

# ABDUCTIONS

ceived creates an overwhelming experience.

This night created more questions about the phenomenon than it answered, we were to explore the possibilities that the Flying Triangles were somehow using the power stations as a source of energy. The Flying Triangle's lights, during this night's investigation, had brightened so intensely that the possibility of 'recharging' could not be ignored. It was also evident that we were dealing with something well beyond modern technological capabilities. Victor had his thoughts on 'humans' visiting from the future, yet I had witnessed something more paranormal than futuristic. We remained

open-minded about all possibilities including those of an extraterrestrial or inter-dimensional nature.

Over the past six years many more encounters have occurred, some at very close range and with more than just lights and craft. We will continue to document this research for FSR and report all the information we have obtained during this field research into the Flying Triangle. The next article will continue with the next stage. So to finish off this article, I will complete the missing statements from title. **Don't Think of a Black Triangle, Don't Think of a Military Aircraft - Think of the Flying Triangle 'Phenomenon'**.

## What Happened To That Hour? A

By James Owen VUFORS Regional Representative for North Eastern Victoria, Australia. A report of missing time from interviews with Mrs.J.

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It was Monday the 29<sup>th</sup> of September 2003, when I (Mrs.J.) left Wangratta to travel to Marybrough. It was a fine day and I left to pick up my niece and return to Wangratta later that night. The trip was uneventful and after leaving Marybrough we travelled to Bendigo and visited relatives.

We chatted and stayed longer than expected, and left for Bendigo at approximately 12:05 a.m. on Tuesday the 30<sup>th</sup>. I was driving, and my niece navigated, as she knew the back-roads, on which there is less traffic, resulting in a quicker trip home.

Arriving at Murchison, we stopped for a toilet break. As we left the toilet block, my niece and I both had an uneasy feeling, and quickly got back into the car, locking all the doors. Leaving the township, I headed towards Violet Town and about 8 to 10 kilometres from Murchison I saw a sign showing 34 kilometres to Violet Town.

At this point I looked at the car clock which showed 01:45 a.m. The road to Violet Town is flat and basically straight. I travelled under a very old brick bridge and when we came out of the other side, there was a straight flat road ahead. The next thing I recollect was a very bright white light on the driver's side, the shape of a well-defined rectangle. It was as bright as a brand new white shirt. Within the light were five dark silhouettes with one being smaller than the others. The silhouettes looked like blobs. The light was only there for a couple of seconds and it just disappeared like switching off a light. I know that I felt strange and my niece stated, "What is that?" She later told me that she experienced the same sensation. The light was so close that if I reached out of the window I

could have touched it. The light seemed warm and there was a smell of roses in the car.

When the light vanished, the road was different: I was on a narrow winding bitumen road climbing a steep hill. On the driver's side it was a steep cutting with large rocks. On the passenger's side was a steep drop with trees. I was confused and very frightened, as was my niece. The clock in the car showed that the time was now 02:45 a.m. The last thing I re-called was the straight road and the time being one hour earlier and only a couple of seconds had passed when I had last checked the time.

Prior to the light appearing, both my niece and I suffered head pain similar to extreme pressure being applied above the eyes, but not like a headache, and after the light disappeared we both felt light headed. I was travelling very slowly when the light appeared and I don't recall slowing down. We had no place to turn around so I travelled for a short distance and both of us were quite hysterical and had a feeling that if we continued, something bad would happen.

It took me a couple of goes and I turned around and headed back down the hill. I remember crossing over the freeway and I was approaching Violet Town. I was on the opposite side of the township from where I should have been. I did a U-turn at the sign welcoming you to Violet Town and then turned left onto the freeway and headed towards Wangratta.

I did not travel through any towns and have no recollection of how I got to where I was. My niece also was unable to say how we got there. We arrived home late that morning and I was in a state,

as was my niece. I could not explain what had happened.

After the above events, I (James Owen) arranged to discuss the incident with the women involved, Mrs. J and her niece. I attended at the address of Mrs J, and discussed and taped an initial interview. The niece was still distressed about the incident and wished to put it out of her mind. I have spoken with her and reassured her, and this will involve a further interview at a later date, as it will with Mrs .J. Only a restricted set of points, resulting from the interviews to date, are revealed, so as not to compromise our investigation.

1. Unable to say if the car was running at the time of observing the light.
2. Noticed that the car doors were unlocked even though they had not unlocked them.
3. The smell of roses as previously was quite pronounced.
4. Further missing time since the initial event was disclosed.
5. Continuing pressure above the sinuses since the initial event.
6. A sore on the stomach that has regressed to a mole type mark.
7. A feeling of ridicule at the mention of other visions.

The significance of point number 7 will not be fully revealed at this time, due to the possibility of

adversely effecting the on-going investigation.

On the following day of the investigation Mary Lou (my wife) and I attended the township of Violet Town. After checking the township of certain signs, we travelled a road to a small township of Strathbogie. We travelled on this road and located an area that was described by Mrs.J. The rocky cutting was on the driver's side and the drop with the trees on the left.

The area was about 3 to 5 kilometres long, and it was difficult to turn around. It was a heavily wooded area, and fitted the description by Mrs. J. I would point out that this area is not heavily populated and it is some distance to the next township of Strathbogie.

This particular area has been of interest over many years, with reports of sightings and objects following vehicles. At this point in time, my investigations are incomplete and further enquiries around Murchison and with authorise are pending. Further interviews with Mrs J and her niece are still to be conducted. End of report

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Past case reviewed:

1952

### **The 1952 Nash/Fortenberry Sighting**

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**They came from outer space: that is the conclusion of pilots – one of whom was re-interviewed in 2002 for the following report - who witnessed a formation of 'flying saucers' above Chesapeake Bay, USA**

*A common refrain among those who state that ufos are merely misidentified advanced man-made aircraft cannot apply to early cases, where we simply didn't have aircraft with capabilities that might confuse the observer – especially professional observers like pilots. The following case is a prime example of this. FSR.*

#### **Introduction**

Following the UFO History Workshop and the subsequent formation of the Sign Historical Group

in 1999, it was evident that one area lacking in the preservation of the history of the UFO phenomenon was the archiving of spoken memories and personal commentaries of historical significance through recorded interviews. Since I had some expertise conducting interviews and was versed in the technology, I was inspired to form the Sign Oral History Project in order to preserve important historical information that may otherwise be lost and ultimately make it available for scholarly study. Many individuals who have personal knowledge of some aspect of UFO history, whether witnesses; Air Force project officials and personnel; scientists