

1

00:00:00,000 --> 00:00:05,000

Alaska, a vast remote wilderness twice the size of Texas.

2

00:00:05,000 --> 00:00:09,000

There are dangerous, unpredictable forces at work here.

3

00:00:09,000 --> 00:00:12,000

In one of the most mysterious corners of the globe.

4

00:00:12,000 --> 00:00:15,000

A lot of things can kill you out here without even trying.

5

00:00:15,000 --> 00:00:21,000

This is a place hundreds of times more deadly than the Bermuda Triangle.

6

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

Oh my god.

7

00:00:23,000 --> 00:00:25,000

Stories of alien abductions.

8

00:00:25,000 --> 00:00:28,000

I believe it was a UFO.

9

00:00:28,000 --> 00:00:32,000

The paranormal, vanishing airplanes and strange beasts.

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00:00:32,000 --> 00:00:35,000

The Alaskan Bigfoot, he can rip you in half.

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

These accounts are really widespread.

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

It peeked out of the tree right there.

13

00:00:39,000 --> 00:00:43,000

Have hunted those who dare set foot here.

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00:00:43,000 --> 00:00:49,000

In the last 30 years, 16,000 people have disappeared without a trace.

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00:00:49,000 --> 00:00:53,000

More people have disappeared than the Bermuda Triangle.

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00:00:53,000 --> 00:00:55,000

Two to three times the amount.

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00:00:55,000 --> 00:00:59,000

Witnesses tell us their shocking stories.

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00:00:59,000 --> 00:01:00,000

I was petrified.

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

And we've gathered some of the world's leading experts in their field.

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00:01:04,000 --> 00:01:09,000

I'm always after scientific evidence that can be independently corroborated.

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00:01:09,000 --> 00:01:14,000

To try and unlock the mystery of the Alaska Triangle.

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00:01:24,000 --> 00:01:31,000

The Alaska Triangle is one of the most mysterious and dangerous places on Earth.

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00:01:31,000 --> 00:01:37,000

So few people live here, yet so many disappear.

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00:01:39,000 --> 00:01:44,000

When we look at the Alaska Triangle, it's absolutely frightening.

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00:01:44,000 --> 00:01:48,000

Ships have gone missing, planes have been down, people have disappeared,

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00:01:48,000 --> 00:01:50,000

and vanished off the face of the Earth.

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00:01:50,000 --> 00:01:53,000

They're there one second and then they're just gone.

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00:01:53,000 --> 00:01:58,000

And they don't find remains, they don't find any good reason for them to disappear.

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00:01:58,000 --> 00:02:04,000

But in the Alaska Triangle, the greatest risk is taking to the air.

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00:02:04,000 --> 00:02:11,000

More than 2,000 planes have crashed or vanished here in the last 20 years.

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00:02:11,000 --> 00:02:19,000

And the disappearance of one plane, a Douglas C-54, has troubled investigators more than any other.

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00:02:19,000 --> 00:02:31,000

Could the Douglas craft have flown into a portal, and is a portal part of the inherent mystery in the Alaska Triangle?

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00:02:32,000 --> 00:02:39,000

I think what could have happened to the missing Douglas is probably one of the most important mysteries on the planet.

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00:02:40,000 --> 00:02:43,000

What did happen to the missing Douglas?

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00:02:50,000 --> 00:02:56,000

It's 1950, the year after NATO was formed.

36

00:02:56,000 --> 00:02:59,000

The start of the Cold War.

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

And on January 26th, a Douglas C-54 military transport plane with 44 people on board

38

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

took off from Alaska's Elmendorf airbase in the middle of the Alaska Triangle.

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00:03:20,000 --> 00:03:24,000

Two hours into the flight, it disappeared.

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00:03:27,000 --> 00:03:36,000

How in 1950 could a plane this size with 44 people on board vanish in the Alaska Triangle?

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

It remains a mystery to this day.

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00:03:42,000 --> 00:03:47,000

One man is on a quest to find out what happened to the Douglas.

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00:03:49,000 --> 00:03:58,000

Veteran U.S. Air Force pilot Dan Hampton has flown over 150 combat missions, including in Iraq and the Gulf War.

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00:03:58,000 --> 00:04:09,000

And as a veteran of numerous search and rescue missions, the idea that a plane could go missing and never be found goes against all his training and experience.

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00:04:10,000 --> 00:04:15,000

He's now determined to find answers to the airplane's disappearance.

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00:04:15,000 --> 00:04:23,000

This was a C-54 standard military transport, carried people, cargo, equipment, things like that.

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00:04:24,000 --> 00:04:32,000

With a wingspan of over 100 feet, the Douglas C-54 was one of the most important planes in the U.S. Air Force.

48

00:04:34,000 --> 00:04:41,000

This was a routine troop repositioning, troop redeployment. They always carried supplies and other things.

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00:04:41,000 --> 00:04:51,000

This was a well-documented, well-known, well-practiced flight from Alaska, Elmendorf, down to what was called the Lower 48.

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00:04:51,000 --> 00:04:55,000

The main part of America, where this plane was actually based.

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00:04:56,000 --> 00:05:04,000

This particular C-54 was carrying 36 passengers, some military, some military dependents, and eight crew members.

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

The plane took off from Elmendorf Air Force Base, headed east 240 miles to its first mandatory reporting point, right on the border of the Yukon Territory in Alaska, a little town called Snag.

53

00:05:21,000 --> 00:05:29,000

It made its radio call over Snag, on time, using a VHF radio, and then it vanished without a trace.

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00:05:30,000 --> 00:05:42,000

Snag is typical of auxiliary fields that were built all up and down the Northwest staging route that we use to get men and equipment up into Alaska.

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00:05:43,000 --> 00:05:53,000

And it is in the middle of nowhere. It had a permanent population of maybe 10, 15 people, some fur traders, some Alaska natives, that sort of thing.

56

00:05:54,000 --> 00:05:58,000

You've got to remember, this is Gold Rush country. This is Dawson. This is the Yukon Territory.

57

00:05:58,000 --> 00:06:11,000

There is nothing up there, except in this case, this little village around the Soxfield, and its sole purpose in life is a radio reporting point for airplanes that are transiting the Northwest

staging area.

58

00:06:12,000 --> 00:06:17,000

So, what made this so important was, it was a radio reporting point.

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00:06:17,000 --> 00:06:23,000

We had radar, but it was very primitive, and it was pointed this way towards the Soviet Union.

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00:06:24,000 --> 00:06:50,000

We weren't really concerned about any threat coming from down in the Yukon Territory of the United States, so over hundreds of thousands of square miles, which is what this is, planes would mandatory report using a VHF radio, like this C-54 has, and say, I am over Snag at this point at this time, and that way they could keep track via radio communications of where the airplane was.

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00:06:50,000 --> 00:07:03,000

That is the last point that this C-54 was heard from, was over Snag, its first mandatory reporting point, it made that call, and then it vanished. Nobody knows what happened.

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00:07:04,000 --> 00:07:13,000

This happened on the fringe of what's become known as the Alaska Triangle. That's where this airplane was when it vanished.

63

00:07:14,000 --> 00:07:33,000

The duck list was on a well-worn flight path, but these were volatile times. The two great superpowers, the U.S. and Russia, then the Soviet Union, were in a nuclear arms race, and each would do anything to get the upper hand.

64

00:07:34,000 --> 00:07:47,000

Remember, this is 1950. The Cold War has begun in earnest. Russia is in this mad scramble to face off against us, ideologically, all over the world.

65

00:07:48,000 --> 00:08:06,000

Alaska is only 56 miles from the Soviet Union, and the Soviets knew that U.S. nuclear bombers could be over their territory within minutes. The world was on the brink, and all eyes were on Alaska.

66

00:08:06,000 --> 00:08:18,000

Historian Sasha Auerbach has been looking into recently released government files from the Cold War.

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00:08:37,000 --> 00:08:55,000

Elmendorf was built in Anchorage to protect the northern edge of the United States. It's equipped with all the latest technology, radar, strategic bombers, and fighters, specifically to combat the threat from the Soviet Union.

68

00:08:56,000 --> 00:09:10,000

We're talking about one of the most surveilled air spaces in the world at the time. This was supposed to be where America was most prepared for an invasion, where it was most concerned about

Russian planes coming over.

69

00:09:10,000 --> 00:09:16,000

So the fact that they lost a plane with all these radio assets watching this whole area must have been really galling.

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00:09:17,000 --> 00:09:33,000

What's also interesting is that this happened the same year that the U.S. was about to have its first operational hydrogen bomb. So I'm sure the tension was super high.

71

00:09:34,000 --> 00:09:39,000

The U.S. military were immediately concerned that the Soviets might have downed the Douglas.

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00:09:43,000 --> 00:09:56,000

But when it disappeared, the Douglas was flying directly away from the Soviet Union. It would have been impossible for any Soviet fighter planes to get this far east without being spotted.

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00:09:57,000 --> 00:10:15,000

The Alaskan airspace is not an ordinary airspace. It is monitored very closely, very carefully all the time. Why? Because it's sitting right next to the adversary of the United States, Russia.

74

00:10:15,000 --> 00:10:22,000

So every motion, every object that's moving in and out of that area is being tracked.

75

00:10:23,000 --> 00:10:38,000

After snag, there was no further contact with the C-54. Nobody thought anything of it, but about an hour after it was supposed to land in Great Falls, Montana, way down in the south, it didn't show up.

76

00:10:38,000 --> 00:10:44,000

It was declared missing and an enormous search effort sprang into action.

77

00:10:45,000 --> 00:10:56,000

At the time of the disappearance, the U.S. and Canadian armed forces were about to start a big war games operation.

78

00:11:01,000 --> 00:11:04,000

But now the missing plane took top priority.

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

They canceled war games and put all those resources and people into this search effort.

80

00:11:14,000 --> 00:11:20,000

The confidence was high. The U.S. military in Alaska were experts in search and rescue.

81

00:11:20,000 --> 00:11:30,000

The Rescue Board and Nation Center at Elmendorf keeps busy the year round, including Air Force and Army search and rescue efforts in Alaska's vast inland region.

82

00:11:33,000 --> 00:11:39,000

7,000 ground troops and 85 aircraft were deployed to help in the search.

83

00:11:40,000 --> 00:11:45,000

What this is comes out of the original Air Force accident reports.

84

00:11:45,000 --> 00:11:53,000

This shows the extensive, enormous search area that these 85 planes undertook to try to find this C-54.

85

00:11:56,000 --> 00:12:03,000

They end up searching about 300,000 square miles of territory, which is massive. It's the space the size of Venezuela.

86

00:12:04,000 --> 00:12:16,000

The scale of this is unprecedented. So it makes you wonder, was there really something special or unique about this flight that had to be found?

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00:12:16,000 --> 00:12:23,000

Was it because there's somebody on board that made it necessary to find it?

88

00:12:24,000 --> 00:12:37,000

A list of the passengers and crew reveals no one out of the ordinary. It was a routine flight.

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00:12:41,000 --> 00:12:47,000

Perhaps there is something on board, a secret piece of tech, top secret information.

90

00:12:47,000 --> 00:12:54,000

Evidence of some kind that the authorities wanted to remain hidden.

91

00:12:54,000 --> 00:12:59,000

Or was it necessary to find it because of where it went down?

92

00:12:59,000 --> 00:13:06,000

Disappearing right on the edge of the triangle, was it a sign of some unknown force at work?

93

00:13:06,000 --> 00:13:12,000

Something more dangerous, perhaps, than any human adversary.

94

00:13:17,000 --> 00:13:27,000

Veteran pilot Dan Hampton is investigating the case of the Douglas C-54 that went missing in the Alaska Triangle in 1950.

95

00:13:27,000 --> 00:13:32,000

This was called a Form 14, and it's the report of the aircraft incidents.

96

00:13:32,000 --> 00:13:38,000

So what this indicates is they did not know the cause of the accident. They're very plain about that.

97

00:13:38,000 --> 00:13:47,000

They can't find the crash site. The weather was not a factor, and the last reporting position was over snag.

98

00:13:50,000 --> 00:14:00,000

The Douglas just goes missing. There's no distress calls whatsoever. It has just disappeared from the face of the Earth.

99

00:14:01,000 --> 00:14:09,000

But the missing Douglas wasn't the Triangle's first or last renowned aviation tragedy.

100

00:14:12,000 --> 00:14:23,000

In October 1972, a plane carrying the leader of the House of Representatives, Hale Boggs, mysteriously disappeared along the southern edge of the Alaska Triangle.

101

00:14:23,000 --> 00:14:31,000

People looked for weeks for any sign of the plane, never found any evidence of what happened to it.

102

00:14:31,000 --> 00:14:43,000

Now keep in mind that 200 planes crash every year in Alaska. You have to ask the question, how can that be? What is causing this?

103

00:14:43,000 --> 00:14:49,000

But the biggest aviation mystery of the Triangle has to be the missing Douglas.

104

00:14:50,000 --> 00:15:02,000

A thousand miles down the coast from Elmendorf in Vancouver, Canada, journalist Johnny Enoch has uncovered an unlikely series of events.

105

00:15:04,000 --> 00:15:10,000

During the search and rescue effort, there were over 85 planes looking for the C-54.

106

00:15:10,000 --> 00:15:22,000

That's when strange and unexplained things started to happen, leading investigators to believe that something wasn't right. There was something mysterious and bizarre going on.

107

00:15:24,000 --> 00:15:30,000

An airplane was participating in the search and rescue, crashed down near the southern end of the Triangle.

108

00:15:30,000 --> 00:15:45,000

Nobody knows really why it happened, a couple of things. If it was flying slow, which search aircraft do, and the pilot was looking out of the window, trying to see the ground, wasn't quite paying attention as he should have, he could have gotten slow and he could have stalled the plane.

109

00:15:45,000 --> 00:15:55,000

Ice is the other thing. A lot of snowstorms, it's cold, it's winter, ice forms on the wing, it changes the characteristics, the wing can stall a lot easier.

110

00:15:55,000 --> 00:16:05,000

In any event, in this particular case, they stalled, they crashed, nobody died, and the pilot walked about 13 miles to the Alaska Highway and everybody got rescued.

111

00:16:05,000 --> 00:16:12,000

Or maybe, it's the same phenomenon, whatever that is, that caused the first C-54 to crash.

112

00:16:12,000 --> 00:16:20,000

On the 7th of February, another aircraft goes down. This time it's a C-47 in the southern part of the search group.

113

00:16:20,000 --> 00:16:26,000

No fatalities, but again, what caused it to go down?

114

00:16:26,000 --> 00:16:37,000

There's always an investigation when a military aircraft has an accident, especially a crash, and in this case they never disclosed what exactly happened.

115

00:16:37,000 --> 00:16:42,000

But the fact the military never said anything about it is suspicious.

116

00:16:43,000 --> 00:16:53,000

Just over a week later, a third search plane went down, very near to the last recorded position of the missing Douglas.

117

00:16:53,000 --> 00:17:01,000

But the fourth plane to crash was the most significant, and this wasn't one of the search planes.

118

00:17:01,000 --> 00:17:07,000

It was twice as big as a Douglas, with a cost of over \$4 million.

119

00:17:08,000 --> 00:17:11,000

That's over \$40 million in today's money.

120

00:17:11,000 --> 00:17:27,000

On February 14th, the last in this bizarre string of occurrences happens, a B-36, which is a nuclear bomber, takes off from Isleson Air Force Base, north of Elmendorf, and it's heading for Fort Worth, Texas, nonstop.

121

00:17:28,000 --> 00:17:34,000

The nuclear bomber was on an exercise, simulating a strike against the Soviets.

122

00:17:35,000 --> 00:17:40,000

Keep in mind that we're talking about a period before the invention of the intercontinental ballistic missile.

123

00:17:40,000 --> 00:17:46,000

If you're going to deliver nuclear weapons on target, the only way to do it is via long-range bomber.

124

00:17:46,000 --> 00:17:53,000

And most of the Soviet Union and the targets they want to reach are quite far away, so they have to test these things.

125

00:17:54,000 --> 00:18:06,000

The B-36 flew out west over the Pacific before turning back into the Triangle, with the coast in sight as it was returning towards Juneau.

126

00:18:08,000 --> 00:18:10,000

The plane lost all power.

127

00:18:11,000 --> 00:18:15,000

The Mark IV atomic bomb was jettisoned into the ocean.

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00:18:16,000 --> 00:18:20,000

The airplane then crashed into Mount Colaget in British Columbia.

129

00:18:21,000 --> 00:18:29,000

The plane goes down and is lost along with the nuclear weapon and several thousand pounds of conventional explosives as well.

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00:18:29,000 --> 00:18:35,000

The bomb was never found. It was the first loss of a nuclear bomb in history.

131

00:18:35,000 --> 00:18:42,000

The American military planners, of course, worried about the loss of such aircraft. I mean, these are very, very valuable assets.

132

00:18:43,000 --> 00:18:51,000

There's always the fear that anything lost is something that the Soviets are going to recover, and they're going to make every effort to keep it out of the public news.

133

00:18:51,000 --> 00:19:00,000

A lot of the information we have about these disasters really only became available when the records were declassified, so it remained a mystery for quite some time.

134

00:19:00,000 --> 00:19:13,000

Four airplanes lost within a 30-day period, including a frontline nuclear bomber. What is going on inside the Alaska Triangle?

135

00:19:17,000 --> 00:19:24,000

Hostile Soviet activity is ruled out. The military had to start considering other possibilities.

136

00:19:25,000 --> 00:19:34,000

The first thing that leaps to mind is some sort of electromagnetic interference with the magnetic navigation instruments on board. That's all they had.

137

00:19:36,000 --> 00:19:48,000

Alaska is not just remote, it's northernly. In that part of the world, there's all kinds of strange magnetic forces at play that you don't see anywhere else.

138

00:19:49,000 --> 00:20:00,000

I think the presence of strange electromagnetic and gravitational anomalies could be the reason for many of the instrument failures and plane crashes plaguing the Alaska skies.

139

00:20:03,000 --> 00:20:13,000

This is up near the pole. I've flown up there. I've had my magnetic-based backup instruments go crazy. Thank goodness I didn't have to rely on them like these guys did. That's all they had.

140

00:20:13,000 --> 00:20:25,000

And if you encounter a variation in the electromagnetic field, it's going to cause your compass to do this. And if you're trying to navigate and steer from it, you can see the problem. You don't really know where you're going.

141

00:20:27,000 --> 00:20:41,000

So the long history of air crashes in the Alaska Triangle could be down to unusual and extreme electromagnetic forces. The Douglas could have got lost, run out of fuel and crashed.

142

00:20:43,000 --> 00:20:58,000

But if this happened, then surely the plane would have been found. So the fundamental question remains, where is the Douglas? Could there be a more sinister explanation for its disappearance?

143

00:20:58,000 --> 00:21:27,000

Disappearances in the Alaska Triangle are frighteningly commonplace. But there's one incident that haunted the U.S. military for more than 70 years. 44 military personnel gone without a trace.

144

00:21:28,000 --> 00:21:36,000

In one of the big mystery disasters of the U.S. Air Force, the plane vanished.

145

00:21:38,000 --> 00:21:52,000

Why has the Douglas never been found? Some who have been researching the case have come up with a disturbing theory.

146

00:21:53,000 --> 00:22:01,000

I do think the Douglas incident could have been intervention by a UFO.

147

00:22:08,000 --> 00:22:14,000

Jesse Desmond is the Alaskan State Director from MUFON, the mutual UFO network.

148

00:22:15,000 --> 00:22:28,000

Alaska is a great place for UFOs because we have this vast amount of space and very few people, which means that they can do stuff without a whole lot of onlookers.

149

00:22:29,000 --> 00:22:40,000

In 2003, there was a reported sighting of a whole mass of UFOs in a deserted area just 200 miles south of Fairbanks.

150

00:22:44,000 --> 00:22:49,000

Now, Jesse has found a close link between UFOs and the military.

151

00:22:50,000 --> 00:23:03,000

Alaska UFOs really kind of started with World War II because we had a couple of sightings over the Bering Sea. These were recorded by crewmen on military boats.

152

00:23:06,000 --> 00:23:18,000

We had all these radar sights and the military used those to detect UFOs over Alaska airspace. And then we had waves of UFO sightings all over the state.

153

00:23:20,000 --> 00:23:32,000

One of the most famous was in 1986 when the crew of a Japanese airline flight witnessed two UFOs trail their plane right in the middle of the Alaska Triangle.

154

00:23:35,000 --> 00:23:37,000

Is there a link with the missing Douglas?

155

00:23:38,000 --> 00:23:54,000

A top secret intelligence report from February 10, 1950 reveals that UFOs were stalking US naval planes just days before the Douglas vanished.

156

00:23:55,000 --> 00:24:01,000

The first of these encounters was above the naval air station of Kodiak.

157

00:24:03,000 --> 00:24:08,000

Only 250 miles southwest of the Douglas's departure point in Anchorage.

158

00:24:11,000 --> 00:24:16,000

Mufon investigator Jeremy Ray has been analyzing the reports.

159

00:24:16,000 --> 00:24:22,000

Shortly before the disappearance of the Douglas aircraft, there was a Navy pilot that witnessed a UFO.

160

00:24:23,000 --> 00:24:32,000

This UFO was clocked on radar going 1,800 miles per hour and during that time we didn't have anything that could go that fast. So I find it very interesting.

161

00:24:34,000 --> 00:24:39,000

The plane's radar operator reported the strangest interference he had ever seen.

162

00:24:40,000 --> 00:24:46,000

The control tower was in a state of panic. There should have been no other aircraft in the area.

163

00:24:49,000 --> 00:24:55,000

Suddenly, the UFO vanished, only to reappear two hours later trailing the Navy plane.

164

00:24:56,000 --> 00:25:01,000

It followed the aircraft for some minutes before vanishing once more.

165

00:25:01,000 --> 00:25:08,000

The Navy chiefs issued a top secret report to the highest levels of the US government.

166

00:25:11,000 --> 00:25:16,000

Journalist and researcher Andrew Goff has been on the trail of this report.

167

00:25:17,000 --> 00:25:26,000

The 1950s report was so important that 36 copies of the Navy's detailed analysis was sent to various security agencies.

168

00:25:26,000 --> 00:25:31,000

Such as the FBI, the CIA, the Air Force Intelligence and even the Department of State.

169

00:25:32,000 --> 00:25:42,000

This document about the Kodiak UFO encounter never saw the light of day until the 1970s, when a Freedom of Information request forced the US authorities to release a redacted version.

170

00:25:43,000 --> 00:25:48,000

This strikes me as a very important part of the investigation.

171

00:25:48,000 --> 00:25:53,000

The Kodiak encounter happened just four days before the Douglas disappeared.

172

00:25:54,000 --> 00:25:59,000

Two days after the disappearance came a night of a new discovery.

173

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

The Kodiak encounter was a very long time ago.

174

00:26:05,000 --> 00:26:09,000

The Kodiak encounter was a very long time ago.

175

00:26:10,000 --> 00:26:14,000

The Kodiak encounter was a very long time ago.

176

00:26:14,000 --> 00:26:22,000

Two days after the disappearance came another sighting and this one takes us right back to Elmendorf.

177

00:26:23,000 --> 00:26:33,000

There was a report of a UFO above Elmendorf Air Force Base and what's really interesting about this is that that's the same Air Force Base that the Douglas aircraft flew out of.

178

00:26:33,000 --> 00:26:48,000

An Elmendorf commander spotted three orange objects above the air base.

179

00:26:49,000 --> 00:26:58,000

They hovered at around 25,000 feet. Then they mysteriously vanished.

180

00:27:03,000 --> 00:27:17,000

Now a Lieutenant Colonel of all people sees something so bizarre, so unusual that he has to file an unidentified flying object report.

181

00:27:18,000 --> 00:27:21,000

That must have been something really weird.

182

00:27:23,000 --> 00:27:28,000

There are some who do now believe that the Douglas could have been taken by a UFO.

183

00:27:29,000 --> 00:27:39,000

Jeremy Ray thinks the answer could lie in the use of a tractor beam, a super strong energy beam which can pull anything else towards it.

184

00:27:40,000 --> 00:27:47,000

It is possible that the Douglas could have been controlled by a UFO, maybe pulled in by a tractor beam.

185

00:27:48,000 --> 00:27:55,000

That is kind of possible due to all the reports that we've heard about of pilots reporting UFOs taking control of the aircrafts.

186

00:27:56,000 --> 00:28:08,000

In 1948, in Kentucky, in what is known as the Mantell Incident, a young pilot was killed after losing control of his aircraft while pursuing a UFO.

187

00:28:09,000 --> 00:28:21,000

In 1958, in Snag, the very area where the Douglas was last recorded, two men out on a moose hunt reported a metallic oval UFO hovering above a marsh.

188

00:28:26,000 --> 00:28:34,000

The theory goes that the C-54 was overpowered by superior technology and that's why the planes never been found.

189

00:28:37,000 --> 00:28:39,000

Or it could be something else.

190

00:28:40,000 --> 00:28:55,000

Over the years, there have been all kinds of unusual happenings in the Alaska Triangle, from bizarre paranormal activity to sightings of monstrous beasts in the lakes and forests.

191

00:28:56,000 --> 00:29:02,000

But the disappearance of one aircraft in the skies of the Triangle could be the strangest of them all.

192

00:29:03,000 --> 00:29:09,000

Could an airplane really be taken by a UFO?

193

00:29:14,000 --> 00:29:20,000

There's one famous case from Australia where this has been suggested as a genuine possibility.

194

00:29:21,000 --> 00:29:29,000

What I have here is the transcript in one of the world's most famous UFO cases, Frederick Valentich.

195

00:29:30,000 --> 00:29:41,000

October 1978, Australia, the pilot has taken off at 0900 and 6 minutes and all of a sudden things go a little strange.

196

00:29:42,000 --> 00:29:50,000

He describes that there's something about a thousand feet above him and he can't identify it. It's moving really quickly.

197

00:29:51,000 --> 00:29:56,000

It's got a green light and sort of metallic. It's all shiny on the outside.

198

00:29:57,000 --> 00:30:02,000

You know, the air traffic controllers have no response for that. They have no idea what that could be.

199

00:30:02,000 --> 00:30:10,000

This goes on for about six minutes and finally the last thing he says at 0911 is that the aircraft is not moving.

200

00:30:11,000 --> 00:30:18,000

That strange craft is hovering on top of me again. It's hovering and it's not an aircraft.

201

00:30:19,000 --> 00:30:24,000

In the transmission, the last thing that's heard is the sound of clashing metal.

202

00:30:24,000 --> 00:30:29,000

Was this the sound of that unidentified flying object attaching itself to Frederick's plane?

203

00:30:30,000 --> 00:30:37,000

Is that why it disappeared? Is this why the Douglas aircraft also disappeared?

204

00:30:42,000 --> 00:30:50,000

But a few weeks after the Douglas disappeared in Alaska, there were strange signs that the plane might still be out there.

205

00:30:52,000 --> 00:30:57,000

On the 2nd of February, faint radio signals were heard.

206

00:30:57,000 --> 00:31:04,000

This is what had the search teams continuing to hold out hope that they were going to find the C-54.

207

00:31:04,000 --> 00:31:11,000

So for example, here's a story from February 1 out of Whitehorse Yukon Territory, which is right around the first of the main search areas,

208

00:31:11,000 --> 00:31:19,000

that you had faint radio signals on the distress band which raised hopes that this C-54 was going to turn up.

209

00:31:19,000 --> 00:31:24,000

And there were 44 people on board, so they really wanted to find this plane.

210

00:31:28,000 --> 00:31:33,000

People could hear chatter of people talking but not able to make out what they were saying.

211

00:31:33,000 --> 00:31:38,000

And it wasn't just in one location, it was scattered around the area.

212

00:31:38,000 --> 00:31:41,000

You can't pinpoint where they're coming from.

213

00:31:41,000 --> 00:31:44,000

Can you imagine hearing these voices?

214

00:31:44,000 --> 00:31:50,000

You're struggling to make out what they're saying, but it's too distorted. It's too distant.

215

00:31:53,000 --> 00:31:57,000

The C-54 is a very large area, but it's very small.

216

00:31:57,000 --> 00:32:05,000

Can you imagine hearing these voices? You're struggling to make out what they're saying, but it's too distorted. It's too distant.

217

00:32:08,000 --> 00:32:15,000

It's kind of human sounding. You recognize that, but there's something just wrong about it.

218

00:32:15,000 --> 00:32:20,000

Imagine how eerie that must have been for the people who were picking this up.

219

00:32:21,000 --> 00:32:28,000

The radio messages continued to taunt the search teams for days after the Douglas's disappearance.

220

00:32:29,000 --> 00:32:33,000

But gradually, they became more distant.

221

00:32:38,000 --> 00:32:41,000

Far away voices, magnetic anomalies.

222

00:32:41,000 --> 00:32:46,000

This evidence has led some experts to come up with a startling idea.

223

00:32:47,000 --> 00:33:00,000

One of the theories about what happened to the Douglas is that it flew into a portal, which is a gateway to another dimension where time and space are different from ours.

224

00:33:00,000 --> 00:33:15,000

If you think for a moment that this plane could have flown into a vortex, into a portal, then what you're faced with is the possibility that you're hearing sounds coming back.

225

00:33:16,000 --> 00:33:18,000

From another dimension.

226

00:33:21,000 --> 00:33:25,000

Fortices are created by powerful planetary electromagnetic forces.

227

00:33:25,000 --> 00:33:31,000

My theory about what could have happened to the missing Douglas is that a portal could have opened up.

228

00:33:31,000 --> 00:33:43,000

It was powered by the Alaska Triangle, causing it to travel into another dimension or another universe somewhere out there in the multiverse, causing it to disappear altogether.

229

00:33:43,000 --> 00:33:46,000

And I don't think it will ever be found.

230

00:33:46,000 --> 00:33:54,000

Could those distant, garble voices really have been mayday calls from the crew of the Douglas, trapped in another dimension?

231

00:33:56,000 --> 00:34:01,000

The theory goes back to the huge amount of electromagnetism in the air.

232

00:34:02,000 --> 00:34:14,000

Mike Ricksecker is a paranormal investigator who's been studying the effects of electromagnetism for many years.

233

00:34:14,000 --> 00:34:27,000

I'm really fascinated about how the energy is connected around the globe because I believe that we all, as people, are interconnected and we are connected with the universe.

234

00:34:28,000 --> 00:34:32,000

For Mike, vortices are a part of this interconnection.

235

00:34:34,000 --> 00:34:49,000

A vortex is energy from the Earth's core that has risen to the surface and it can affect electronic equipment, which if it swells up into the air, it can affect an airplane, throw it off courses, cause it to crash.

236

00:34:49,000 --> 00:34:54,000

And there's even theories about it being swept up into another dimension.

237

00:34:55,000 --> 00:35:02,000

So maybe a vortex in the triangle could cause planes to crash and even to disappear.

238

00:35:02,000 --> 00:35:12,000

But is there any real evidence of a vortex? The best comes not from planes, but ships, and from an area far to the south.

239

00:35:12,000 --> 00:35:23,000

These vortices can affect objects that are even larger, like ships. You hear about these disappearances in the Bermuda Triangle and ships that have gone down there, or completely missing.

240

00:35:23,000 --> 00:35:34,000

The Bermuda Triangle is a vortex. One witness says that's exactly what he encountered when making a routine flight across these waters.

241

00:35:34,000 --> 00:35:39,000

And his story might hold the key to the missing Douglas.

242

00:35:41,000 --> 00:35:46,000

The Alaska Triangle, a land of mystery and of danger.

243

00:35:47,000 --> 00:35:57,000

Over 16,000 people have gone missing. It's a large, untapped landmass with all sorts of strange anomalies and sightings.

244

00:35:57,000 --> 00:36:04,000

I think what we're looking at here is probably one of the most important mysteries on the planet.

245

00:36:04,000 --> 00:36:13,000

In January 1950, shortly after a Douglas C-54 vanished, a massive air search was launched to find the plane.

246

00:36:13,000 --> 00:36:23,000

What's really interesting is three of those aircraft crashed. Nobody knows why they crashed. It's still a mystery.

247

00:36:23,000 --> 00:36:33,000

And the Douglas has never been found. Could it have flown into a portal, a wormhole in space and time?

248

00:36:34,000 --> 00:36:43,000

Evidence that this might be the case comes from the furthest point in the U.S. from Alaska, Miami, Florida.

249

00:36:49,000 --> 00:37:00,000

Bruce Gernon has flown the skies over Miami for over 50 years. But he's had one flying experience,

unlike any other.

250

00:37:01,000 --> 00:37:11,000

I'm the only living person to fly through a vortex. Most people probably can't believe it. And I find it hard to believe myself.

251

00:37:13,000 --> 00:37:21,000

Bruce's story begins on December 4, 1970, when he was flying on the southern edge of the Bermuda Triangle.

252

00:37:22,000 --> 00:37:28,000

We took off right here from Andros at 3 o'clock, 100 miles east of Miami.

253

00:37:29,000 --> 00:37:37,000

And this big horizontal tunnel formed. And when I entered the mouth of it, something amazing happened instantly.

254

00:37:37,000 --> 00:37:43,000

These lines formed. And they were rotating counterclockwise, very slowly.

255

00:37:43,000 --> 00:37:48,000

I realized I was actually seeing the fabric of space and time.

256

00:37:49,000 --> 00:37:55,000

When Bruce entered the vortex, he was still far to the east of Miami.

257

00:37:55,000 --> 00:38:00,000

But in just seconds, he found himself flying above the city.

258

00:38:01,000 --> 00:38:10,000

I was in this dull gray fog and then went to bright blue. And I could see below me, there it was, the city of Miami Beach, right below me.

259

00:38:11,000 --> 00:38:22,000

As soon as we touched down, I checked my time. And the flight had only taken 47 minutes. That doesn't make sense.

260

00:38:22,000 --> 00:38:30,000

I had made this flight at least a dozen times previously. And it always took an hour and 20 minutes.

261

00:38:31,000 --> 00:38:39,000

I had just witnessed something that was incredible, that I didn't quite understand, but I knew I would never forget about it.

262

00:38:42,000 --> 00:38:49,000

When we landed, we would always fill up the airplane and top it off. Here's the actual gas receipt here.

263

00:38:49,000 --> 00:38:54,000

And it shows you the exact date, November 4, 1970.

264

00:38:54,000 --> 00:39:01,000

And as you can see, we only took on 29 gallons. And it always would take at least 40 gallons of fuel.

265

00:39:01,000 --> 00:39:06,000

And it helps explain that something incredible really did happen.

266

00:39:10,000 --> 00:39:17,000

If there is a vortex in the Bermuda Triangle, it could explain one of its most famous incidents.

267

00:39:17,000 --> 00:39:22,000

The story of Flight 19. This is a classic Bermuda Triangle story.

268

00:39:23,000 --> 00:39:29,000

English journalist Jerry Glover has been looking into the facts behind this famous event.

269

00:39:29,000 --> 00:39:44,000

Flight 19 was a US Air Force squadron, a training squadron. It flew out from Fort Lauderdale in Florida in December 1945 on a bombing practice run.

270

00:39:45,000 --> 00:39:51,000

Five Avenger aeroplanes, 14 men altogether. They flew east.

271

00:39:51,000 --> 00:40:00,000

And after several hours, all transmissions from them ceased and the flight completely disappeared.

272

00:40:00,000 --> 00:40:08,000

Just a few hours after this, in the early evening, a boat plane with 13 men was sent up in search of them.

273

00:40:08,000 --> 00:40:12,000

That plane too disappeared, with no explanation at all.

274

00:40:12,000 --> 00:40:20,000

Something like 300 boats and planes were sent out in search of Flight 19, but no trace of them was ever found.

275

00:40:20,000 --> 00:40:23,000

The whole event has been a mystery ever since.

276

00:40:25,000 --> 00:40:30,000

What happened to Flight 19 in the Bermuda Triangle may never be explained,

277

00:40:30,000 --> 00:40:38,000

but it goes to show that in places like these, planes can completely disappear and without a trace.

278

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

Even though the Bermuda Triangle is much more well known around the world,

279

00:40:44,000 --> 00:40:51,000

it's striking that in recent years we have come to find out more about the existence of a possible Alaska Triangle

280

00:40:51,000 --> 00:40:59,000

due to the resemblance between mysterious cases of disappearances that have taken place in that area.

281

00:41:01,000 --> 00:41:05,000

These are all reminiscent of famous Bermuda Triangle cases.

282

00:41:06,000 --> 00:41:12,000

From the safety of the ground, Bruce is looking at a simulation of the Douglas's flight through a portal.

283

00:41:13,000 --> 00:41:18,000

He's curious to know if it bears any relation to his own experience.

284

00:41:20,000 --> 00:41:29,000

What I'm looking at here is an animated video of what maybe the Douglas experienced in Alaska.

285

00:41:30,000 --> 00:41:34,000

And it shows it flying through the tunnel, it looks very realistic.

286

00:41:34,000 --> 00:41:37,000

It's starting to reach the very end of the tunnel.

287

00:41:37,000 --> 00:41:43,000

It's almost at the end now, but it looks like it may have just disappeared before it reached the end.

288

00:41:45,000 --> 00:41:49,000

This could be the same tunnel that I've moved through, it's almost identical.

289

00:41:50,000 --> 00:41:55,000

So who knows, maybe the same thing happened to the Douglas that happened to me.

290

00:41:56,000 --> 00:42:03,000

Traveling through space and time is now something that even NASA has been investigating.

291

00:42:06,000 --> 00:42:13,000

In 2011, a NASA space probe was launched containing four spinning gyroscopes.

292

00:42:16,000 --> 00:42:23,000

Over time, the axes drifted, enough to show that time and space are woven together.

293

00:42:24,000 --> 00:42:29,000

This went a long way to confirming the science behind space-time boarder seas.

294

00:42:32,000 --> 00:42:43,000

Could the Douglas craft have flown into a portal and is a portal part of the inherent mystery in the Alaska Triangle?

295

00:42:44,000 --> 00:42:50,000

If there was a portal in the triangle, it could explain more than just the disappearance of the Douglas.

296

00:42:50,000 --> 00:42:54,000

It could explain the mystery of the Alaska Triangle itself.

297

00:43:00,000 --> 00:43:07,000

Whether the Douglas vanished into a portal, or was abducted by UFOs,

298

00:43:13,000 --> 00:43:17,000

the case of the missing Douglas remains open and unsolved.

299

00:43:18,000 --> 00:43:24,000

This mystery has taunted the US authorities since the plane vanished 70 years ago.

300

00:43:26,000 --> 00:43:30,000

Or could there be some in authority who know more than they're letting on?

301

00:43:33,000 --> 00:43:40,000

There are a variety of reasons as to why governments be willing to cover up the activity that happens in locations such as the Alaska Triangle.

302

00:43:41,000 --> 00:43:46,000

You have all these planes that go missing, people that go missing, it's possible E.T. activity.

303

00:43:46,000 --> 00:43:58,000

And there's also the electromagnetic activity of the vortices that they themselves may be trying to harness the tests and experiments that they may be doing out there that they don't want other people to know about.

304

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

There is a lack of information being released about the incident of the Douglas aircraft disappearance.

305

00:44:07,000 --> 00:44:10,000

And this has led some to suspected conspiracy.

306

00:44:11,000 --> 00:44:15,000

There's a deeper horror behind some of these stories that they don't want people to necessarily know.

307

00:44:17,000 --> 00:44:20,000

But for now, the answer to the puzzle remains hidden.

308

00:44:23,000 --> 00:44:30,000

This is what's called an action copy. It's just the standard conclusion to any investigation that occurred in 1950.

309

00:44:31,000 --> 00:44:36,000

This is the summation of the search and rescue effort for the C-54.

310

00:44:36,000 --> 00:44:44,000

And you can see that on the 23rd of February 1950, the search for the missing C-54 aircraft is discontinued.

311

00:44:45,000 --> 00:44:49,000

To this day, the original C-54 has never been found.

312

00:44:49,000 --> 00:44:56,000

85 aircraft, tens of thousands of military personnel searching 400,000 square miles.

313

00:44:56,000 --> 00:45:00,000

Not a trace, it's as if it vanished into thin air.

314

00:45:06,000 --> 00:45:11,000

There's clearly more to the mystery of the missing Douglas than meets the eye.

315

00:45:11,000 --> 00:45:16,000

The Alaska Triangle doesn't give up its secrets easily.