vehicular pursuit of object as it traveled roughly southeast through Ohio.
- East Palestine PD officer Wayne Huston joined pursuit.
- Pursuit occasionally reached 100 mph, but could not gain on object.



OHIO/ PENNSYLVANIA 1966

- Object slowed several times as if to let officers catch up.
- Crossing the Pennsylvania state line, the officers met Conway Patrolman Frank Panzanella, who had independently sighted the object.
- All four observed the object, described as a “misshapen football” with a dome and appendage on top.
- The object rose twice into the sky and disappeared.
- Chase distance was 86 miles.

OHIO/ PENNSYLVANIA 1966





Portage County, Ohio UFO Chase April 17, 1966



- Project Blue Book Commander Major Hector Quintanilla explained the sighting as the men chasing a satellite and then Venus.
- Four officers experienced substantial unwanted publicity after the incident.
- Professional and public ridicule affected all four officers.
- Spaur left department; Spaur and Neff largely withdrew from public discussion; Panzanella resisted media involvement; Huston later resigned and moved.



OHIO/ PENNSYLVANIA 1966

TAKEAWAYS:

- Was vehicular pursuit appropriate?
- Question whether there was USAF interception: sources differ. If not, why not?
- Deputies and officers faced substantial professional and public ridicule.

NOVA SCOTIA 1967



NOVA SCOTIA 1967

- At ~2325/2345 on 4 October 1967, Corporal Victor Werbicki at the RCMP detachment in Barrington Passage received a call from man in Woods Harbour who reported that a large aircraft had gone down in the water.
- Werbicki was initially skeptical.
- Werbicki received a second call, this from a woman at Maggie Garron's Point, who reported an aircraft going into the water.

NOVA SCOTIA 1967



- Werbicki received a third call from a man at Bear Point, who reported hearing a whistle followed by a bang and flash.
- A fourth call arrived from Cape Sable Island with two women reporting similar lights and events.
- Werbicki (or his next-level headquarters—sources differ) contacted the CAF/CCG Rescue Coordination Centre in Halifax, reported a possible aircraft crash, and asked if any aircraft were missing or overdue.
- Halifax responded that nothing was missing.



NOVA SCOTIA 1967

- Werbicki and Constable Ron O’Brien departed for the waterfront at Shag Harbour.
- Constable Ron Pond was driving from the west, when he observed an airborne object—four lights in sequence at a 40–45 degree angle—descending toward the water.



NOVA SCOTIA 1967

- RCMP officers converged on the waterfront.
- A group of civilians watched the object/light offshore, still visible on the surface.
- Werbicki and O’Brien used a rowboat to approach the object, but it disappeared—presumably sank—just as they began rowing.



NOVA SCOTIA 1967

- Two fishing boats, with Pond aboard one, searched the harbor.
- Neither boat found anything; fishermen later reported finding strange yellow foam on the surface.
- Canadian Coast Guard lifeboat and cutter searches found nothing.
- On 5 October, DND/Maritime Command ordered Fleet Diving Unit Atlantic to search the area. The search terminated on 8 October with “nil results.”
- All Canadian Government search efforts ended on 9 October.

NOVA SCOTIA 1967


THE CHRONICLE-HERALD

COULD BE SOMETHING CONCRETE
IN SHAG HARBOR UFO—RCAF

Blasted By U.S. Planes

Continue Search Today

To Wage Internal Battle

TAKEAWAYS:

- RCMP Constable initially did not take the first call seriously.
- RCMP was at that time under strict orders to investigate all UFO sightings and send reports to the NRC, RCMP HQ, and Canadian Forces HQ.
- RCMP organized an ad hoc SAR response.
- Coordination with multiple agencies: RCC, Canadian Coast Guard, and Canadian Forces.

NEW MEXICO 1964



NEW MEXICO 1964

- At 1745–1750 on 24 April 1964, in Socorro, Socorro PD Officer Lonnie Zamora was chasing a speeding car south of town.
- He heard a loud roar and saw a bluish/orange flame descend to the southwest.
- He believed the county dynamite storage shack might have exploded.
- He abandoned the pursuit and drove to the area.
- From roughly 800 feet away, he spotted what he initially thought was an overturned automobile.
- He briefly saw two figures in “white coveralls” beside the object.



NEW MEXICO 1964

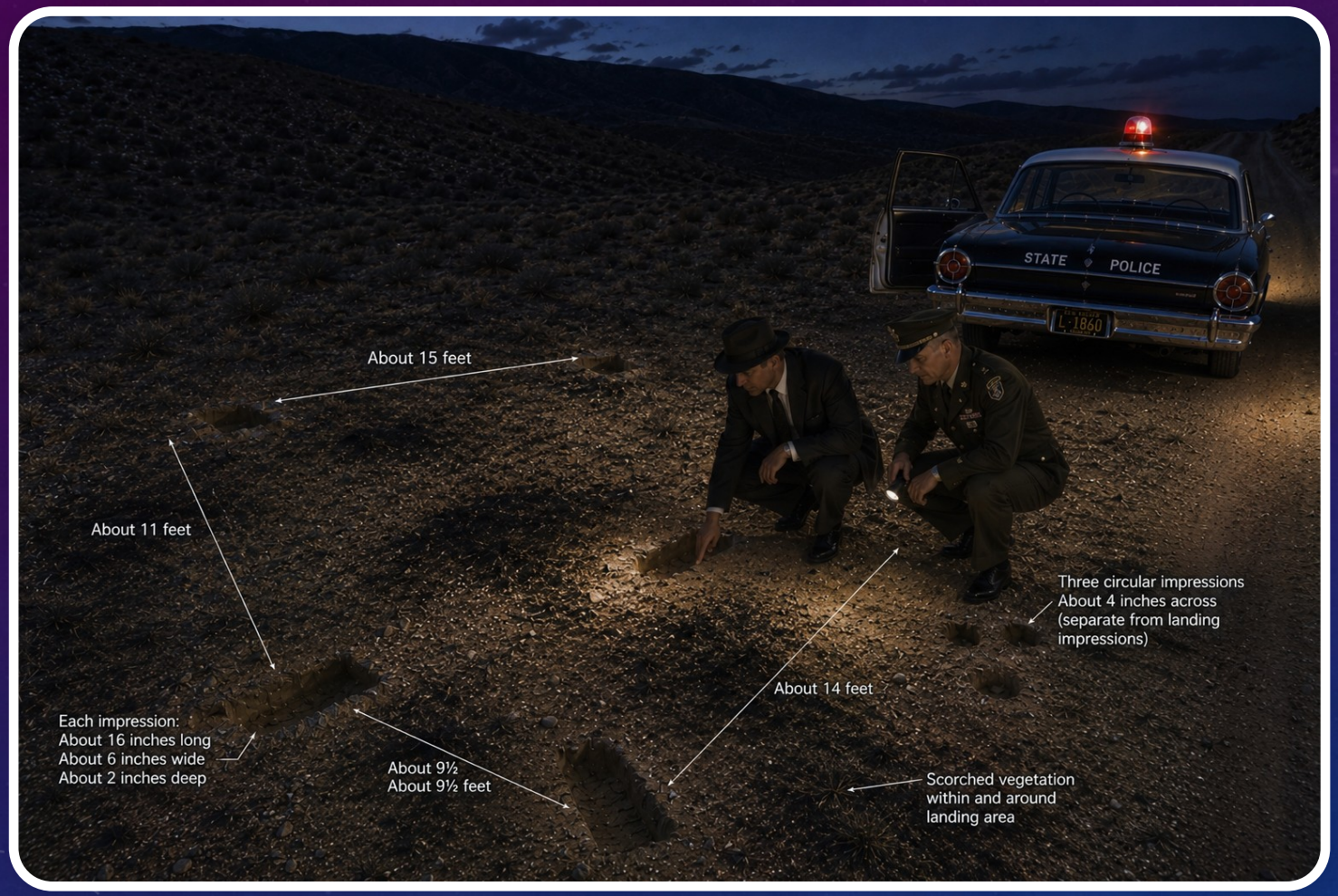
- Zamora drove to ~103 feet from the object, 20 to 25 feet higher than it.
- He exited the patrol car.
- He heard two or three sharp sounds followed by a roar.
- The object rose vertically with bluish and orange flame.
- Zamora panicked, thinking the object was about to explode.
- The flame cut out at roughly the car’s height, and then the object accelerated away toward the southwest.



NEW MEXICO 1964

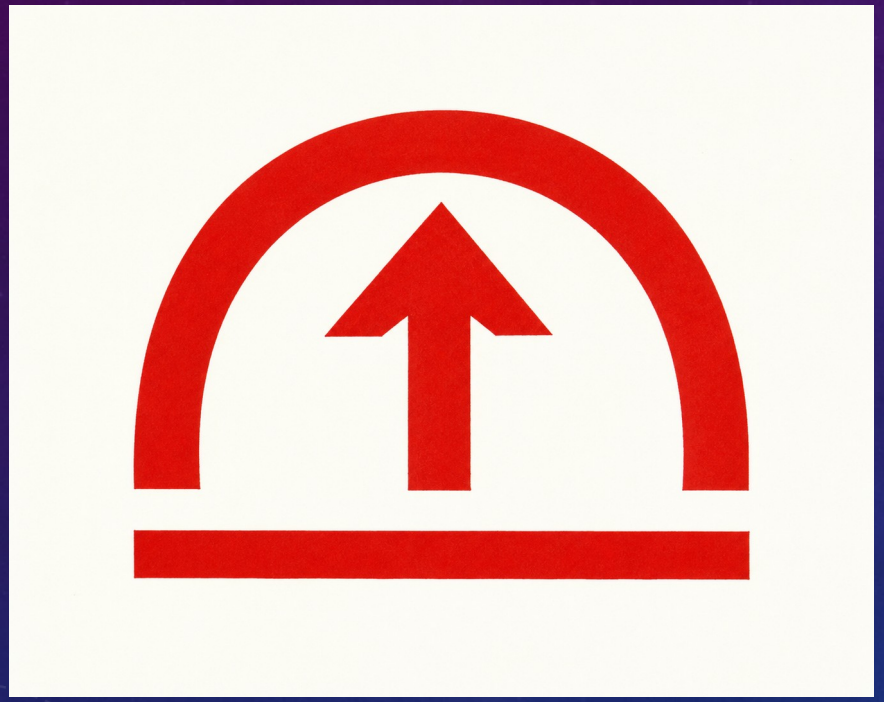
- New Mexico State Police Sergeant Sam Chavez responded first to Zamora‘s call for backup.
- Zamora was shaken by the experience.
- State trooper Ted Jordan, Socorro County Undersheriff Jim Luckie, and Socorro PD Officers Melvin Katzlaff and Bill Pyland also responded.
- Responding officers found four depressed areas in ground in roughly rectangular pattern and took measurements.
- Responding officers found smoldering/burned areas.
- FBI Special Agent D. Arthur Byrnes Jr. heard Zamora’s radio call and went to site.

NEW MEXICO 1964



- U.S. Army Captain Richard T. Holder, from White Sands Missile Range, arrived.
- With help from the responding officers, Holder took measurements and Byrnes marked four impressions.
- The impressions were approximately 16 × 6 inches and 2 inches deep, with displaced soil.
- Investigators noted three small, smooth circular marks in sandy soil, 4 inches across and 1/8 inch deep.
- On 25 April, Holder and Byrnes completed their initial documentation and diagrams.
- The FBI transmitted its first report to Washington, affirming Zamora’s credibility.

NEW MEXICO 1964



- Socorro is unusual among UFO sightings: Zamora described an insignia on the craft.
- Zamora drew it before Sergeant Chavez arrived.
- USAF Foreign Technology Division could not find conclusive connection to any government, military, commercial, or aerospace insignia.

NEW MEXICO 1964



- On 26 April, U.S. Air Force Major William Connor and Sergeant David Moody arrived from Kirtland AFB on behalf of Project Blue Book.
- On 28 April, Project Blue Book civilian scientific consultant Dr. J. Allen Hynek arrived.
- Hynek interviewed Zamora and examined the site and physical evidence.
- Through May, the Air Force continued laboratory and technical investigation of soil, vegetation, and four impressions.

NEW MEXICO 1964

- Air Force laboratory analysis produced no definitive explanations.
- Evidence argued against conventional chemical combustion as cause of the localized heating.
- Heating caused by something that transferred a tremendous amount of energy as heat without leaving chemical signature of combustion.

AIR FORCE LAB FINDINGS



No foreign material or propellant chemicals.

Spectrographic soil analysis found no foreign material, propellant chemicals, unusual elements, or abnormal radioactivity.



No chemical indicators of propulsion.

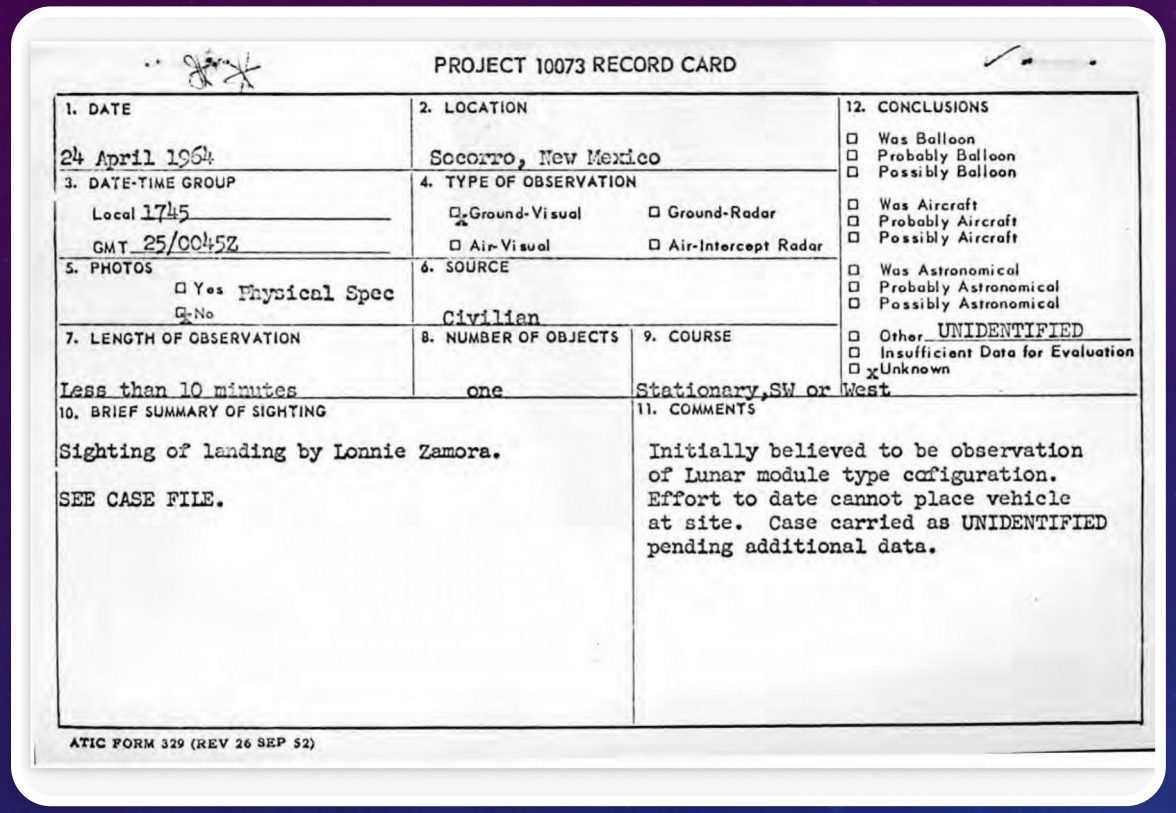
Analysis of burned vegetation found no chemicals indicative of rocket or other propellant.



Localized heating, unknown cause.

Burned brush showed evidence of localized heating/burning but could not identify the cause.

NEW MEXICO 1964



PROJECT 10073 RECORD CARD

1. DATE: 24 April 1964

2. LOCATION: Socorro, New Mexico

3. DATE-TIME GROUP: Local 1745; GMT 25/0045Z

4. TYPE OF OBSERVATION: [x] Ground-Visual [ ] Ground-Radar [ ] Air-Visual [ ] Air-Intercept Radar

5. PHOTOS: [ ] Yes Physical Spec [x] No

6. SOURCE: Civilian

7. LENGTH OF OBSERVATION: Less than 10 minutes

8. NUMBER OF OBJECTS: one

9. COURSE: Stationary, SW or West

10. BRIEF SUMMARY OF SIGHTING

Sighting of landing by Lonnie Zamora.

SEE CASE FILE.

11. COMMENTS

Initially believed to be observation of Lunar module type configuration. Effort to date cannot place vehicle at site. Case carried as UNIDENTIFIED pending additional data.

12. CONCLUSIONS

[ ] Was Balloon
[ ] Probably Balloon
[ ] Possibly Balloon

[ ] Was Aircraft
[ ] Probably Aircraft
[ ] Possibly Aircraft

[ ] Was Astronomical
[ ] Probably Astronomical
[ ] Possibly Astronomical

[ ] Other UNIDENTIFIED
[ ] Insufficient Data for Evaluation
[x] Unknown

ATIC FORM 329 (REV 26 SEP 52)

- A 28 May 1964 USAF Foreign Technology Division report stated that object characteristics were comparable to VTOL aircraft, helicopter, or Lunar Module configuration, but investigators could not place such a vehicle at the site at that date/time.
- William T. Powers—scientific associate of Hynek—stated that landing-pad geometry would distribute weight evenly. He estimated each pod could support up to a ton of weight.
- Final Project Blue Book classification: UNIDENTIFIED.



NEW MEXICO 1964

TAKEAWAYS:

- Officer state of mind post-sighting, including civilian and Air Force badgering.
- Coordination with multiple agencies over days and weeks.
- Need to preserve trace evidence.
- USAF Project Blue Book conducted an unusually thorough investigation.
- Project Blue Book commander Major Hector Quintanilla was quoted in a classified 1966 CIA journal as saying the incident was “the best documented case on record.”

BELGIUM 1989-1990



BELGIUM 1989-1990

- At ~1720–1745 on 29 November 1989, in Grosse Weide, Gendarmes Heinrich Nicoll and Hubert von Montigny observed an intensely illuminated triangular object hovering over a field.
- They followed by patrol car as it approached Eupen.
- The object reversed course and headed toward Gileppe Reservoir.
- Both men observed it from a distance while on higher ground.
- The object hovered above an illuminated tower for an hour.
- Total sighting lasted three hours.



BELGIUM 1989-1990

- Civilian group SOBEPS recorded 15 other witnesses including seven other Gendarmes to object(s) in the area. The number grew to 143 reports and approximately 250 witnesses.
- Later emerged that Gendarmes Patrick Bertrand and Roger Joie sighted an unknown object on 7 November at Esneux.
- Belgian media coverage popularized object(s) as triangular craft with 3 bright lights, 1 on each corner, and a central red light.
- On 9 December, Belgian Armed Forces reported as investigating.

BELGIUM 1989-1990



- On 11 December, 24 reports came from Liège through Namur and toward central Belgium.
- Not all sightings involved triangular objects; some involved atypical shapes or differing light phenomena.
- Belgian Army Lieutenant Colonel André Amond and his wife were among the witnesses.
- Amond submitted a report to colleague Colonel Wilfried de Brouwer, Chief of Operations of the Belgian Air Staff.
- On 16 December, Belgian Air Force F-16s scrambled after numerous reports in the Limburg/Diest area.
- The Air Force attributed these reports to a ground laser show.



BELGIUM 1989-1990

- On 18 December, de Brouwer attended SOBEPS press conference in Brussels.
- He reported Belgian Air Force investigating. Objects did not match known performance of Belgian or foreign/military aircraft.
- Belgian Air Force contacted U.S. Embassy about potential U.S. aircraft (F-117) or exercises over Belgian airspace. Embassy replied no such activities occurring.
- On 21 December, Belgian Ministry of Defence stated Air Force investigation found no correlation between sightings and unidentified radar echoes.
- MOD rejected stealth aircraft as explanations.

BELGIUM 1989-1990



- From January through March 1990 reports continued at lower rate.
- Belgian Minister of Defence assigned de Brouwer to coordinate military response to the Belgian Wave.
- Relationship between SOBEPS, the Gendarmerie, and Air Force increasingly formalized.
- De Brouwer developed simple operational plan: for future sightings confirmed by Gendarmerie on ground AND military radar, the Belgian Air Force would scramble alert F-16s.



BELGIUM 1989-1990

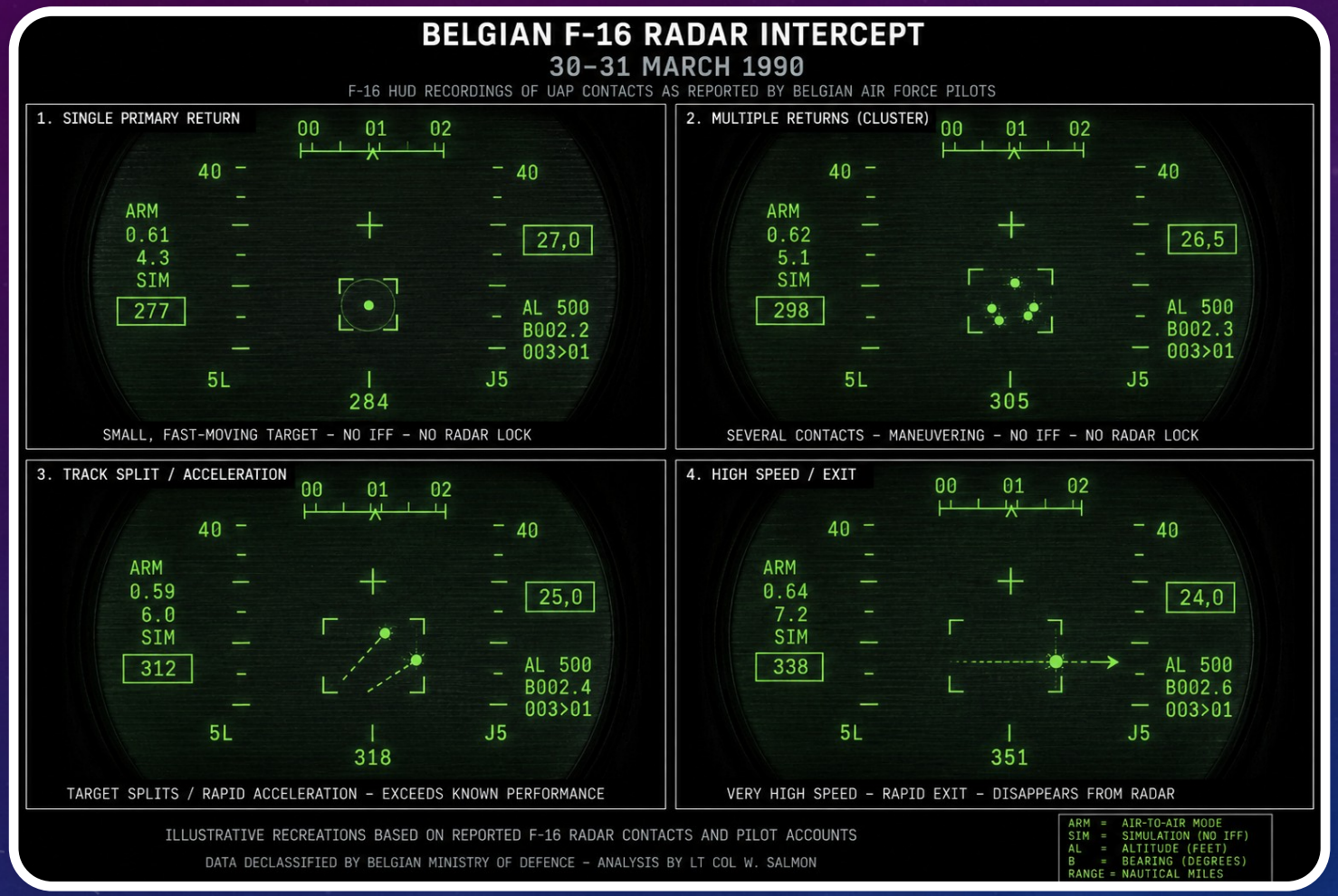
- At 2300 on 30 March, senior Gendarmerie officer Andre Renkin, at home in Ramillies, called Glons CRC to report three unusual lights in triangular formation.
- At 2305, Glons asked Wavre Gendarmerie to send patrol to verify sighting.
- At ~2310–2315, Renkin reported additional lights; Glons observed an unidentified radar contact.
- At approximately 2328–2330, Wavre Gendarmerie patrol led by Captain Pinson confirmed visual observation.

BELGIUM 1989-1990



- At 2349–2350, Semmerzake military radar independently confirmed Glons contact, reportedly in essentially same location.
- At 2356, Glons gave scramble order.
- At 0005 on March 31, Belgian Air Force armed alert F-16s launched from Beauvechain AB.
- F-16s ordered to put weapons on safe and make visual ID.

BELGIUM 1989-1990



- Both F-16s attempted multiple interceptions and obtained brief radar contacts, but could not visually identify an object.
- After the scramble, reports continued, but the sighting wave largely subsided.
- On 11 July, de Brouwer held a press conference at NATO HQ presenting F-16 radar/HUD recordings showing targets with incredible performance characteristics.
- Some recordings would subsequently be challenged by Belgian Air Force analysis.
- The original object that prompted the scramble remained unexplained.



BELGIUM 1989-1990

TAKEAWAYS:

- Police were initial witnesses, not just reacting to civilian sightings.
- Police were the trigger mechanism for government response to the sighting wave.
- Role model for potential future U.S. Government investigation/action.
- During a period of extraordinary public uncertainty, Colonel de Brouwer became the principal voice of the Belgian military/government response.

FINAL TAKEAWAYS FOR CURRENT LAW ENFORCEMENT

- **Take credible reporting parties seriously.**
- **Identify and preserve potential trace evidence.**
- **Investigations are strengthened by cooperation among federal, state, and local agencies.**
- **Be prepared to respond even when higher authorities are unavailable/uninterested.**
- **Negative Air Traffic Control radar results do not mean the end of an investigation.**
- **Establish procedures for rapidly escalating credible aviation threats to appropriate federal authorities.**
- **Officers with otherwise strong records should be supported—not ridiculed, professionally marginalized, or exposed to public ridicule.**
- **Anticipate public and media interest that may persist for days, weeks, or even years.**

QUESTIONS?

- If you would like to send me comments on this content or report your own UAP experience, you can email me at fact275@proton.me.
- Anonymity will be respected.
- My website: projectsnowbird.us.com

THANK YOU

- Dr. Keith Taylor
- Mr. Andrew Roberts
- Officer “B”
- Mr. Tom Vernon