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00:00:00,000 --> 00:00:07,000

We were being played, UFO was playing tag with us.

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00:00:07,000 --> 00:00:08,000

Really?

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00:00:08,000 --> 00:00:09,000

Yeah.

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00:00:09,000 --> 00:00:11,000

How many of you are up there?

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00:00:11,000 --> 00:00:18,000

We got four pilots, two pilot, co-pilot and two EMTs.

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00:00:18,000 --> 00:00:21,000

Jesus Christ, when did this happen?

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00:00:21,000 --> 00:00:23,000

About 45 minutes ago.

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00:00:23,000 --> 00:00:26,000

I just got down and into town.

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00:00:26,000 --> 00:00:34,000

Like I said, now this is sort of strange because our magnetic compass was going crazy, gyro compass was going crazy,

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00:00:34,000 --> 00:00:39,000

our OME was crazy, couldn't raise anything, transmit nothing on the radio.

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00:00:39,000 --> 00:00:44,000

We just generalized messing up all our controls.

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00:00:44,000 --> 00:00:46,000

Can you give it to me right from the beginning?

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00:00:46,000 --> 00:00:53,000

Okay, I had an earlier flight, took off at five o'clock.

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00:00:53,000 --> 00:01:04,000

We were buzzing around for two and a half hours, sat down for fuel, go back up, just keep our flight books.

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00:01:04,000 --> 00:01:17,000

And about seven o'clock, we were about halfway in between Seattle and Bonnaville,

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00:01:17,000 --> 00:01:22,000

in that area, going back to Paine, sat down for the night.

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00:01:22,000 --> 00:01:24,000

Then we started getting playing.

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00:01:24,000 --> 00:01:33,000

Ted UFO came out from our starboard side and downward, started doing loop-to-loops around us.

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00:01:33,000 --> 00:01:40,000

And it would go off maybe two, three miles up in front of us and come back straight at us in its last possible moment,

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00:01:40,000 --> 00:01:42,000

go underneath us.

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00:01:42,000 --> 00:01:49,000

And it happened, doing it for about ten minutes, we just kept on moving straight back to Paine.

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00:01:49,000 --> 00:01:50,000

Right.

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00:01:50,000 --> 00:01:56,000

In the meantime, I was on the radio trying to get a patch through to you, reported while in progress.

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00:01:56,000 --> 00:02:06,000

Unfortunately, that's when I noticed that radio wasn't working, or intercoms were static in the intercoms.

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00:02:06,000 --> 00:02:09,000

Intercoms tied through the radio anyway.

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00:02:09,000 --> 00:02:16,000

And then I looked down on the panels and noticed a few of the controls were starting to go crazy.

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00:02:16,000 --> 00:02:18,000

Okay, but kind of playing when you're flying.

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00:02:18,000 --> 00:02:22,000

Helicopter H-U-3-H.

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00:02:22,000 --> 00:02:24,000

How many aboard?

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00:02:24,000 --> 00:02:25,000

Four.

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00:02:25,000 --> 00:02:27,000

Do you have the names of the other people?

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00:02:27,000 --> 00:02:31,000

I've got the names and I've got them right in the passenger space right now.

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00:02:31,000 --> 00:02:34,000

Okay. Are we going to be able to get those other witnesses?

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00:02:34,000 --> 00:02:38,000

I don't think there were any other witnesses other than the crew members.

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00:02:38,000 --> 00:02:42,000

Well, that's what I mean. I mean, are we going to get a list of those guys?

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00:02:42,000 --> 00:02:46,000

Yeah, plus the signage for an after-date is Avis.

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00:02:46,000 --> 00:02:51,000

Okay, for viewing. Now, I got your address like mail them out to you when I get a hold of them.

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00:02:51,000 --> 00:02:57,000

Okay. Nobody had a camera, huh?

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00:02:57,000 --> 00:03:01,000

It was just a routine flight, you know, just keep our books up.

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00:03:01,000 --> 00:03:05,000

If we were up there looking for something, 10 to 1, somebody would have a camera.

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00:03:05,000 --> 00:03:07,000

Yeah.

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00:03:07,000 --> 00:03:14,000

Well, like just looking at it without the infrared scope glasses that we have, you know, the goggles.

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00:03:14,000 --> 00:03:21,000

And it was a white luminous object in an egg.

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00:03:21,000 --> 00:03:27,000

It was in like an egg shape with the pointed end flying forward.

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00:03:27,000 --> 00:03:30,000

Okay.

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00:03:30,000 --> 00:03:32,000

And like that.

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00:03:32,000 --> 00:03:38,000

We weren't reaching on the onboard radar. We weren't returning anything.

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00:03:38,000 --> 00:03:41,000

Did you talk to anybody on the ground about it?

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00:03:41,000 --> 00:03:43,000

Not until we touched down.

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00:03:43,000 --> 00:03:45,000

I didn't get anything on radar either.

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00:03:45,000 --> 00:03:48,000

No, our onboard radar wasn't returning anything.

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00:03:48,000 --> 00:03:52,000

We were, we had a couple airplanes that we were showing.

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00:03:52,000 --> 00:03:57,000

What we didn't, but the onboard wouldn't register the UFO.

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00:03:57,000 --> 00:04:02,000

Okay. Any visual estimate of the size?

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00:04:02,000 --> 00:04:08,000

I'd say, you know, not eight feet long, three and a half feet, four feet high.

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00:04:08,000 --> 00:04:12,000

Okay. How close do you think it got to you?

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00:04:12,000 --> 00:04:17,000

I'd say within 50 feet easy.

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00:04:17,000 --> 00:04:26,000

Did this interference, wekponic and instrument interference continue until this thing moved away?

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00:04:26,000 --> 00:04:33,000

Yeah. It was, just as soon as the thing took back off into the clouds, everything cleared up.

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00:04:33,000 --> 00:04:35,000

Which direction was it heading when she went out?

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00:04:35,000 --> 00:04:37,000

Northwest.

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00:04:37,000 --> 00:04:39,000

Okay. Is that the way it came in?

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00:04:39,000 --> 00:04:42,000

Well, it came in from the southeast.

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00:04:42,000 --> 00:04:44,000

Southeast.

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00:04:44,000 --> 00:04:52,000

We were flying in the magnetic north at that time, trying to clear through the sea tax pattern.

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00:04:52,000 --> 00:04:57,000

Yes. Okay. What was your estimated altitude?

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00:04:57,000 --> 00:05:02,000

Well, first of all, there was no reaction to the UFO on our altimeter.

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00:05:02,000 --> 00:05:06,000

And we were flying at 1500.

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00:05:06,000 --> 00:05:12,000

Okay. Could you give me another rundown regarding the maneuverability of this thing?

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00:05:12,000 --> 00:05:17,000

I would just, first of all, was doing circles completely around it.

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00:05:17,000 --> 00:05:18,000

Uh-huh.

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00:05:18,000 --> 00:05:27,000

You know, it's maybe, oh, the perimeter, yeah, doing loops around it at about the distance of the prop of our rotors.

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00:05:27,000 --> 00:05:32,000

So it was like 10, 15 feet off our rotors.

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00:05:32,000 --> 00:05:37,000

And then just going to look like somebody drew a compass.

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00:05:37,000 --> 00:05:39,000

With a compass, drew a circle.

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00:05:39,000 --> 00:05:42,000

It was like a perfect circle around it.

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00:05:42,000 --> 00:05:45,000

And then it just took off straight ahead, straight at it.

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00:05:45,000 --> 00:05:48,000

It had to have been flying at 1500, coming straight at it.

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00:05:48,000 --> 00:05:52,000

It was like 6, 700 yards in front of us. It ducked under it.

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00:05:52,000 --> 00:05:55,000

Ducked under you, okay.

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00:05:55,000 --> 00:06:01,000

Did anybody see it as it ducked under and came out the stern?

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00:06:01,000 --> 00:06:08,000

Well, we don't have any windows in the stern, so I just went open, snapped my belt, my safety belt on, and snapped open the door.

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00:06:08,000 --> 00:06:13,000

And what it did was, it zapped like the second pass.

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00:06:13,000 --> 00:06:14,000

I see.

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00:06:14,000 --> 00:06:19,000

Without, it flew, came up under us, back up to 1500, and then, like, did it.

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00:06:19,000 --> 00:06:24,000

It flew from one over the top of it, came back, turned out to run.

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00:06:24,000 --> 00:06:26,000

Okay. Could we get your telephone number again?

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00:06:26,000 --> 00:06:29,000

I'm at the Marshall Police Department. We don't have our phone in yet.

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00:06:29,000 --> 00:06:32,000

I'll just say, okay.

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00:06:32,000 --> 00:06:34,000

Who was in charge of that flight?

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00:06:34,000 --> 00:06:35,000

Me.

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00:06:35,000 --> 00:06:40,000

Okay.

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00:06:40,000 --> 00:06:44,000

Did, uh, you say anything when you landed?

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00:06:44,000 --> 00:06:47,000

I mean, did you report this to the people up there?

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00:06:47,000 --> 00:06:53,000

Oh, I went up to the, up to the tower and found out if they had anything on radar and how it was just about it.

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00:06:53,000 --> 00:06:54,000

Uh-huh.

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00:06:54,000 --> 00:06:59,000

And I told the guys on the other, on our flight to sign up in half a day,

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00:06:59,000 --> 00:07:04,000

but you sign it and get it to me as soon as possible so that I can get them back, get them out to you.

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00:07:04,000 --> 00:07:07,000

Great.

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00:07:07,000 --> 00:07:10,000

Okay. Well, we sure appreciate the report.

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00:07:10,000 --> 00:07:11,000

Right.

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00:07:11,000 --> 00:07:12,000

You're the lucky one.

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00:07:12,000 --> 00:07:17,000

Yeah, I'll have some, I'll probably get them in the mail with them by Saturday.

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00:07:17,000 --> 00:07:18,000

Oh, we sure appreciate that.

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00:07:18,000 --> 00:07:21,000

Because I'm not sure, but Friday night, we might call for another flight.

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00:07:21,000 --> 00:07:22,000

Uh-huh.

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00:07:22,000 --> 00:07:23,000

Okay.

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00:07:23,000 --> 00:07:24,000

Okay.

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00:07:24,000 --> 00:07:25,000

Thanks a lot.

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00:07:25,000 --> 00:07:26,000

Yeah.

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00:07:26,000 --> 00:07:27,000

Right.

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00:07:27,000 --> 00:07:28,000

See you later, Bob.

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00:07:28,000 --> 00:07:29,000

Bye.