



1
00:00:07,070 --> 00:00:02,990

[Music]

2
00:00:09,950 --> 00:00:07,080

the year is 1954 and 25 year old

3
00:00:12,709 --> 00:00:09,960

Lieutenant Seamus O'Farrell is preparing

4
00:00:16,250 --> 00:00:12,719

for a lone flight a flight that will

5
00:00:18,769 --> 00:00:16,260

haunt him for the rest of his life it's

6
00:00:21,050 --> 00:00:18,779

the evening of August 31st and

7
00:00:23,029 --> 00:00:21,060

Lieutenant O'Farrell has been briefed

8
00:00:25,550 --> 00:00:23,039

from navigational Patrol and exercise

9
00:00:27,650 --> 00:00:25,560

that will take him from a narrow Naval

10
00:00:31,970 --> 00:00:27,660

Air Station in Southern New South Wales

11
00:00:33,190 --> 00:00:31,980

West to Young Tamora and yes and then

12
00:00:37,130 --> 00:00:33,200

back to base

13
00:00:40,250 --> 00:00:37,140

his aircraft the Sea Fury is the fastest

14

00:00:42,380 --> 00:00:40,260

piston-engined plane in the air top

15

00:00:55,010 --> 00:00:42,390

speed 400 knots

16

00:00:57,709 --> 00:00:55,020

[Music]

17

00:01:00,170 --> 00:00:57,719

cool customer Seamus O'Farrell is

18

00:01:02,450 --> 00:01:00,180

destined for high military honors he's

19

00:01:04,670 --> 00:01:02,460

also destined for an encounter that is

20

00:01:06,410 --> 00:01:04,680

so inexplicable it remained in the top

21

00:01:11,570 --> 00:01:06,420

secret files of the defense department

22

00:01:15,649 --> 00:01:13,070

I didn't think there was anything in

23

00:01:17,810 --> 00:01:15,659

there that was a likely affect National

24

00:01:20,390 --> 00:01:17,820

Security but uh other people obviously

25

00:01:25,429 --> 00:01:23,330

39 years after the event Sheamus

26

00:01:27,289 --> 00:01:25,439

O'Farrell can talk openly about his

27

00:01:31,070 --> 00:01:27,299

mysterious experience

28

00:01:32,320 --> 00:01:31,080

back then in 1954 he was terrified it

29

00:01:34,370 --> 00:01:32,330

would wreck his career

30

00:01:36,230 --> 00:01:34,380

[Music]

31

00:01:38,030 --> 00:01:36,240

I was a bit ashamed about it all people

32

00:01:39,289 --> 00:01:38,040

thought that uh

33

00:01:42,770 --> 00:01:39,299

uh

34

00:01:43,969 --> 00:01:42,780

I'd flip my lid or lost control or done

35

00:01:46,130 --> 00:01:43,979

something silly

36

00:01:49,310 --> 00:01:46,140

and

37

00:01:51,410 --> 00:01:49,320

It generally was regarded as a bit of a

38

00:01:52,670 --> 00:01:51,420

joke by the rest of the air crew you

39

00:01:54,170 --> 00:01:52,680

know people would

40

00:01:55,490 --> 00:01:54,180

have a few drinks and they'd say dear

41

00:01:56,749 --> 00:01:55,500

come on let's have another drink out of

42

00:02:00,109 --> 00:01:56,759

Farrell and tell us a bit more about

43

00:02:04,370 --> 00:02:02,090

for the pilot everything appeared normal

44

00:02:11,280 --> 00:02:04,380

as the Sea Fury took off from now and

45

00:02:11,290 --> 00:02:17,830

[Music]

46

00:02:22,550 --> 00:02:20,089

the actual tapes of the radio

47

00:02:24,830 --> 00:02:22,560

Transmissions between the Sea Fury and

48

00:02:26,270 --> 00:02:24,840

narrow base have been erased by the

49

00:02:28,309 --> 00:02:26,280

defense department

50

00:02:31,070 --> 00:02:28,319

but the conversations you will hear in

51
00:02:32,570 --> 00:02:31,080
this story are as close as we can get to

52
00:02:34,729 --> 00:02:32,580
the real thing

53
00:02:37,670 --> 00:02:34,739
they are the Recollections of the pilot

54
00:02:40,550 --> 00:02:37,680
Sheamus o'faron and his link with

55
00:02:43,490 --> 00:02:40,560
narrow-based radar operator petty

56
00:02:45,229 --> 00:02:43,500
officer Keith Jessup

57
00:02:47,690 --> 00:02:45,239
the first two legs of the flight were

58
00:02:50,030 --> 00:02:47,700
uneventful but as Lieutenant O'Farrell

59
00:02:52,250 --> 00:02:50,040
turned into the last League petty

60
00:02:54,530 --> 00:02:52,260
officer Jessup noticed something unusual

61
00:02:57,589 --> 00:02:54,540
happening on his radar screen

62
00:03:01,190 --> 00:02:57,599
two strange Echoes Echoes that were

63
00:03:04,309 --> 00:03:01,200

closing in fast on the Sea Fury

64

00:03:06,369 --> 00:03:04,319

what these two objects were I I didn't

65

00:03:09,190 --> 00:03:06,379

have any idea and

66

00:03:12,890 --> 00:03:09,200

I was concerned with the safety cell

67

00:03:15,649 --> 00:03:12,900

reported to the relevant officer in

68

00:03:18,649 --> 00:03:15,659

charge of that area at the time

69

00:03:22,009 --> 00:03:18,659

a full minutes later Sheamus O'Farrell

70

00:03:34,790 --> 00:03:22,019

in Sea Fury 921 realized he was not

71

00:03:34,800 --> 00:03:43,610

confirm

72

00:03:47,750 --> 00:03:45,589

they were formatting with me they were

73

00:03:50,869 --> 00:03:47,760

moving along with me and holding their

74

00:03:53,470 --> 00:03:50,879

station with me and they were about the

75

00:03:56,750 --> 00:03:53,480

same distance out on either side

76
00:03:59,030 --> 00:03:56,760
two one can you identify uh aircraft for

77
00:04:02,990 --> 00:03:59,040
us please

78
00:04:06,410 --> 00:04:05,390
try to picture Sheamus o'faron's

79
00:04:08,630 --> 00:04:06,420
predicament

80
00:04:10,309 --> 00:04:08,640
when he left Nara he had been briefed

81
00:04:12,589 --> 00:04:10,319
that there would be no other aircraft on

82
00:04:14,869 --> 00:04:12,599
his flight path suddenly he was

83
00:04:17,569 --> 00:04:14,879
confronted with the impossible two

84
00:04:20,449 --> 00:04:17,579
unidentified craft two brilliant white

85
00:04:23,510 --> 00:04:20,459
lights flying in formation with the Sea

86
00:04:29,030 --> 00:04:23,520
Fury one was about 30 meters on his port

87
00:04:32,990 --> 00:04:31,790
at the time I just knew that there

88
00:04:34,070 --> 00:04:33,000

shouldn't have been anything else there

89

00:04:38,210 --> 00:04:34,080

and uh

90

00:04:40,790 --> 00:04:38,220

we were I brought the attention to the

91

00:04:43,610 --> 00:04:40,800

night loss or I sit in charge and to our

92

00:04:47,689 --> 00:04:43,620

staff and our staff in there were

93

00:04:51,409 --> 00:04:47,699

equally as surprised we did plot on our

94

00:04:54,110 --> 00:04:51,419

radar screen all three

95

00:04:56,330 --> 00:04:54,120

write our objects and it had to be

96

00:05:00,890 --> 00:04:56,340

something because we wouldn't have got a

97

00:05:03,469 --> 00:05:00,900

a radar Echo as we call them back to the

98

00:05:31,870 --> 00:05:03,479

to the radar room had it not been a

99

00:05:37,249 --> 00:05:34,909

by this time there was a minor panic in

100

00:05:39,290 --> 00:05:37,259

the radar room at Nara they started

101

00:05:41,570 --> 00:05:39,300

checking and double checking

102

00:05:43,430 --> 00:05:41,580

the Air Force confirmed they had no

103

00:05:45,950 --> 00:05:43,440

planes in the air that night

104

00:05:48,010 --> 00:05:45,960

Sydney airport tower reported there were

105

00:05:50,990 --> 00:05:48,020

no civilian aircraft flying in the area

106

00:05:53,029 --> 00:05:51,000

and up above the two objects were

107

00:05:55,550 --> 00:05:53,039

maintaining formation with the Sea Fury

108

00:05:58,790 --> 00:05:55,560

then after several minutes they

109

00:05:59,760 --> 00:05:58,800

confounded everyone they sped away Into

110

00:06:06,529 --> 00:05:59,770

the Night

111

00:06:06,539 --> 00:06:09,610

I don't know

112

00:06:16,249 --> 00:06:11,570

unconfirmed aircraft of lift formation

113

00:06:18,950 --> 00:06:16,259

there on track uh to the Northeast

114

00:06:22,610 --> 00:06:18,960

then I saw the rate at which they were

115

00:06:24,590 --> 00:06:22,620

able to open up from me fly ahead of me

116

00:06:26,930 --> 00:06:24,600

cross directly in front of me and take

117

00:06:30,230 --> 00:06:26,940

station on the other side

118

00:06:32,390 --> 00:06:30,240

almost in the flash of an eye leaving me

119

00:06:33,590 --> 00:06:32,400

apparently standing still relative to

120

00:06:37,129 --> 00:06:33,600

their motion

121

00:06:38,870 --> 00:06:37,139

and that's what made me think I I then

122

00:06:41,570 --> 00:06:38,880

stopped and thought about it and said

123

00:06:43,129 --> 00:06:41,580

this is incredible what sort of aircraft

124

00:06:46,610 --> 00:06:43,139

have I got out here

125

00:06:48,710 --> 00:06:46,620

and I knew then in my own mind that

126

00:06:50,390 --> 00:06:48,720

there were no aircraft in Australia that

127

00:06:53,029 --> 00:06:50,400

could do that

128

00:06:55,070 --> 00:06:53,039

what sort of aircraft indeed

129

00:06:57,830 --> 00:06:55,080

remember the Sea Fury was one of the

130

00:07:01,309 --> 00:06:57,840

most powerful aircraft in the sky

131

00:07:03,650 --> 00:07:01,319

back then in 1954 it could do an amazing

132

00:07:06,050 --> 00:07:03,660

400 knots

133

00:07:09,230 --> 00:07:06,060

after those two unidentified objects

134

00:07:11,510 --> 00:07:09,240

shot past Sea Fury 921 the radar

135

00:07:13,129 --> 00:07:11,520

operators have narrow base did some

136

00:07:16,490 --> 00:07:13,139

calculations

137

00:07:21,050 --> 00:07:16,500

they estimated that the UFOs had to be

138

00:07:22,790 --> 00:07:21,060

traveling really traveling at over 1 000

139

00:07:24,890 --> 00:07:22,800

knots

140

00:07:26,930 --> 00:07:24,900

when Lieutenant O'Farrell arrived back

141

00:07:29,029 --> 00:07:26,940

at Nara base there was a welcoming

142

00:07:31,070 --> 00:07:29,039

committee waiting for him he was

143

00:07:33,110 --> 00:07:31,080

immediately ordered to Sick Bay for an

144

00:07:34,909 --> 00:07:33,120

exhaustive series of tests

145

00:07:37,510 --> 00:07:34,919

the medicos questioned his drinking

146

00:07:39,950 --> 00:07:37,520

habits his State of Mind his Fitness

147

00:07:42,170 --> 00:07:39,960

just about everything

148

00:07:43,490 --> 00:07:42,180

but Sheamus O'Farrell was given a clean

149

00:07:45,890 --> 00:07:43,500

bill of health

150

00:07:48,409 --> 00:07:45,900

so clean in fact that he went on to

151
00:07:53,270 --> 00:07:48,419
become one of the Navy's top pilots and

152
00:07:55,189 --> 00:07:53,280
eventually Naval attache in Washington

153
00:07:57,650 --> 00:07:55,199
as the years went by I became more

154
00:07:59,809 --> 00:07:57,660
embarrassed and I just wiped it out of

155
00:08:01,370 --> 00:07:59,819
memory and never worried about it again

156
00:08:03,589 --> 00:08:01,380
it was a

157
00:08:05,390 --> 00:08:03,599
always intrigued me it's always worried

158
00:08:08,210 --> 00:08:05,400
me

159
00:08:10,430 --> 00:08:08,220
um I saw no explanation but I didn't see

160
00:08:12,890 --> 00:08:10,440
any need to tell anybody else about it

161
00:08:15,830 --> 00:08:12,900
or talk about it

162
00:08:17,990 --> 00:08:15,840
despite his distinguished career Sheamus

163
00:08:19,909 --> 00:08:18,000

o'farrell's file remained secret for

164

00:08:22,550 --> 00:08:19,919

more than 30 years

165

00:08:24,170 --> 00:08:22,560

when it was finally Declassified the

166

00:08:26,809 --> 00:08:24,180

file revealed there were two more

167

00:08:29,210 --> 00:08:26,819

independent witnesses to the incident

168

00:08:31,670 --> 00:08:29,220

an engineer working on a radio tower at

169

00:08:34,430 --> 00:08:31,680

maroon in Western New South Wales and

170

00:08:36,709 --> 00:08:34,440

cited the objects as they flew overhead

171

00:08:39,350 --> 00:08:36,719

and an air traffic controller at Sydney

172

00:08:41,990 --> 00:08:39,360

airport logged unusual lights passing to

173

00:08:44,690 --> 00:08:42,000

the south of the city

174

00:08:47,090 --> 00:08:44,700

the first civilian to study the file was

175

00:08:49,009 --> 00:08:47,100

UFO researcher and investigator Bill

176
00:08:50,810 --> 00:08:49,019
Chalker no one has to bear in mind the

177
00:08:53,150 --> 00:08:50,820
credentials that come with the with the

178
00:08:56,050 --> 00:08:53,160
sighting you know you have a highly

179
00:08:57,949 --> 00:08:56,060
qualified and experienced pilot you have

180
00:09:00,769 --> 00:08:57,959
confirmation from the ground from the

181
00:09:04,370 --> 00:09:00,779
radar operator you have two separate

182
00:09:05,650 --> 00:09:04,380
ground Witnesses all confirming the

183
00:09:08,389 --> 00:09:05,660
presence of

184
00:09:10,910 --> 00:09:08,399
an unidentified or two unidentified

185
00:09:12,970 --> 00:09:10,920
aircraft of some description and doing

186
00:09:15,350 --> 00:09:12,980
things that were

187
00:09:16,810 --> 00:09:15,360
apparently expectable or beyond the

188
00:09:19,670 --> 00:09:16,820

capabilities

189

00:09:22,310 --> 00:09:19,680

Apparent at that time

190

00:09:25,670 --> 00:09:22,320

Sheamus O'Farrell has no doubt what he

191

00:09:28,009 --> 00:09:25,680

saw that evening in 1954 and because of

192

00:09:30,230 --> 00:09:28,019

the evidence especially the documented

193

00:09:32,570 --> 00:09:30,240

radar sightings a United States

194

00:09:34,850 --> 00:09:32,580

government report rated this close

195

00:09:36,350 --> 00:09:34,860

encounter as one of the 13 most

196

00:09:38,150 --> 00:09:36,360

significant in the world

197

00:09:41,290 --> 00:09:38,160

[Music]

198

00:09:45,590 --> 00:09:41,300

to this day I'm as certain as I was then

199

00:09:47,530 --> 00:09:45,600

that I saw two objects flying in close

200

00:09:51,769 --> 00:09:47,540

formation with me

201

00:09:53,750 --> 00:09:51,779

and I'm convinced they weren't airplanes

202

00:09:55,850 --> 00:09:53,760

that come from

203

00:09:58,550 --> 00:09:55,860

the Navy the army or the Air Force or

204

00:10:02,570 --> 00:09:58,560

civil aviation whatever they were they