

Low Flying Triangular Objects: A Safety Hazard

A Report by

**The National Institute
for Discovery Science (NIDS)**

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Introduction

In late 1999, NIDS announced the creation of a 24-hour hotline [702-798-1700] to receive calls from the public regarding their sightings of unusual aerial phenomena. To date, NIDS has reported only anecdotally on the large number of low flying triangular craft reports received. One of these cases involved the sighting by four policemen and several other eyewitnesses in Illinois on Jan 5 2000 and was thoroughly investigated by NIDS. The case gained considerable media attention and was the subject of an hour-long documentary TV program entitled “UFOs over Illinois” on the Discovery Channel. This program was shown several times in late 2000 and in 2001. For the full report on the NIDS investigation of the Illinois sighting see: http://www.nidsci.org/news/illinois_contents.html. The NIDS report also includes video clips of a computerized forensic reconstruction of the craft seen by the four police officers and additional eyewitnesses. These video clips were excerpted with permission from the Discovery Channel documentary. See <http://www.nidsci.org/news/illinoisvideoclips.html>.

The purpose of the present paper is to publish a more complete summary of the 127 reports that NIDS has received in the past 14 months on the triangular craft phenomenon. Secondly, we ask the question: does the reported low altitude of these aircraft constitute a safety hazard in the United States? Although NIDS receives information on these triangular craft from overseas, by far the greatest number have come from within the United States. It should be emphasized that the craft performance characteristics in these 127 reports is generally not consistent with any acknowledged aircraft being currently deployed by the United States military. The recurring characteristics of the objects described in this report are: (1) Flying at low or very low altitude; (2) Huge or large; (3) Flying silently; (4) Hovering or flying very slowly (less than 100MPH); (5) Very brightly lit, sometimes with multi-colored lights. The majority (60.5%) of the reports in the NIDS database describe recent events that occurred between January 1999 and present.

Here we report that the extremely low altitude of these triangular aircraft, as reported by dozens of eyewitnesses from dozens of separate locations, probably constitutes a hazard to public safety and should be investigated by appropriate authorities.

Results

General Characteristics of the Low Flying Triangular Craft

Table 1 shows a summary of the locations and general characteristics reported by eyewitnesses for 127 flying triangular craft sightings. The “triangular” category is actually a catch-all definition that encompasses wedge shapes, boomerangs, pentagonal shapes, isosceles and equilateral triangular shapes. In all subsequent mentions of “triangular” in this report, this blanket description should be borne in mind. The columns in Table 1

describe (from left to right) Case number, reported altitude of object, Vallee classification, SVP credibility rating (see *Confrontations* by Jacques Vallee, 1990 Random House), color of the object, duration of the sighting, whether electromagnetic (E/M) effects were reported, size code (see key at bottom of chart), whether the object made a sound, time code of sighting, weather during sighting, location of the sighting by state and additional eyewitnesses.

Objects are Dark/Black or Silver Metallic

An examination of the data in Table 1 reveals a variety of sizes and a variety of colors of aircraft reported. This probably indicates more than one type of aircraft. Table 1 shows that 58 (45.6%) of these reports describe “dark”, blue-green or black colored objects. A further 28 (22%) are described as “white” or “metallic/silver”. Both the dark colored and metallic silver objects have been reported flying at estimated altitudes under 1000 feet.

Objects Fly Silently

Table 1 shows that 108 reports (85%) indicate that no sound is coming from the object, even the objects flying at low altitude. In multiple cases, witnesses were able to hear other aircraft in the air at much greater distances than the triangular objects. It is important to note that in multiple instances the witnesses insist that the objects were close enough for sound to have been noticed, but that they emitted no noise.

Recent Events

Examination of the database indicates the majority of triangular objects were witnessed very recently. Out of 119 cases in which witnesses could accurately remember the dates of sightings, 72 cases (60.5%) occurred since January 1999. A further 28 cases (23.5%) were witnessed from 1990-1998. Only 8 cases (6.7%) were witnessed in the 1980s, 7 (5.8%) in the 1970s, 2 (1.68%) in the 1960s and 2 (1.68%) in the 1950s.

Clear Weather Conditions

The data in Table 1 shows that 104 (81.8%) of the reports indicate the objects were seen in clear weather. This may simply be an indication that witnesses are more likely to be out looking at the sky in clear weather and that visibility is better.

Low Flying Triangular Objects

Table 1: Reported Characteristics of Triangular Objects

CASE NO.	ALTITUDE	CLASS	RATING	COLOR	DURATION	E/M EVENT	SIZE CODE**	SOUND	TIME	WEATHER	STATE	NO. ADDL WITNESSES
015	10'-1,000'	CE1	404	Metallic/Silver	1-10 min		6	NONE	18:00-midnight	PTLY CLOUDY	OK	
035	UNK	CE1	403	Red/Orange	1-10 min		1	NONE	18:00-midnight	CLEAR	AZ	
042	UNK	FB1	101	UNK	<1 min		1	NONE	18:00-midnight	UNK	AZ	
047	UNK	MA1	404	Black/Dark	30-60 min		6	NONE	18:00-midnight	CLEAR	SC	
048	10'-1,000'	CE1	404	Black/Dark	1-10 min		2	NONE	18:00-midnight	CLEAR	CA	
050	10'-1,000'	CE1	004	UNK	1-10 min		3	NONE	18:00-midnight	UNK	NY	
054	1,000'-10,000'	MA1	404	Black/Dark	<1 min		6	NONE	18:00-midnight	CLEAR	LA	
066	10'-1,000'	CE2	404	Other	UNK	X	1	HUM/DRONE	UNK	UNK	MO	
070	30,000'+	FB1	400	UNK	1-10 min		1	NONE	midnight-06:00	CLEAR	NM	
071	30,000'+	MA1	404	UNK	1-10 min		1	NONE	18:00-midnight	CLEAR	NM	
079	1,000'-10,000'	FB1	404	UNK	1-10 min		6	NONE	midnight-06:00	CLEAR	AZ	
085	1,000'-10,000'	CE2	104	Black/Dark	11-30 min		3	HUM/DRONE	UNK	CLEAR	NM	1
092	GROUND	FB1	440	Blue/Green	1-10 min		6	NONE	18:00-midnight	UNK	AZ	
093	GROUND			Blue/Green	1-10 min		6	NONE	18:00-midnight	CLEAR	NM	15
117	10'-1,000'	CE1	404	Black/Dark	1-10 min		2	NONE	18:00-midnight	WINDY	NV	1
127	10'-1,000'	CE1	404	Black/Dark	UNK		3	OTHER	18:00-midnight	CLEAR	MA	1+
141	1,000'-10,000'	MA1	401	White	>60 min		4	NONE	midnight-06:00	CLEAR	OH	
147	10'-1,000'	MA1	403	Multi	>60 min		6	NONE	18:00-midnight	CLEAR	CA	

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CASE NO.	ALTITUDE	CLASS	RATING	COLOR	DURATION	E/M EVENT	SIZE CODE**	SOUND	TIME	WEATHER	STATE	NO. ADDL WITNESSES
151	UNK	CE1	404	White	>60 min		1	NONE	18:00-midnight	RAIN/STORM	NM	1
156	GROUND	no rating	no rating	Black/Dark	>60 min		3	BUZZ	midnight-06:00	CLEAR	KS	1
161	10'-1,000'	CE1	404	Bright White Light	1-10 min		6	NONE	midnight-06:00	CLEAR	MO	
164	10,000'-30,000'	FB1	401	Metallic/Silver	<1 min		6	NONE	noon-18:00	CLEAR	MO	
173	10'-1,000'	MA1	402	Black/Dark	1-10 min	X	3	NONE	18:00-midnight	CLEAR	NC	1+
181	1,000'-10,000'	FB1	101	Red/Orange	11-30 min		6	NONE	18:00-midnight	CLEAR	KS	1
182	10'-1,000'	MA1	434	Black/Dark	30-60 min		6	NONE	midnight-06:00	CLEAR	IL	5+
186	10'-1,000'	MA1	403	Other	1-10 min		1	NONE	noon-18:00	PTLY CLOUDY	IL	2
193	10'-1,000'	CE1	404	Black/Dark	1-10 min		3	HUM/DRONE	18:00-midnight	CLEAR	WI	
197	10'-1000'	CE1	404	Blue/Green	1-10 min		4	BUZZ	midnight-06:00	CLEAR	NV	1
205	10'-1,000'	CE1	404	White	11-30 min		7	NONE	18:00-midnight	PTLY CLOUDY	OR	1
206	10'-1,000'	CE1	404	Black/Dark	1-10 min		6	HUM/DRONE	UNK	CLEAR	IN	3
211	1,000'-10,000'	MA1	402	Black/Dark	1-10 min		3	NONE	18:00-midnight	CLEAR	NM	5-7
218	10'-1,000'	CE2	404	Other	11-30 min		3	NONE	midnight-06:00	CLEAR	OK	2
219	10'-1,000'	CE1	104	Black/Dark	<1 min		6	HISS/SWISH	18:00-midnight	CLEAR	CA	
225	10'-1,000'	CE1	404	Black/Dark	30-60 min		6	NONE	18:00-midnight	CLEAR	CA	
229	UNK	FB1	102	UNK	<1 min		4	NONE	18:00-midnight	CLEAR	WI	1+
230	10'-1,000'	CE1	404	UNK	11-30 min		3	NONE	UNK	CLOUDY	TX	
231	10'-1,000'	CE1	404	Black/Dark	1-10 min		2	NONE	18:00-midnight	CLEAR	FLL	

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CASE NO.	ALTITUDE	CLASS	RATING	COLOR	DURATION	E/M EVENT	SIZE CODE**	SOUND	TIME	WEATHER	STATE	NO. ADDL WITNESSES
233	UNK	CE1	404	Black/Dark	>60 min		2	NONE	18:00-midnight	CLEAR	CA	1
239	10'-1,000'	MA2	404	Metallic/Silver	1-10 min	X	2	NONE	midnight-06:00	CLEAR	*CANADA	3
244	10'-1,000'	no rating	no rating	Black/Dark	>60 min		2	NONE	UNK	CLEAR	AK	1+
250	JET	MA1	403	Bright White Light	1-10 min		4	NONE	UNK	CLEAR	IL	1
257	10,000'-30,000'	FB1	403	Black/Dark	<1 min		6	NONE	06:00-noon	CLEAR	MN	
269	1,000'-10,000'	FB1	001	Amber/Yellow	1-10 min		6	NONE	18:00-midnight	CLEAR	FL	1+
270	10'-1,000'	CE1	404	Black/Dark	1-10 min		2	NONE	midnight-06:00	UNK	TX	
271	GROUND	CE1	404	Metallic/Silver	30-60 min	X	2	NONE	18:00-midnight	CLEAR	OR	3
272	10'-1,000'	CE1	404	Metallic/Silver	1-10 min		2	NONE	midnight-06:00	CLEAR	SC	
278	GROUND	CE1	404	Metallic/Silver	30-60 min	X	2	NONE	18:00-midnight	CLEAR	OR	2
281	10'-1,000'	CE1	404	Black/Dark	1-10 min		6	HUM/DRONE	18:00-midnight	CLEAR	CA	
287	1,000'-10,000'	FB1	404	Black/Dark	1-10 min		2	NONE	midnight-06:00	CLEAR	IN	
292	10,000'-30,000'	FB1	404	Metallic/Silver	<1 min		4	NONE	18:00-midnight	CLEAR	CO	1
298	10'-1,000'	MA1	404	Red/Orange	<1 min		4	NONE	18:00-midnight	CLEAR	CA	
300	10'-1,000'	CE1	404	UNK	1-10 min		6	HUM/DRONE	18:00-midnight	CLEAR	AL	
302	ATMOS	FB1	400	Star-like Light	1-10 min		7	NONE	midnight-06:00	CLEAR	OH	
303	10'-1,000'	MA1	404	Metallic/Silver	1-10 min		2	NONE	06:00-noon	CLEAR	IL	
304	30,000'+	AN1	401	Multi	<1 min		1	UNK	18:00-midnight	CLEAR	TX	
306	10'-1,000'	CE1	404	Black/Dark	1-10 min		6	NONE	18:00-midnight	CLEAR	NV	1
311	1,000'-10,000'	MA1	404	Black/Dark	1-10 min		3	NONE	18:00-midnight	CLEAR	UT	1+
312	ATMOS	MA1	404	White	11-30 min		1	NONE	18:00-midnight	CLEAR	UT	1+
317	10'-1,000'	CE1	404	UNK	1-10 min		2	NONE	18:00-midnight	CLEAR	FL	1+

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CASE NO.	ALTITUDE	CLASS	RATING	COLOR	DURATION	E/M EVENT	SIZE CODE**	SOUND	TIME	WEATHER	STATE	NO. ADDL WITNESSES
319	10'-1,000'	CE1	434	Metallic/Silver	1-10 min		2	NONE	18:00-midnight	CLEAR	UT	1
322	10'-1,000'	MA1	100	Metallic/Silver	1-10 min		2	NONE	06:00-noon	CLEAR	OH	
328	10'-1,000'	MA2	301	Black/Dark	<1 min		4	NONE	UNK	CLEAR	KY	
330	10'-1,000'	CE1	404	Black/Dark	1-10 min		2	NONE	18:00-midnight	CLEAR	AL	1
335	UNK	CE4	404	Black/Dark	11-30 min		2	ENGINE	midnight-06:00	CLEAR	MO	
339	10'-1,000'	CE1	104	Metallic/Silver	11-30 min	X	2	NONE	noon-18:00	PTLY CLOUDY	AR	1
341	10'-1,000'	MA1	403	Amber/Yellow	1-10 min	X	3	NONE	18:00-midnight	CLEAR	AZ	1
343	10'-1,000'	FB1	401	UNK	1-10 min		2	NONE	midnight-06:00	CLEAR	MT	
346	10,000'-30,000'	FB1	401	Multi	<1 min		1	NONE	18:00-midnight	CLEAR	CA	
358	10'-1,000'	MA1	104	Black/Dark	>60 min		6	NONE	18:00-midnight	CLOUDY	KS	1
366	10,000'-30,000'	FB1	401	Metallic/Silver	1-10 min		1	NONE	18:00-midnight	CLEAR	FL	1
368	10'-1,000'	FB1	404	Black/Dark	1-10 min		2	NONE	18:00-midnight	CLEAR	*CANADA	
374	UNK	CE2	104	Black/Dark	1-10 min	X	2	NONE	noon-18:00	CLOUDY	*ENGLAND	1
380	10'-1,000'	MA1	404	Black/Dark	1-10 min		2	NONE	midnight-06:00	CLEAR	OH	1
382	1,000'-10,000'	MA2	104	UNK	30-60 min	X	6	HUM/DRONE	18:00-midnight	CLEAR	ID	2
385	10'-1,000'	CE3	404	UNK	11-30 min		6	HUM/DRONE	18:00-midnight	CLEAR	VA	1
388	UNK	FB1	404	Black/Dark	<1 min		4	NONE	18:00-midnight	CLEAR	CA	
396	10'-1,000'	MA1	403	UNK	<1 min	X	7	NONE	18:00-midnight	CLEAR	*CANADA	1+
412	30,000'+	MA1	404	Metallic/Silver	11-30 min		3	NONE	noon-18:00	CLEAR	CA	1

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CASE NO.	ALTITUDE	CLASS	RATING	COLOR	DURATION	E/M EVENT	SIZE CODE**	SOUND	TIME	WEATHER	STATE	NO. ADDL WITNESSES
414	ATMOS	FB1	401	Star-like Light	11-30 min		4	NONE	midnight-06:00	CLEAR	OK	
420	10'-1,000'	CE1	104	Other	1-10 min		2	NONE	18:00-midnight	CLEAR	NY	1+
424	UNK	FB1	402	Black/Dark	1-10 min		2	UNK	18:00-midnight	CLEAR	PA	1+
432	UNK	CE1	104	UNK	1-10 min		2	NONE	midnight-06:00	CLEAR	AL	1+
437	10'-1,000'	CE1	404	White	1-10 min		2	NONE	18:00-midnight	CLEAR	*ENGLAND	
438	UNK	MA1	104	Black/Dark	11-30 min		2	NONE	18:00-midnight	CLEAR	SD	
448	HELICOPTER	CE1	404	Black/Dark	<1 min		4	NONE	18:00-midnight	CLEAR	WI	
449	10'-1,000'	MA1	403	Amber/Yellow	<1 min		4	NONE	18:00-midnight	CLEAR	PA	
450	10'-1,000'	CE1	404	Metallic/Silver	1-10 min		2	NONE	18:00-midnight	CLEAR	PA	
458	30,000'+	MA1	403	Blue/Green	11-30 min		1	NONE	midnight-06:00	CLEAR	WA	2
467	1,000'-10,000'	MA1	404	Multi	1-10 min		4	NONE	midnight-06:00	CLEAR	MI	3
473	10'-1,000'	CE1	404	Multi	11-30 min		3	NONE	18:00-midnight	CLEAR	MN	
478	10'-1,000'	CE1	104	Black/Dark	1-10 min		6	NONE	UNK	CLEAR	AZ	1
493	10,000'-30,000'	FB1	404	White	<1 min		2	NONE	midnight-06:00	CLEAR	NJ	1
503	10'-1,000'	MA1	403	Black/Dark	UNK		1	NONE	18:00-midnight	UNK	NV	6
513	JET	MA1	102	Amber/Yellow	1-10 min		1	NONE	18:00-midnight	CLOUDY	CA	1
516	UNK	MA1	104	UNK	11-30 min		6	NONE	midnight-06:00	PTLY CLOUDY	WA	1
518	UNK	MA1	404	UNK	UNK		5	NONE	UNK	UNK	NV	1
520	10'-1,000'	no rating	no rating	Metallic/Silver	UNK		2	NONE	noon-18:00	CLEAR	CA	

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CASE NO.	ALTITUDE	CLASS	RATING	COLOR	DURATION	E/M EVENT	SIZE CODE**	SOUND	TIME	WEATHER	STATE	NO. ADDL WITNESSES
522	UNK			Black/Dark	<1 min		6	HUM/DRONE	18:00-midnight	CLEAR	ME	6
523	10'-1,000'	MA1	103	Black/Dark	1-10 min		2	NONE	UNK	CLEAR	MI	
524	UNK	FB1	104	Red/Orange	<1 min		6	NONE	midnight-06:00	CLEAR	OR	
528	10'-1,000'	CE1	404	UNK	11-30 min		3	NONE	midnight-06:00	CLEAR	OK	1
538	10'-1,000'	FB1	304	Metallic/Silver	1-10 min		6	UNK	18:00-midnight	UNK	IN	1
539	10'-1,000'	MA1	104	Metallic/Silver	1-10 min		2	NONE	06:00-noon	CLEAR	IL	
542	UNK	CE1	004	Black/Dark	1-10 min		6	NONE	noon-18:00	CLEAR	WI	1
543	10'-1,000'	CE1	004	UNK	1-10 min		2	NONE	midnight-06:00	CLEAR	TX	2
546	UNK	MA1	002	Blue/Green	<1 min		5	NONE	18:00-midnight	CLEAR	CA	1
548	10,000'-30,000'	MA1	103	Black/Dark	1-10 min		4	NONE	noon-18:00	CLOUDY	LA	1
560	10'-1,000'	CE1	404	Black/Dark	<1 min		2	OTHER	06:00-noon	CLEAR	AZ	
561	HELICOPTER	MA1	402	UNK	<1 min		7	NONE	18:00-midnight	CLEAR	*CANADA	
563	UNK	FB1	404	Black/Dark	11-30 min	X	6	NONE	06:00-noon	CLEAR	WY	1
567	10'-1,000'	CE2	401	Black/Dark	1-10 min		3	HISS/SWISH	noon-18:00	CLEAR	NJ	
570	10'-1,000'	CE1	304	Star-like Light	11-30 min		2	NONE	06:00-noon	PTLY CLOUDY	IL	
572	10'-1,000'			Metallic/Silver	<1 min	X	4	NONE	noon-18:00	CLEAR	*CANADA	5
575	10'-1,000'	CE1	404	Black/Dark	1-10 min		6	NONE	18:00-midnight	CLEAR	OK	1
577	ATMOS	MA1	304	Black/Dark	1-10 min		4	NONE	noon-18:00	PTLY CLOUDY	NY	3
581	10,000'-30,000'	MA1	104	Blue/Green	1-10 min		6	NONE	18:00-midnight	CLEAR	*FRANCE	

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CASE NO.	ALTITUDE	CLASS	RATING	COLOR	DURATION	E/M EVENT	SIZE CODE**	SOUND	TIME	WEATHER	STATE	NO. ADDL WITNESSES
590	10'-1,000'	CE1	404	Black/Dark	1-10 min		6	NONE	18:00-midnight	CLEAR	IN	1
593	1,000'-10,000'	FB1	404	Black/Dark	<1 min		4	NONE	18:00-midnight	CLEAR	UT	
601	10'-1,000'	CE5	404	Silver/Metallic	11-30 min		2	NONE	18:00-midnight	CLEAR	NJ	1
603	10'-1,000'	CE1	404	Black/Dark	11-30 min		6	NONE	18:00-midnight	CLEAR	*GERMANY	1
610	UNK	FB1	404	Dark/Black	11-30 min		6	NONE	midnight-06:00	CLEAR	NY	
614	1,000'-10,000'	CE1	404	Black/Dark	<1 min		4	NONE	18:00-midnight	CLEAR	CA	
620	10'-1,000'	MA1	404	Silver/Metallic	<1 min		6	NONE	noon-18:00	CLEAR	CA	
643	10'-1,000'			Black/Dark	1-10 min		2	NONE	noon-18:00	CLEAR	CA	1
648	>30,000'	FB1	433	Silver/Metallic	1-10 min		3	NONE	noon-18:00	CLOUDY	WY	
654	1,000'-10,000'			MISC	1-10 min		4	NONE	18:00-midnight	CLEAR	VA	2
659	10,000'-30,000'			Black/Dark	>60 min		6	NONE	18:00-midnight	CLEAR	NM	

** Size Code Key:

- 1= Other/Miscellaneous/Unknown
- 2= 1 – 150 feet
- 3= > 150 feet
- 4= Small (pencil tip to basketball, at arm's length)
- 5= Moderate (full moon or less)
- 6= Large (big/huge/large/very large/football field or more)
- 7= 1 - 5x star size

Altitude Key for Table 1

UNK is unknown altitude; Helicopter is the same altitude that a helicopter usually flies; JET is the same altitude at which a jet usually flies; GROUND refers to flying or hovering within 10 feet of the ground; ATMOS is an indication of flying at very high altitude.

Triangular Craft Speed

In addition to the characteristics of the triangular objects that are described in Table 1, we examined eyewitness accounts of the speed of the objects. Figure 1 summarizes the data from 123 cases in which the eyewitnesses chose to give an estimate of

speed. The estimates varied and the data are thus grouped into six categories (see key below Figure 1). The most striking feature of the data is 75 reports out of a total of 123, a frequency of 60.9%, describing very slow movement or the ability to hover. In some cases witnesses reported the ability to move extremely quickly from a stationary position (see the testimony in the Illinois case (http://www.nidsci.org/news/illinois_contents.html)).

TRIANGULAR CRAFT SPEEDS

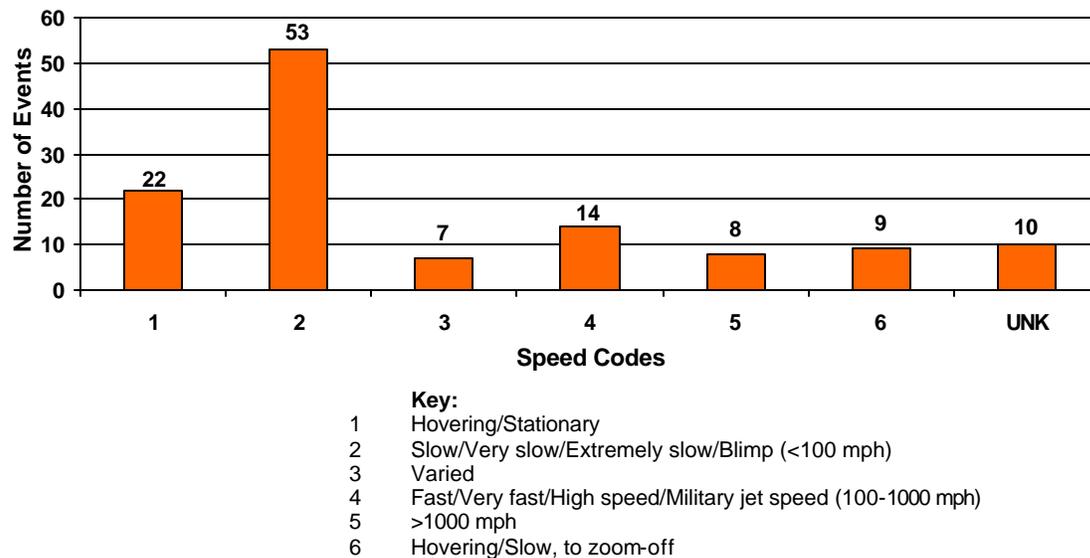


Figure 1. Triangular Craft Speeds

The Altitude Data

The data in Table 1 is given in considerable detail so that object characteristics and altitudes can be compared. The altitude estimates from the eyewitnesses contain the usual caveats that it is extremely difficult to accurately estimate altitude at night. However, the recurring theme in many of the eyewitness testimonies is amazement at how low the aircraft flew.

There are several noteworthy features described in Table 1: (a) 52 reports have either size code 3 (greater than 150 feet in size) or size code 6 (large, football field size etc). (b) Of these 52 reports, 29 (55.7%) are reported flying at under 1000 feet. In other words NIDS has reports of 29 separate incidents throughout the United States of giant craft that are flying below 1000 feet. (c) But regardless of the *size* of these aircraft, out of the total of 127 reports obtained by NIDS on triangular objects, 69 or 54.3% were reported flying at less than 1000 feet (this includes 5 cases categorized as “GROUND” meaning flying or hovering within 10 feet of the ground). In this category variations of the phrase “treetop level” occurred eight times (see Table 2).

To summarize, NIDS has a total of 69 reports of triangular objects flying below 1000 feet, and of these 69 reports, 29 are reported to be “huge,” “large,” “football field sized,” etc.

Eyewitness Descriptions

For example, NIDS previously published a graphic artist’s drawings of a large “football field” sized object that appeared over Port Washington, Wisconsin in October 1998. To view the actual drawings, see http://www.nidsci.org/news/wisconsin_sighting.html. The following is the same eyewitness account of the appearance of the object: *“clear starry night; took dog out between 10:31 – 10:37 pm; was waiting for her to finish...standing by our lot-line fence, facing north....just looking at the beautiful night....suddenly, this monstrosity came out of the “blue”. Just like a Star Trek uncloaking, no kidding----so quiet I couldn’t believe it and so huge—by my estimation no more than 500 or so feet up (possibly 1000, but if that’s true then this thing was BIGGER than a football field!) and big enough to take up my field of sky visionthe pine tree at the rear of the neighbors property is about 65-75 ft tall—taller than I had originally thought and this craft looked like it was right over it, that’s how huge this thing looked to me....”*

Safety Hazard?

Next, NIDS examined the original descriptions of altitude given by the eyewitnesses and in Table 2 we summarize the subset representing a reported altitude constituting a probable safety hazard. This subset includes the “huge” objects as well as the smaller sized objects. The purpose of Table 2 is to show that the original descriptions by the eyewitnesses are graphic as they describe aircraft flying dangerously low, sometimes over populated areas.

Table 2: List of Witness Descriptions of Low Altitudes of Triangular Aircraft

Case#	Location	Description of Altitude
300	Al-Theodore	“Treetop Level”
218	OK-Creek Co	“40 feet”
317	FL-Gainesville	“100’ or less”
319	UT-Arcadia	“30 feet”
272	SC-Williamson	“100 feet”
303	IL-Sparta	“Twice treetop height”
048	CA-Death Valley	“50 feet”
050	NY-Bedford	“Just Above Tree-tops”
066	MO-Nelson	“3 story building”
015	OK-Inola	“20 feet”
117	NV-Las Vegas	“50 feet”
523	MI Marquette	“Treetop”
543	TX Lockhart	“~30 feet”
205	OR-Aloha	“8-10 stories”
230	TX-Corpus Christi	“100-150 feet”
231	FL-Newberry	“150’, just over trees”
161	MO-Valley Park	“40-50 feet”

330	AL-Wadley	“100’ above trees”
385	VA-Lynn Haven	“100 feet”
603	Germany Base	“100-150 feet”
420	NY-Pond Eddy	“100 feet”
450	PA-Waymart	“2 stories”
575	OK-Yukon	“Just over trees”
601	NJ-Jersey City	“100 feet”
358	KS-Topeka	“50 feet”
590	IN-Indianapolis	“50 feet above big maple trees”
093	NM Standing Rock	“From Ground”
271	OR	“Ground (nearest)”
092	AZ-Window Rock	“from ground”
156	KS Salina	“on the ground”
278	OR-Eugene	“ground (nearest)”

Even taking into consideration the uncertainties inherent in altitude estimates by eyewitnesses, NIDS considers there are 31 cases in Table 2 that constitute evidence of a hazard to public safety. Even a small private aircraft flying “at treetop” level is a danger to public safety. But aircraft that are described routinely as “huge” or “football field size” that fly or hover at extremely low altitudes, in NIDS’ estimation, represent a public safety hazard. This safety hazard is noteworthy *regardless* of who is piloting these objects.

Military Aircraft?

Whether these objects are being deployed and piloted by the United States military has been a subject of intense speculation. If this is true, then their deployment constitutes an even greater hazard since the objects are possibly experimental. However, it is puzzling that many of the objects reportedly display extremely bright lights even as they fly at low altitude over populated areas. This behavior is not consistent with deployment of a stealth military aircraft. For example, in response to a question from NIDS regarding aircraft behavior, one eyewitness responds: *“looked like it was on a dreamy pleasure cruise...very quiet...just low humming...and strobing, bizarre red/clear/blue huge banks of lights—may have been green ones too—can’t remember clearly. This thing was so psychadelic (sic)-flashy, I couldn’t believe I was standing there alone watching it. I knew it was for real when I saw the dog look up at it...”* This description is not atypical of the brightness of the lights and the behavior of the craft in multiple sightings. The brightness of lights, especially on objects that appear to fly at such low altitudes, is not consistent with the deployment of a military stealth aircraft. In the case of the Illinois sighting of January 5, 2000, we have previously ruled out the B-2 bomber and an alleged experimental hybrid composite blimp/aircraft manufactured by Aereon Inc. (see “Testing Preliminary Hypotheses” in http://www.nidsci.org/news/illinois_contents.html).

Further, the wide variety of locations of the sightings as defined in Table 2 (East, West, and central United States) indicates that if they are military aircraft, they are probably originating from more than one airbase in the country. We know from the size variations described that at least two, and possibly several, different types of objects are

being reported. Several different colors are also reported, with the dominant color being dark or black (see Table 1). If they are military unacknowledged aircraft, the logic of deploying them with bright lights at unsafe altitudes sometimes near populated areas, remains elusive.

The recurring characteristics of the objects described in Tables 1 and 2 and Figure 1 are: (1) Flying at low or very low altitude; (2) Huge or large; (3) Flying silently; (4) Hovering or flying very slowly (less than 100MPH); (5) Very brightly lit, sometimes with multi-colored lights.

In an effort to address the possibility that these are military aircraft, we compared the locations of 80 randomly selected sightings of these triangular objects in our database with the locations of Air Force facilities in the country. Table 3 shows the nearest Air Force base and distances in miles to the location of the sighting. We recognize of course, that these aircraft may have ranges of over 2000 miles and theoretically may originate from anyplace in the United States. It is also apparent from Table 3 that many of the sightings of triangular aircraft occurred within less than 300 miles of multiple Air Force bases. This makes pinpointing a putative origin for these aircraft more difficult. Additional complexity lies in the fact that some AFBs are officially “closed,” but aircraft are still observed flying in and out.

Table 3: Distances and Location From Nearest Air Force Bases to 80 Randomly Selected Triangular Aircraft Sighting Locations

# Sightings	Sighting Location	Nearby Air Force Bases	Distance (miles)
1	AK-Anchorage	Eielson AFB	280
		Elmendorf AFB	30
1	AZ-Chandler	Davis-Monthan AFB	70
		Luke AFB	15
		Williams AFB	At Location
1	AZ-Payson	Luke AFB	80
1	AZ-Salome	Luke AFB	70
		Nellis AFB	180
1	AZ-Window Rock	Cannon AFB	260
		Davis-Monthan AFB	270
		Holloman AFB	170
		Kirtland AFB	100
		Luke AFB	40
		Williams AFB	220
1	AZ-Yuma	Davis-Monthan AFB	195
		Luke AFB	170
		Williams AFB	170
1	CA-Bodega Bay	Beale AFB	120
		Travis AFB	60
1	CA-Death Valley Junction	Edwards AFB	130

		Nellis AFB	90
		Nevada Test Site	30
1	CA-Fairfield	Beale AFB	60
		Travis AFB	At Location
1	CA-Fresno	Beale AFB	180
		Edwards AFB	170
		Travis AFB	140
1	CA-Indio	Edwards AFB	120
		March AFB	60
		Nevada Test Site	220
		Vandenberg AFB	270
1	CA-Lincoln	Beale AFB	20
		Travis AFB	60
1	CA-Los Angeles	Edwards AFB	65
		March AFB	60
		Vandenberg AFB	170
1	CA-Milpitas	Beale AFB	120
		Travis AFB	60
1	CA-North Hills	Edwards AFB	60
		March AFB	70
		Vandenberg AFB	160
2	CA-Oakland	Beale AFB	80
		Travis AFB	40
1	CA-San Clemente	March AFB	50
		Nevada Test Site	260
		Vandenberg AFB	190
1	CA-Santa Cruz	Beale AFB	200
		Travis AFB	120
		Vandenberg AFB	200
1	CA-Sierra National Forest	Beale AFB	230
		Edwards AFB	140
		Nevada Test Site	180
		Travis AFB	210
		Vandenberg AFB	210
1	IL-Belleville	Scott AFB	At Location
1	IL-Chicago	Chanute AFB	60
		Scott AFB	220
1	IL-Lombard	Chanute AFB	100
1	IL-Macomb County	Chanute AFB	50
		Scott AFB	100
1	IL-Milstadt, Highland, Shilo & Dupo	Scott AFB	40
1	IL-Sparta	Scott AFB	35
2	IN-Indianapolis	Scott AFB	270
		Wright-Patterson AFB	90
1	IN-Newtown	Scott AFB	180
		Wright-Patterson AFB	150

Low Flying Triangular Objects

1	IN-Terre Haute	Scott AFB Wright-Patterson AFB	170 170
1	KS-Salina	McConnell AFB	70
1	KS-Topeka	McConnell AFB	130
1	KS-Wichita	McConnell AFB	At Location
1	LA-Bossier City	Barksdale AFB Carswell AFB	At Location 210
1	LA-Rayne	Barksdale AFB	160
1	MA-Boston	Hancom AFB	10
1	MI-Marquette	Wortsmith AFB	260
1	MI-Port Huron	Selfridge AFB	40
1	MO-Kansas City	Whiteman AFB	80
1	MO-Nelson	Slott AFB Whiteman AFB	200 35
1	MO-St. Genevieve	Scott AFB Whiteman AFB	60 200
1	MO-Valley Park	Scott AFB Whiteman AFB	55 170
1	NC-Camp Geiger	Pope AFB Seymore-Johnson AFB	110 60
1	NM-Farmington	Holloman AFB Kirtland AFB	300 160
1	NM-Gallup	Holloman AFB Kirtland AFB	240 135
1	NM-Los Alamos	Holloman AFB Kirtland AFB	210 25
2	NM-Santa Fe	Cannon AFB Holloman AFB Kirtland AFB	180 210 70
1	NM-Standing Rock	Holloman AFB Kirtland AFB	240 100
1	NM-Thoreau	Holloman AFB Kirtland AFB	210 105
3	NV-Las Vegas	Area 51 Nellis AFB Nevada Test Site	90 At Location 90
1	NV-Pioche	Nellis AFB Nevada Test Site	120 120
1	NV-Rachel	Area 51 Nellis AFB Nevada Test Site	At Location 100 At Location
1	NY-Bedford/Mt. Kisco	Griffis AFB McGuire AFB	140 110
1	NY-Hammondsport	Griffis AFB	105
1	NY-Manhattan	McGuire AFB	60
1	NY-Pond Eddy	Griffis AFB McGuire AFB	160 110

1	OH-Maple Heights	Wright-Patterson AFB	170
1	OH-Russell's Point	Wright-Patterson AFB	50
1	OH-Salt Fork	Wright-Patterson AFB	60
1	OH-Springfield	Wright-Patterson AFB	10
1	OK-Creek County	Altus AFB Tinker AFB Vance AFB	210 70 85
1	OK-Inola	Altus AFB Tinker AFB Vance AFB	260 120 150
1	OK-Marietta	Altus AFB Tinker AFB Vance AFB	180 110 180
1	OK-McAlester	Altus AFB Tinker AFB Vance AFB	220 90 150
1	OK-Yukon	Altus AFB Tinker AFB	130 25
	OK-Yukon	Vance AFB	60
1	SC-Summerville	Charleston AFB Shaw AFB	25 70
1	SC-Williamston	Charleston AFB Robins AFB Shaw AFB	175 140 120
1	TX-Lockhart	Brooks AFB Carswell AFB Dyess AFB Goodfellow AFB Kelly AFB Laughlin AFB Randolph AFB	50 270 245 210 50 210 50
1	UT-Arcadia	F.E. Warren AFB Hill AFB	330 120
1	UT-Salt Lake City	Hill AFB	15
1	UT-St. George	Nellis AFB Nevada Test Site	120 150
1	WI-Beloit	Scott AFB Wurtsmith AFB	260 325
1	WI-Brookfield	Wurtsmith AFB	250
1	WI-Oshkosh	Wurtsmith AFB	250
1	WI-Port Washington	Wurtsmith AFB	350

Table 3 appears to indicate no obvious patterns that might point to where these aircraft originated. The research into possible points of origin of such aircraft, if they are military, is continuing. We are still unable to rule out that the military is piloting these aircraft, but we note some of the characteristics (1) Flying at low or very low altitude; (2)

Huge or large; (3) Flying silently; (4) Hovering or flying very slowly (less than 100MPH); (5) Very brightly lit, sometimes with multi-colored lights, appear inconsistent with stealthy deployment or testing of such an aircraft, particularly near populated areas.

Conclusions

NIDS has investigated 127 reports of triangular shaped aircraft, many with unusual characteristics, the majority flying in United States airspace. Many of these aircraft have reported behavior that does not conform to currently acknowledged United States military aircraft. According to a significant number (31) of the reports received by NIDS, some of these aircraft are flying at very low and unsafe altitudes, sometimes over populated areas. This constitutes a hazard to public safety and should be investigated by appropriate authorities.

Low Flying Triangular Objects: An Addendum Report

The National Institute For Discovery Science has received approximately ninety-four reported sightings of triangular UFOs seen between 1990 and the present. In a study to determine the possibility of patterns to these sightings, each sighting was plotted onto a map of the United States. Two maps were created. Map 1 plots the location of each triangular UFO sighting between 1990 and the present. Additionally, 17 U.S. Air Force bases under the Air Mobility Command (AMC) or an affiliate were plotted on the map. This map shows the proximity of sightings to the AMC bases. It appears that the sightings are predominately within corridors between bases. By connecting the bases with a straight line, it shows that the sightings seem to closely follow, with only minor divergence, these lines.

Map 2 also plots the location of the same triangular UFO sightings for the same period of time. In addition to the 17 AMC and affiliate bases, 16 bases belonging to the Air Force Materiel Command (AFMC) are also plotted. Combining the bases of the two commands and then plotting their relationship to the sightings show distinct patterns of sightings along the straight lines between bases. Again it appears that the sightings are predominately within corridors between the plotted bases. In the Eastern United States, Wright-Patterson AFB, HQ AFMC, seems to be a focal point, with Scott AFB, HQ AMC, running a close second. It is interesting that the January 5, 2000 sightings by five police officers in Illinois were in such extremely close proximity to Scott AFB.

Study of both maps reveal a large empty corridor in the mid-western United States where there is an absence of sightings. Incidentally, in the same area there is an absence of AMC or AFMC bases. The totality of the evidence leads us to hypothesize that the flight paths are suggestive of the deployment of military aircraft hitherto unacknowledged.

We invite comments on this hypothesis.

MAP #1

