



1
00:00:05,390 --> 00:00:02,240
It was a nocturnal approach

2
00:00:07,870 --> 00:00:05,400
between 11 11 and 30 at night at the

3
00:00:10,730 --> 00:00:07,880
Lima airport where we

4
00:00:15,280 --> 00:00:10,740
found where we were at an altitude of

5
00:00:17,680 --> 00:00:15,290
5,000 feet, approaching the quiet

6
00:00:20,380 --> 00:00:17,690
in a procedure called 'el and

7
00:00:24,010 --> 00:00:20,390
Is towards the runway in the

8
00:00:26,790 --> 00:00:24,020
weather conditions were very clear and

9
00:00:30,300 --> 00:00:26,800
totally clean and suddenly we could see

10
00:00:35,780 --> 00:00:32,880
to our right side more or less

11
00:00:39,090 --> 00:00:35,790
on the south west side

12
00:00:41,220 --> 00:00:39,100
at the same height as us and

13
00:00:43,470 --> 00:00:41,230

worried if there was any

14

00:00:44,450 --> 00:00:43,480
additional traffic approaching the

15

00:00:47,119 --> 00:00:44,460
same airport

16

00:00:51,060 --> 00:00:47,129
we asked the air traffic control

17

00:00:52,799 --> 00:00:51,070
whether or not they had another plane

18

00:00:53,540 --> 00:00:52,809
also approaching the same

19

00:00:56,460 --> 00:00:53,550
airport

20

00:00:59,250 --> 00:00:56,470
confirmed that there was no other

21

00:01:01,560 --> 00:00:59,260
plane, only ours, we

22

00:01:04,710 --> 00:01:01,570
told them that we had

23

00:01:07,310 --> 00:01:04,720
an object or traffic in sight as we call it

24

00:01:09,860 --> 00:01:07,320
aeronautically

25

00:01:12,340 --> 00:01:09,870
at a distance after a few five

26
00:01:15,680 --> 00:01:12,350
miles of a

27
00:01:18,430 --> 00:01:15,690
brilliant yellow color but that

28
00:01:22,170 --> 00:01:18,440
the color could be identified

29
00:01:25,900 --> 00:01:22,180
more or less from a very weak mist we

30
00:01:30,280 --> 00:01:25,910
were able to give the shape of the object in that it

31
00:01:33,100 --> 00:01:30,290
was an oval type, not with

32
00:01:36,550 --> 00:01:33,110
specific oval lines but with

33
00:01:39,190 --> 00:01:36,560
features that gave this shape and that We

34
00:01:42,790 --> 00:01:39,200
could distinguish between an airplane and

35
00:01:46,110 --> 00:01:42,800
something that is not a flat number. We are

36
00:01:49,540 --> 00:01:46,120
well acquainted. No, I have

37
00:01:52,510 --> 00:01:49,550
flown 15,000 hours of flight for 32 years,

38
00:01:56,470 --> 00:01:52,520

and we reported to the

39

00:01:58,720 --> 00:01:56,480

control tower who had us on the radar on

40

00:02:01,030 --> 00:01:58,730

the approach to confirm if

41

00:02:04,360 --> 00:02:01,040

We had another plane approaching us capable

42

00:02:08,020 --> 00:02:04,370

of being able to take precautions

43

00:02:11,010 --> 00:02:08,030

on the approach and we went.

44

00:02:14,050 --> 00:02:11,020

The operator was emphatic that there was no other

45

00:02:16,540 --> 00:02:14,060

traffic approaching us

46

00:02:20,559 --> 00:02:16,550

either on the departure or on the approach if

47

00:02:23,710 --> 00:02:20,569

I can say that it was different and unique in

48

00:02:25,750 --> 00:02:23,720

space because we also had the

49

00:02:27,630 --> 00:02:25,760

caution because it was very visible and for

50

00:02:32,190 --> 00:02:27,640

a long time

51
00:02:34,860 --> 00:02:32,200
to differentiate between certain boats or ships

52
00:02:39,910 --> 00:02:34,870
perched there at

53
00:02:42,610 --> 00:02:39,920
the mooring in the quiet he specified that

54
00:02:44,620 --> 00:02:42,620
they have another type of light of course they are not

55
00:02:48,400 --> 00:02:44,630
navigation or identification lights

56
00:02:49,930 --> 00:02:48,410
used by ships, yachts and

57
00:02:52,270 --> 00:02:49,940
ship forests The next day,

58
00:02:53,979 --> 00:02:52,280
actually, we had not discussed with

59
00:02:56,160 --> 00:02:53,989
the co-pilot the flight engineer that we

60
00:02:57,780 --> 00:02:56,170
had observed. The following day we

61
00:03:01,090 --> 00:02:57,790
had

62
00:03:03,940 --> 00:03:01,100
met and read in the press that it

63
00:03:06,790 --> 00:03:03,950

was obviously something that was seen

64

00:03:10,330 --> 00:03:06,800

by the population, that is, it was seen

65

00:03:12,040 --> 00:03:10,340

by people who He even took photographs

66

00:03:14,559 --> 00:03:12,050

and they were published in the

67

00:03:17,290 --> 00:03:14,569

newspapers and we were certain

68

00:03:19,150 --> 00:03:17,300

in what we had observed that it was

69

00:03:21,670 --> 00:03:19,160

an object that obviously

70

00:03:24,880 --> 00:03:21,680

we have actually flown flying object the

71

00:03:26,199 --> 00:03:24,890

UFO so that has been

72

00:03:27,550 --> 00:03:26,209

observed to be discussed by some

73

00:03:31,930 --> 00:03:27,560

colleagues in two or three

74

00:03:34,710 --> 00:03:31,940

additional occasions and that confirmed as explained by

75

00:03:37,770 --> 00:03:34,720

the population that

76

00:03:39,090 --> 00:03:37,780

lives in Callao and that they had taken

77

00:03:41,220 --> 00:03:39,100

photographs and that the following day

78

00:03:44,430 --> 00:03:41,230

they were published in the

79

00:03:47,070 --> 00:03:44,440

delima newspapers and indeed the following day

80

00:03:49,530 --> 00:03:47,080

this was the comment of the press and

81

00:03:51,300 --> 00:03:49,540

Peruvian television

82

00:03:52,770 --> 00:03:51,310

non-volatile flying object Identified have

83

00:03:54,390 --> 00:03:52,780

alarmed the residents of the

84

00:03:55,950 --> 00:03:54,400

Chiquito area in Callao, who

85

00:03:58,440 --> 00:03:55,960

remain outside their homes to be able to

86

00:03:59,910 --> 00:03:58,450

witness these ships. Even the

87

00:04:01,800 --> 00:03:59,920

personnel of the Callao maritime terminal

88

00:04:04,050 --> 00:04:01,810

turned on their lights to be able to

89

00:04:05,880 --> 00:04:04,060

locate these flying objects,

90

00:04:07,740 --> 00:04:05,890

the Navy ships which

91

00:04:09,090 --> 00:04:07,750

are anchored in the sea of

92

00:04:12,060 --> 00:04:09,100

Callao with their powerful reflectors, they

93

00:04:14,610 --> 00:04:12,070

also try to locate them after

94

00:04:16,410 --> 00:04:14,620

several hours, some silhouettes can be

95

00:04:18,360 --> 00:04:16,420

seen, as it should be noted that in this

96

00:04:20,190 --> 00:04:18,370

area of ■■Callao it is not the first time that

97

00:04:21,870 --> 00:04:20,200

these unidentified flying objects have appeared

98

00:04:23,670 --> 00:04:21,880

a few years ago. years ago

99

00:04:25,440 --> 00:04:23,680

they appeared during the day very close to the

100

00:04:27,930 --> 00:04:25,450

houses and could be seen by

101
00:04:29,640 --> 00:04:27,940
dozens of people we were here in

102
00:04:33,510 --> 00:04:29,650
a grill

103
00:04:35,360 --> 00:04:33,520
and suddenly we turned to see and we lived

104
00:04:37,710 --> 00:04:35,370
an unidentified object

105
00:04:39,770 --> 00:04:37,720
from there all the neighbors came by to

106
00:04:45,150 --> 00:04:39,780
pass a voice and began to leave the

107
00:04:48,090 --> 00:04:45,160
CNI and he was out for three hours and

108
00:04:48,920 --> 00:04:48,100
hid and every 20 minutes he came

109
00:04:52,560 --> 00:04:48,930
out again

110
00:04:56,300 --> 00:04:52,570
carrying turns on that powerful light

111
00:04:59,890 --> 00:04:56,310
that is seen from the boats

112
00:05:02,780 --> 00:04:59,900
and after 11 years there will be another one again

113
00:05:03,940 --> 00:05:02,790

because the one who saw 11 years was

114

00:05:06,980 --> 00:05:03,950

here at the

115

00:05:11,330 --> 00:05:06,990

height of the post but already with its lights

116

00:05:13,090 --> 00:05:11,340

with all the green, orange and red lights

117

00:05:16,270 --> 00:05:14,890

we remembered a presidential plane

118

00:05:19,349 --> 00:05:16,280

with the

119

00:05:24,790 --> 00:05:19,359

architects and his drama

120

00:05:29,620 --> 00:05:26,890

from a radio aid in quito called

121

00:05:35,810 --> 00:05:33,050

that moment a plane

122

00:05:39,020 --> 00:05:35,820

seems to be from avianca He reported that

123

00:05:43,370 --> 00:05:39,030

he had a luminous object on the

124

00:05:46,640 --> 00:05:43,380

pitching, the radar commented to me

125

00:05:49,430 --> 00:05:46,650

that if I had this object in sight, to

126
00:05:51,470 --> 00:05:49,440
which I replied that no, I did not see it

127
00:05:54,560 --> 00:05:51,480
simply because I was in

128
00:05:56,750 --> 00:05:54,570
instruments, I was not in a visual mode,

129
00:06:00,800 --> 00:05:59,240
Mr. Quito radar in which

130
00:06:03,200 --> 00:06:00,810
you can also have some

131
00:06:06,740 --> 00:06:03,210
information I do not remember the

132
00:06:10,190 --> 00:06:06,750
exact date he had the object on his screen

133
00:06:13,100 --> 00:06:10,200
but this object gave no sign of

134
00:06:15,880 --> 00:06:13,110
speed or idea or height I am

135
00:06:19,250 --> 00:06:15,890
completely sure that

136
00:06:20,810 --> 00:06:19,260
another civilization exists we had one

137
00:06:22,700 --> 00:06:20,820
experience when we came from

138
00:06:24,920 --> 00:06:22,710

santiago de chile on a normal

139

00:06:28,220 --> 00:06:24,930

santiago de chile-guayaquil flight with

140

00:06:32,240 --> 00:06:28,230

general durán and at that time

141

00:06:36,290 --> 00:06:32,250

captain pozo accompanied us for more or

142

00:06:38,840 --> 00:06:36,300

less 15 minutes an object that we

143

00:06:41,510 --> 00:06:38,850

could not identify and it was something

144

00:06:43,400 --> 00:06:41,520

extraterrestrial and at the same time Once we were

145

00:06:45,230 --> 00:06:43,410

about 150 miles away from

146

00:06:49,070 --> 00:06:45,240

land because we came in all that is

147

00:06:51,500 --> 00:06:49,080

more, we saw in the sea part in the

148

00:06:53,159 --> 00:06:51,510

background a city as we could say

149

00:06:55,439 --> 00:06:53,169

a satellite city

150

00:06:58,290 --> 00:06:55,449

a part where everything looked normal but

151

00:07:01,320 --> 00:06:58,300

inside the sea at depth from the sea

152

00:07:03,800 --> 00:07:01,330

we were more or less at 33,000

153

00:07:05,879 --> 00:07:03,810

feet above sea level and it was normally possible to observe

154

00:07:08,399 --> 00:07:05,889

that this was a city that

155

00:07:10,830 --> 00:07:08,409

existed and we were able to observe what

156

00:07:14,189 --> 00:07:10,840

buildings were there at

157

00:07:16,860 --> 00:07:14,199

night at dawn and more or less lights,

158

00:07:18,839 --> 00:07:16,870

some voices under the water some

159

00:07:20,070 --> 00:07:18,849

clear lights that gave the identification as

160

00:07:21,959 --> 00:07:20,080

if it was a city down there

161

00:07:23,670 --> 00:07:21,969

definitely working the water

162

00:07:25,739 --> 00:07:23,680

because we were 150 miles

163

00:07:27,570 --> 00:07:25,749

away from what the earth in the part

164

00:07:31,019 --> 00:07:27,580

that we came to fly was in the

165

00:07:31,850 --> 00:07:31,029

year of 1982 specifically in the month of

166

00:07:34,619 --> 00:07:31,860

November

167

00:07:36,860 --> 00:07:34,629

and I fly a caravelle plane from Quito

168

00:07:39,920 --> 00:07:36,870

to Manta

169

00:07:41,499 --> 00:07:39,930

with my colleagues who unfortunately

170

00:07:43,210 --> 00:07:41,509

are not with us

171

00:07:47,240 --> 00:07:43,220

and

172

00:07:50,300 --> 00:07:47,250

I remember that approximately 15 or

173

00:07:53,279 --> 00:07:50,310

20 miles from Manta we were suddenly

174

00:07:53,279 --> 00:07:55,320

surprised to use a circular

175

00:08:03,330 --> 00:08:01,679

spherical object I can't tell you how to describe it theoretical prodigies I

176

00:08:07,279 --> 00:08:03,340
tell you that initially we thought it

177

00:08:10,409 --> 00:08:07,289
was a balloon or a

178

00:08:12,029 --> 00:08:10,419
meteorological probe and the

179

00:08:14,040 --> 00:08:12,039
nearest cancer mean that we are obviously looking at it

180

00:08:15,559 --> 00:08:14,050
more trying to appreciate the best not

181

00:08:19,230 --> 00:08:15,569
what it was about

182

00:08:22,170 --> 00:08:19,240
apparently I tell you that it was

183

00:08:23,909 --> 00:08:22,180
daytime excellent visibility, that

184

00:08:26,760 --> 00:08:23,919
is, there is no doubt that

185

00:08:29,029 --> 00:08:26,770
the matter was really easily identifiable

186

00:08:31,439 --> 00:08:29,039
if I tell you that contrary to what is

187

00:08:33,540 --> 00:08:31,449
commonly commented on these things, I

188

00:08:35,610 --> 00:08:33,550

know what shape it marks, this was

189

00:08:37,260 --> 00:08:35,620

totally spherical and as I told you

190

00:08:39,389 --> 00:08:37,270

before, apparently it rotated on its

191

00:08:41,370 --> 00:08:39,399

Its own axis was static in the place, it did

192

00:08:43,370 --> 00:08:41,380

not move and obviously we were

193

00:08:46,070 --> 00:08:43,380

getting closer to it,

194

00:08:48,590 --> 00:08:46,080

but here in the important and curious thing that

195

00:08:51,410 --> 00:08:48,600

when we were observing it,

196

00:08:51,410 --> 00:08:56,590

it suddenly moved at an unquantifiable speed

197

00:09:01,030 --> 00:08:59,259

and obviously much stranger still

198

00:09:02,499 --> 00:09:01,040

because it was partly at a standstill through

199

00:09:04,840 --> 00:09:02,509

the zero point and it moves at an

200

00:09:06,280 --> 00:09:04,850

incredible speed and there we really convinced ourselves

201
00:09:09,100 --> 00:09:06,290
that it was not something that

202
00:09:11,259 --> 00:09:09,110
was identifiable, at least for

203
00:09:14,400 --> 00:09:11,269
us, no, we came from a

204
00:09:15,960 --> 00:09:14,410
flight that came from Gualaquiza to

205
00:09:19,180 --> 00:09:15,970
Paraquito,

206
00:09:21,040 --> 00:09:19,190
we had with some passengers, we checked

207
00:09:22,720 --> 00:09:21,050
the notification point now and we

208
00:09:26,680 --> 00:09:22,730
joined the section with the wind for

209
00:09:30,430 --> 00:09:26,690
runway 17 we live in front a

210
00:09:32,920 --> 00:09:30,440
fairly fast light more or less it will be like the

211
00:09:36,250 --> 00:09:32,930
light of a 7 27

212
00:09:40,090 --> 00:09:36,260
it could be that size it could be less than it

213
00:09:40,889 --> 00:09:40,100

was flying at the height of the pichincha from south

214

00:09:43,690 --> 00:09:40,899

to north

215

00:09:45,780 --> 00:09:43,700

we notified to the radar the radar

216

00:09:48,480 --> 00:09:45,790

did not have the trace

217

00:09:50,130 --> 00:09:48,490

and we continued to see it we thought

218

00:09:51,960 --> 00:09:50,140

that it was an airplane that was in

219

00:09:53,990 --> 00:09:51,970

overflight from guayaquil to panama or

220

00:09:56,320 --> 00:09:54,000

guayaquil

221

00:09:59,420 --> 00:09:56,330

or lima from the south to the north

222

00:10:01,250 --> 00:09:59,430

we continued on the trajectory

223

00:10:02,750 --> 00:10:01,260

we had another airplane that was an

224

00:10:06,230 --> 00:10:02,760

experience being that was entering from the

225

00:10:08,000 --> 00:10:06,240

direct north for runway 17 and he

226

00:10:09,530 --> 00:10:08,010

also notified the same thing we

227

00:10:11,840 --> 00:10:09,540

began to make the approach

228

00:10:14,180 --> 00:10:11,850

for runway 17 and the light was already much

229

00:10:17,450 --> 00:10:14,190

further on much more much

230

00:10:20,090 --> 00:10:17,460

further on while touching wheels the

231

00:10:22,160 --> 00:10:20,100

control told us that the track it had been

232

00:10:24,260 --> 00:10:22,170

seen by the radar that has a

233

00:10:27,530 --> 00:10:24,270

fairly high speed so it

234

00:10:30,970 --> 00:10:27,540

can't be any plane I realized that

235

00:10:35,000 --> 00:10:30,980

in the distance there was a plane that was approaching us

236

00:10:37,700 --> 00:10:35,010

for me it was a plane by silhouette

237

00:10:40,760 --> 00:10:37,710

but the time that I did the maneuver

238

00:10:42,590 --> 00:10:40,770

to avoid just our truck

239

00:10:44,600 --> 00:10:42,600

also in the first instance I was surprised

240

00:10:46,590 --> 00:10:44,610

that the control had not warned me of

241

00:10:50,689 --> 00:10:46,600

traffic in the area

242

00:10:54,030 --> 00:10:50,699

at all then when I made the maneuver

243

00:10:58,379 --> 00:10:54,040

immediately I saw that it began to disappear

244

00:11:01,550 --> 00:10:58,389

quickly on the horizon and

245

00:11:03,930 --> 00:11:01,560

we were coming at 19 thousand feet of altitude and

246

00:11:06,090 --> 00:11:03,940

we began to descending more or less from

247

00:11:09,090 --> 00:11:06,100

the tejar position

248

00:11:11,639 --> 00:11:09,100

we were on a fairly clear night in

249

00:11:13,920 --> 00:11:11,649

conditions since they were visual you could

250

00:11:16,290 --> 00:11:13,930

say but it was already quarter to seven it

251

00:11:17,940 --> 00:11:16,300

was quite dark but it was a

252

00:11:21,030 --> 00:11:17,950

clear night

253

00:11:25,020 --> 00:11:21,040

more or less from the height of pass 8a

254

00:11:26,790 --> 00:11:25,030

around we already had 17,000 feet and

255

00:11:30,360 --> 00:11:26,800

radar control had authorized us to

256

00:11:32,610 --> 00:11:30,370

descend in visual conditions and

257

00:11:34,620 --> 00:11:32,620

make a visual descent to land

258

00:11:37,290 --> 00:11:34,630

on runway 17 to the north of the

259

00:11:39,450 --> 00:11:37,300

city due to windy conditions and

260

00:11:41,370 --> 00:11:39,460

something on the left side caught my attention

261

00:11:44,040 --> 00:11:41,380

at the height of Pichincha

262

00:11:46,050 --> 00:11:44,050

About the Pichincha, more or less, I told

263

00:11:47,670 --> 00:11:46,060

the captain of Excel and the captain of

264

00:11:50,970 --> 00:11:47,680

Panchana, who was in the back, I

265

00:11:53,639 --> 00:11:50,980

told them, look at that light. They saw the

266

00:11:57,389 --> 00:11:55,290

at first.

267

00:11:59,460 --> 00:11:57,399

I think it was a UFO. We

268

00:12:02,400 --> 00:11:59,470

weren't sure, but the only

269

00:12:04,910 --> 00:12:02,410

way and The easiest way to clear up the doubt

270

00:12:07,109 --> 00:12:04,920

was to ask radar control,

271

00:12:08,639 --> 00:12:07,119

so I took the radio, give me

272

00:12:10,319 --> 00:12:08,649

radar control now, and soon if

273

00:12:13,230 --> 00:12:10,329

radar control had an aircraft

274

00:12:15,660 --> 00:12:13,240

that was in the Pichincha sector,

275

00:12:17,160 --> 00:12:15,670

they saw that they had no negative

276

00:12:19,650 --> 00:12:17,170

contact that they did not know of any

277

00:12:21,929 --> 00:12:19,660

aircraft that is in that sector so

278

00:12:24,509 --> 00:12:21,939

I told the radar man that I

279

00:12:27,090 --> 00:12:24,519

had him in sight that it was a light because

280

00:12:29,850 --> 00:12:27,100

I realized that they were moving, let's say,

281

00:12:31,290 --> 00:12:29,860

it was because in the Pichincha you can

282

00:12:34,410 --> 00:12:31,300

say that here there is the pichincha and here

283

00:12:36,720 --> 00:12:34,420

is another hill the bus and the ruco

284

00:12:39,090 --> 00:12:36,730

maybe I don't know the exact names but I

285

00:12:41,519 --> 00:12:39,100

saw the light from behind two at a time when I