

1

00:00:00,910 --> 00:00:22,907

MUSIC

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00:00:22,907 --> 00:00:28,906

November 7th, 2006, Chicago's O'Hare International Airport.

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00:00:28,906 --> 00:00:34,905

On an overcast afternoon, an object suddenly appears over the tarmac,

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00:00:34,905 --> 00:00:38,904

a craft that is not on the airport's flight schedule.

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00:00:40,904 --> 00:00:43,903

During the rush hour at Chicago O'Hare Airport,

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00:00:43,903 --> 00:00:45,903

which is one of the country's busiest airports,

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00:00:45,903 --> 00:00:52,902

there suddenly appeared a metallic-looking disc about Gate C-17.

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00:00:53,902 --> 00:01:02,900

The UFO was seen by pilots, mechanics and other airport personnel.

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00:01:04,900 --> 00:01:08,899

These people who saw it knew this was not any kind of an airplane.

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00:01:08,899 --> 00:01:15,898

Witnesses describe a large disc-shaped craft hovering approximately a thousand feet over the airport.

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00:01:15,898 --> 00:01:20,898

There are eyewitness reports saying this UFO was between 20 and 80 feet in diameter

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00:01:20,898 --> 00:01:25,897

and it was right out in the open, just sitting there in plain view for over five minutes.

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00:01:25,897 --> 00:01:27,896

Nobody knew what to make of this.

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00:01:30,896 --> 00:01:36,895

People started putting it through on the radios that somebody had seen this disc up above Gate C-17.

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00:01:36,895 --> 00:01:40,894

There was also a manager from United Airlines who heard the chatter.

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00:01:40,894 --> 00:01:43,894

She went out on the tarmac, looked up and she was able to see it.

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00:01:43,894 --> 00:01:49,893

A United Airlines manager reports the UFO sighting to O'Hare's control tower.

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00:01:50,893 --> 00:01:54,892

This is Sue from United. There was a disc out there flying around.

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00:01:54,892 --> 00:01:55,892

What?

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00:01:55,892 --> 00:01:59,891

There was a disc flying outside above Charlie's 17.

21

00:01:59,891 --> 00:02:01,891

A disc? Like a Frisbee?

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00:02:01,891 --> 00:02:03,891

Like a UFO type thing.

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00:02:03,891 --> 00:02:08,890

After several minutes, the UFO suddenly takes off.

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00:02:09,890 --> 00:02:13,889

It was seen by everyone, baggage handlers, pilots, passengers,

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00:02:13,889 --> 00:02:16,889

and then all of a sudden it shot up with such tremendous force,

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00:02:16,889 --> 00:02:19,888

it punched a hole right through the clouds and you could see the blue sky.

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00:02:21,888 --> 00:02:25,887

And then the UFO was gone, vanished into the sky.

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00:02:28,887 --> 00:02:32,886

And with so many credible witnesses, this is a breakthrough sighting, right?

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00:02:32,886 --> 00:02:34,886

Well, think again.

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00:02:34,886 --> 00:02:38,885

As many as 12 United Airlines employees saw the UFO,

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00:02:38,885 --> 00:02:42,885

but when they were debriefed the next day they were told not to talk about it.

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00:02:43,885 --> 00:02:48,884

Are pilots and airline professionals who witness UFO events

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00:02:48,884 --> 00:02:51,883

discouraged from revealing their stories to the public?

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00:02:52,883 --> 00:02:56,883

If so, who is behind these cover-ups?

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00:02:56,883 --> 00:03:02,882

And what secrets are they keeping in the unfriendly skies?

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00:03:02,882 --> 00:03:08,881

The Mutual UFO Network, known as Mufan, is an independent organization

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00:03:08,881 --> 00:03:10,880

not bound to any government.

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00:03:10,880 --> 00:03:15,880

They investigate reports of UFO sightings from around the world.

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00:03:15,880 --> 00:03:20,879

Over the past five decades, they have collected more than 70,000 files

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00:03:20,879 --> 00:03:24,878

stored at a secure location known as Hangar One.

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00:03:24,878 --> 00:03:31,877

Now, for the first time, Mufan is granting access to their vast archive.

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00:03:31,877 --> 00:03:34,877

These are the files of Hangar One.

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00:03:41,876 --> 00:03:47,875

Airline pilots spend hundreds of hours in the air each year,

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00:03:47,875 --> 00:03:52,874

which places them on the front line of the UFO phenomenon.

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00:03:52,874 --> 00:03:57,873

Is it possible they are encountering UFOs and not reporting them?

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00:03:57,873 --> 00:03:59,873

What are they seeing?

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00:03:59,873 --> 00:04:03,872

And why is the public not told about these events?

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00:04:03,872 --> 00:04:07,872

The 2000s are the first to know about the UFOs

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00:04:07,872 --> 00:04:10,871

and are told about these events.

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00:04:10,871 --> 00:04:16,870

The 2006 incident at Chicago's O'Hare International Airport is just one example.

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00:04:18,870 --> 00:04:23,869

On November 7th, 2006, at about 4.30 in the afternoon,

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00:04:23,869 --> 00:04:26,869

we have an unknown object hovering over an airport,

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00:04:26,869 --> 00:04:30,868

a major airport at Russia, an object nobody knew what it was,

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00:04:30,868 --> 00:04:33,867

nobody knew where it came from, why it was there.

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00:04:33,867 --> 00:04:36,867

It was not an airplane. This is obviously a dangerous situation.

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00:04:36,867 --> 00:04:40,866

This event took place just five years after the 9-11 terrorist attacks.

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00:04:40,866 --> 00:04:43,866

Airport security was at an ultimate high.

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00:04:43,866 --> 00:04:47,865

We were having bomb squads come in to check unattended bags.

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00:04:47,865 --> 00:04:51,865

Passengers were being searched almost bordering on harassment.

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00:04:51,865 --> 00:04:53,864

Not only are they looking for conventional weapons,

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00:04:53,864 --> 00:04:56,864

they're looking for exotic weapons like shoe bombs.

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00:04:56,864 --> 00:04:59,863

They're looking for anything that's out of the ordinary.

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00:05:01,863 --> 00:05:05,862

Even though that was the case and there was this serious safety problem,

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00:05:05,862 --> 00:05:08,862

there was no official investigation that was conducted.

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00:05:08,862 --> 00:05:11,862

In this time of heightened vigilance,

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00:05:11,862 --> 00:05:14,861

why would authorities ignore such an incident,

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00:05:14,861 --> 00:05:18,860

especially one that involves multiple witnesses?

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00:05:18,860 --> 00:05:23,860

You've got at least 12 united employees,

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00:05:23,860 --> 00:05:26,859

that is pilots, ground crew, wide range,

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00:05:26,859 --> 00:05:30,859

who reported the same thing with remarkable consistency.

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00:05:30,859 --> 00:05:32,858

They reported it to their superiors.

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00:05:32,858 --> 00:05:35,858

We're told not to go any further with this.

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00:05:35,858 --> 00:05:39,857

One of them broke ranks, reported it to the National UFO Reporting Center.

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00:05:39,857 --> 00:05:41,857

That's how it got out.

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00:05:41,857 --> 00:05:44,856

The Chicago Tribune breaks the story,

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00:05:44,856 --> 00:05:48,856

encouraging more witnesses to come forward.

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00:05:48,856 --> 00:05:52,855

Now, whether it was for concern for public safety

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00:05:52,855 --> 00:05:54,855

or the public needed to know,

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00:05:54,855 --> 00:05:56,855

at least six came forward to speak to the media,

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00:05:56,855 --> 00:06:00,854

but only anonymously because they were afraid of repercussions.

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00:06:00,854 --> 00:06:04,853

When the Chicago Tribune reporter contacted the United Airlines,

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00:06:04,853 --> 00:06:07,853

the airline did not acknowledge that this event had even happened.

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00:06:07,853 --> 00:06:13,852

The Tribune reporter received this response from United Airlines while on the phone with them.

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00:06:13,852 --> 00:06:19,851

My concern is that people, that employees, are coming forward and talking to you,

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00:06:19,851 --> 00:06:22,850

which we have not authorized, and we will not authorize.

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00:06:22,850 --> 00:06:27,850

If there is a further investigation to be done, it is the FAH's job.

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00:06:27,850 --> 00:06:31,849

So, why would an airline want to keep such a tight lid on this story?

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00:06:31,849 --> 00:06:34,849

Well, when you start to look at these cases,

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00:06:34,849 --> 00:06:38,848

it seems like the airline industry and the FAA are really dedicated

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00:06:38,848 --> 00:06:43,847

to enforcing an unofficial code of silence when it comes to UFOs.

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00:06:43,847 --> 00:06:49,846

Our culture and the industry we operate in puts a high value on a pilot's psychological makeup.

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00:06:49,846 --> 00:06:51,846

It's at the very core of what we do.

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00:06:51,846 --> 00:06:53,846

It must never come into question.

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00:06:53,846 --> 00:06:58,845

Clearly, a pilot does not want to be thought of as having any psychological issues.

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00:06:58,845 --> 00:07:02,844

It's really something that's just never discussed within the industry.

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00:07:02,844 --> 00:07:11,843

The files contain numerous stories of pilots conflicted between revealing their encounters or keeping their jobs.

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00:07:11,843 --> 00:07:13,843

Here's one case that illustrates the point.

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00:07:13,843 --> 00:07:19,842

Captain Neil Daniels, a 35-year pilot with over 30,000 hours in the sky.

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00:07:24,841 --> 00:07:27,840

March 1977.

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00:07:27,840 --> 00:07:33,839

Captain Daniels is piloting a commercial flight from San Francisco to Boston

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00:07:33,839 --> 00:07:38,839

when a bright object suddenly appears in the passenger plane's flight path.

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00:07:38,839 --> 00:07:44,838

Captain Daniels and his co-pilot saw what they both described as a large, perfectly round, glowing ball.

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00:07:44,838 --> 00:07:48,837

And it was hovering less than a mile in front of their plane.

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00:07:48,837 --> 00:07:54,836

And whatever this thing in front of them was, it was acting aggressively.

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00:07:54,836 --> 00:08:00,835

The plane makes a sudden left turn, one that is not under the pilot's control.

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00:08:00,835 --> 00:08:04,835

This might have been electromagnetic interference. Who knows?

107

00:08:04,835 --> 00:08:07,834

But something about this UFO knocked the plane off course.

108

00:08:07,834 --> 00:08:10,834

The tower was radioing in. What do you think you're doing?

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00:08:10,834 --> 00:08:13,833

It was chaos. And then it was over.

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00:08:13,833 --> 00:08:15,833

Captain Daniels regained control.

111

00:08:15,833 --> 00:08:19,832

But the UFO continues to rapidly approach the plane.

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00:08:19,832 --> 00:08:23,832

The blinding light flew alongside their DC-10 for several minutes,

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00:08:23,832 --> 00:08:28,831

then shot away at a mind-numbing speed that they didn't even think was possible.

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00:08:29,831 --> 00:08:34,830

The object disappears, and Captain Daniels safely lands.

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00:08:34,830 --> 00:08:38,829

But he is concerned about coming forward with the story.

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00:08:38,829 --> 00:08:41,829

Like any pilot, he was worried about what people will think of it.

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00:08:41,829 --> 00:08:46,828

Well, they think he's crazy. But Captain Daniels knew what he and his flight crew saw.

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00:08:46,828 --> 00:08:50,827

And eventually, he couldn't keep it to himself any longer.

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00:08:51,827 --> 00:08:55,827

A few months later, Daniels is on a duck hunting trip with his boss.

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00:08:55,827 --> 00:08:59,826

He tells him about this incident. And his boss' reply is,

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00:08:59,826 --> 00:09:04,825

I'm sorry to hear that. Bad things can happen to pilots that report those type of incidents.

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00:09:04,825 --> 00:09:09,824

Commercial airline pilots often speak of the stigma attached to the aircraft.

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00:09:09,824 --> 00:09:13,824

They often speak of the stigma attached to reporting sightings.

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00:09:13,824 --> 00:09:17,823

We talked about this. It was pretty much a guaranteed medical disqualification.

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00:09:17,823 --> 00:09:20,823

Airlines didn't want pilots saying they'd seen flying saucers.

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00:09:20,823 --> 00:09:25,822

It was pretty much a given. If you shut your mouth off about this stuff, you were going to lose your job.

127

00:09:25,822 --> 00:09:29,821

Because there's so much stigma and ridicule towards people who do talk about UFOs,

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00:09:29,821 --> 00:09:34,821

it takes a tremendous amount of courage for any pilot or any aviation person

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00:09:34,821 --> 00:09:37,820

to speak out about a UFO event.

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00:09:38,820 --> 00:09:44,819

Hanger 1 contains numerous stories of pilots who experience frightening UFO encounters

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00:09:44,819 --> 00:09:51,818

and decide to remain anonymous. But there are others who are willing to risk it all.

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00:09:51,818 --> 00:09:55,817

After the two UFOs took off, a third one came.

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00:09:55,817 --> 00:09:59,817

Captain Teruci described it as a white, flat light.

134

00:09:59,817 --> 00:10:03,816

It was matching his airspeed, altitude and direction.

135

00:10:03,816 --> 00:10:08,815

Eventually they witnessed a huge, what they described as a mothership.

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00:10:09,815 --> 00:10:15,814

One pilot's decision to go public brings his world crashing down.

137

00:10:27,812 --> 00:10:32,812

The files in Hanger 1 chronicle over five decades of UFO sightings.

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00:10:32,812 --> 00:10:36,811

Many of which come directly from airline pilots.

139

00:10:36,811 --> 00:10:44,810

One report documents an unidentified disk that hovers over Chicago's O'Hare International Airport

140

00:10:44,810 --> 00:10:47,809

and is seen by dozens of witnesses.

141

00:10:47,809 --> 00:10:54,808

And in 1977, a commercial flight is threatened by a UFO flying in its path.

142

00:10:55,808 --> 00:10:58,807

Millions of airline passengers fly every year.

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00:10:58,807 --> 00:11:05,806

How many of them have a close encounter with a UFO without even realizing it?

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00:11:05,806 --> 00:11:09,806

There's definitely a code of silence when it comes to the airline industry and UFOs.

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00:11:09,806 --> 00:11:12,805

None of these pilots want to be the crazy UFO guy.

146

00:11:12,805 --> 00:11:16,805

You could be putting your reputation or even your entire career on the line

147

00:11:16,805 --> 00:11:19,804

if you report a sighting to the wrong person.

148

00:11:19,804 --> 00:11:27,803

MUFON files reveal that pilots who break this code of silence can face serious repercussions.

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00:11:29,803 --> 00:11:32,802

The International Airport

150

00:11:36,802 --> 00:11:39,801

November 17th, 1986.

151

00:11:39,801 --> 00:11:46,800

Captain Kenji Tarachi pilots Japan Airlines Flight Number 1628 over the Arctic Circle.

152

00:11:46,800 --> 00:11:52,799

Captain Taruchi is a respected former fighter pilot with over 10,000 hours of experience.

153

00:11:52,799 --> 00:11:55,799

There's also a co-pilot and a navigator in the cockpit.

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00:11:55,799 --> 00:11:58,798

They're transporting cargo to Alaska.

155

00:11:58,798 --> 00:12:02,798

Something in the distance catches the pilot's eye.

156

00:12:05,797 --> 00:12:09,796

Captain Kenji Taruchi noticed two points of light in the distance.

157

00:12:09,796 --> 00:12:11,796

He assumed that they were military aircraft.

158

00:12:11,796 --> 00:12:15,795

It was matching his airspeed, altitude and direction.

159

00:12:15,795 --> 00:12:20,795

They noticed that it was 10 miles away, but when they radioed to ground control,

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00:12:20,795 --> 00:12:22,794

the ground control wasn't picking up anything on radar.

161

00:12:26,794 --> 00:12:31,793

Not only were these unidentified aircraft somehow able to elude radar detection,

162

00:12:31,793 --> 00:12:34,793

they also started moving in a really unexpected way.

163

00:12:37,792 --> 00:12:40,792

They stuck the dart all around the air.

164

00:12:40,792 --> 00:12:45,791

He even said they looked like a pair of cubs playing because they were moving at all incredible angles.

165

00:12:47,790 --> 00:12:51,790

The thing was flying as if there was no such thing as gravity.

166

00:12:52,790 --> 00:12:57,789

The UFOs then execute a dangerous maneuver.

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00:12:57,789 --> 00:13:04,788

The one craft stations itself about 500 feet in front of the 747 and puts on its afterburners.

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00:13:04,788 --> 00:13:11,787

Captain Taruchi can feel the heat from the afterburners as the object passed right over them.

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00:13:12,787 --> 00:13:18,786

Taruchi and his crew just watched as the craft just sped away and disappeared at a point on the horizon.

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00:13:22,785 --> 00:13:27,784

There's more to the story after the two UFOs took off, a third one came.

171

00:13:27,784 --> 00:13:35,783

Captain Taruchi described it as a white, flat light and it was matching his airspeed, altitude and direction.

172

00:13:42,782 --> 00:13:48,781

And eventually they witnessed a huge, what they described as a mothership,

173

00:13:48,781 --> 00:13:53,780

a huge kind of round thing with a rim around the center that had lights all around it.

174

00:13:53,780 --> 00:13:56,780

Absolutely massive as they described it.

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00:13:57,780 --> 00:14:03,779

Captain Taruchi could actually look out the window and see all the detail of this massive craft.

176

00:14:03,779 --> 00:14:06,778

He described it being as large as two aircraft carriers.

177

00:14:07,778 --> 00:14:14,777

And these smaller objects were going in and out of it and it was just this dance that went on.

178

00:14:14,777 --> 00:14:18,776

We wondered and feared as to their purpose.

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00:14:18,776 --> 00:14:24,775

At one point the pilot was trying to outmaneuver the objects that were flying around

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00:14:24,775 --> 00:14:29,775

and he was making all these turns and he was communicating the whole time about it.

181

00:14:29,775 --> 00:14:32,774

The tower can now see these objects on radar.

182

00:14:32,774 --> 00:14:39,773

Concerned about the encounter, they offered to scramble military jets to escort Taruchi's plane.

183

00:14:39,773 --> 00:14:43,772

But unexpectedly, he turns them down.

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00:14:43,772 --> 00:14:48,772

Even the F-15 with the newest technology had no guarantee of safety against the creature

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00:14:48,772 --> 00:14:52,771

with an unknown degree of scientific technology.

186

00:14:52,771 --> 00:14:59,770

After nearly one hour, Captain Taruchi and his crew believed they have finally evaded the attack.

187

00:15:00,770 --> 00:15:05,769

We were relieved thinking the object may have left us but when we checked to our rear,

188

00:15:05,769 --> 00:15:08,769

the object was still there in exactly the same place.

189

00:15:08,769 --> 00:15:11,768

The spaceship was still following us, not leaving us at all.

190

00:15:15,767 --> 00:15:23,766

The UFO eventually disappears and Captain Taruchi safely lands the plane in Anchorage.

191

00:15:23,766 --> 00:15:28,765

He reports his encounter to the FAA, which is the largest aircraft carrier in the world.

192

00:15:28,765 --> 00:15:32,765

The FAA, which launches a thorough investigation.

193

00:15:32,765 --> 00:15:38,764

John Callahan at the time was the director of the Accidents and Investigations Bureau at the FAA.

194

00:15:38,764 --> 00:15:40,764

A very high position.

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00:15:40,764 --> 00:15:46,763

He took the voice cockpit tape, which was the audio tape of the conversations,

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00:15:46,763 --> 00:15:50,762

and put it together with the radar tape so that they were synchronized,

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00:15:50,762 --> 00:15:55,761

so that you could see what was going on on the radar scope while listening to the conversation.

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00:15:55,761 --> 00:16:01,760

And in doing that, you could see that the radar blips corresponded to the sightings that the pilots were reporting.

199

00:16:01,760 --> 00:16:06,759

So he had this video that he put together, and that's what was so powerful about it.

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00:16:08,759 --> 00:16:15,758

The files report that within days Callahan receives an unexpected visit from the CIA.

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00:16:16,758 --> 00:16:20,757

Callahan's team was ordered to present the radar reports and other evidence to the FBI,

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00:16:20,757 --> 00:16:24,757

CIA, and President Reagan's scientific study team.

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00:16:24,757 --> 00:16:29,756

Upon completing the presentation, according to Callahan, one of the CIA guys stepped forward and said,

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00:16:29,756 --> 00:16:36,755

quote, this event never happened. We were never here. We're confiscating all this data, and you are sworn to secrecy.

205

00:16:37,755 --> 00:16:44,754

The audio recordings and evidence are allegedly confiscated, but there is one loose end. The pilot.

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00:16:45,753 --> 00:16:52,752

Teruchi's report to the FAA clearly stated that he saw a UFO. No other explanation was possible,

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00:16:52,752 --> 00:16:57,752

but he may have crossed the line when he'd discussed it with a local Japanese newspaper.

208

00:16:57,752 --> 00:17:04,750

Japan Airlines was not too happy with him, and even though he had an impeccable record, he was told to fly a desk.

209

00:17:04,750 --> 00:17:08,750

That's the expression they use when somebody is taken off piloting and put on a desk job.

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00:17:08,750 --> 00:17:13,749

That happened to Captain Teruchi because he spoke out about this UFO case.

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00:17:29,747 --> 00:17:34,746

There was once a time when airlines and the government used to take UFO reports very seriously.

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00:17:34,746 --> 00:17:39,745

They'd actively investigate sighting reports by pilots, and pilots weren't punished for coming forward.

213

00:17:41,745 --> 00:17:47,744

One event in particular from 1952 was widely covered in the media.

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00:17:48,744 --> 00:17:51,743

You had two pilots, William Nash and William Fortenberry.

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00:17:52,743 --> 00:17:57,742

They noticed below them there was a squadron of eight UFOs in tight formation.

216

00:17:58,742 --> 00:18:03,741

This story got a lot of media attention, and Pan Am Airlines wasn't concerned with covering anything up.

217

00:18:05,741 --> 00:18:22,738

Inside Hangar One, MUFON files contained thousands of reports of UFO sightings from airline pilots around the world.

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00:18:22,738 --> 00:18:28,737

But these encounters often remain unreported and uninvestigated by authorities.

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00:18:29,737 --> 00:18:35,736

Is it because the pilots who report them can face severe consequences?

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00:18:35,736 --> 00:18:41,735

However, an examination of the files reveals that this has not always been the case.

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00:18:47,734 --> 00:18:53,733

During the 1950s, pilot UFO sightings were actually quite common, and in fact, in 1952 they were very common.

222

00:18:53,733 --> 00:18:55,733

That was a big year in general.

223

00:18:59,733 --> 00:19:03,732

July 14, 1952, 9 p.m.

224

00:19:03,732 --> 00:19:15,730

A Pan Am flight flies over the dark waters of the Chesapeake Bay, when the pilots notice strange activity below.

225

00:19:17,730 --> 00:19:22,729

July 14, 1952, you had two pilots, William Nash and William Fortenberry.

226

00:19:22,729 --> 00:19:27,728

They noticed below them there was a squadron of UFOs in tight formation.

227

00:19:28,728 --> 00:19:31,728

The pilots both described these craft in great detail.

228

00:19:31,728 --> 00:19:36,727

These UFOs all had an intensely bright, burning orange glow.

229

00:19:36,727 --> 00:19:40,726

They were flying in an echelon formation, which is a diagonal straight line.

230

00:19:42,726 --> 00:19:49,725

They were able to clock at speed due to the terrain, and they clocked it at an astounding 12,000 miles per hour.

231

00:19:51,724 --> 00:19:56,724

As the pilots watch these objects, the UFOs abruptly change course.

232

00:19:57,723 --> 00:20:03,723

And two more craft suddenly appear in the night sky, joining the formation.

233

00:20:03,723 --> 00:20:08,722

So now they saw 8 UFOs that were moving way faster than any known aircraft at the time,

234

00:20:08,722 --> 00:20:14,721

and the Pan Am pilots reported that the way these things were maneuvering, they had to be intelligently controlled.

235

00:20:14,721 --> 00:20:16,721

They wrote a full report on this.

236

00:20:18,720 --> 00:20:25,719

Then suddenly the lights on all the objects blinked out, and a moment later blinked on again with all of them climbing in a graceful arc.

237

00:20:26,719 --> 00:20:31,718

The pilots are observing these UFOs and they're zipping all over the sky at impossible speeds.

238

00:20:31,718 --> 00:20:37,717

These guys had no idea what was going to happen to them, wondering, are they going to crash into us, are they going to attack us,

239

00:20:37,717 --> 00:20:40,717

and then the UFO formation changed yet again.

240

00:20:41,717 --> 00:20:47,716

The UFOs climb above the plane, and their lights blink out one by one.

241

00:20:48,716 --> 00:20:51,715

This time, they do not reappear.

242

00:20:52,715 --> 00:20:58,714

So the flight crew saw this amazing event, and the pilots, Nash and Fortenberry, they're not your average witnesses.

243

00:20:58,714 --> 00:21:03,713

These guys actually knew quite a bit when it came to cutting-edge aircraft.

244

00:21:03,713 --> 00:21:06,713

Fortenberry served the World War II in the Air Experimental Unit.

245

00:21:06,713 --> 00:21:12,712

Nash also served in identifying experimental aircraft and submarines.

246

00:21:14,712 --> 00:21:18,711

The veteran pilots are stunned by their aerial encounter.

247

00:21:18,711 --> 00:21:23,710

We looked around at the sky, half expecting something else to appear, though nothing did.

248

00:21:23,710 --> 00:21:27,709

There were flying saucers, and we had seen them.

249

00:21:29,709 --> 00:21:35,708

Captains Nash and Fortenberry report the event to the airline and the military.

250

00:21:35,708 --> 00:21:41,707

So this is interesting to note, because if this incident were to occur today, the story would

probably have ended there.

251

00:21:42,707 --> 00:21:50,706

But in 1952, we see that there was a very different, much more open and transparent attitude when it came to UFOs.

252

00:21:50,706 --> 00:21:55,705

This story got a lot of media attention, and Pan Am Airlines wasn't concerned with covering anything up.

253

00:21:56,705 --> 00:22:06,703

Pan Am releases a statement standing by their pilots' accounts, stating the disks obviously were not figments of their imagination.

254

00:22:07,703 --> 00:22:13,702

The United States Air Force took pilot sightings very seriously because pilots spend thousands of hours in disguise.

255

00:22:13,702 --> 00:22:18,702

They're trained observers, and when they report something strange like a UFO, they damn well pay attention.

256

00:22:19,701 --> 00:22:26,700

Incidents, like the Pan Am encounter, prompt the government to create an official UFO investigation unit.

257

00:22:27,700 --> 00:22:35,699

In 1952, Project Blue Book is founded to track reports from both military and commercial pilots.

258

00:22:36,699 --> 00:22:39,698

Project Blue Book was an investigative branch with two goals.

259

00:22:39,698 --> 00:22:47,697

One, scientifically analyze UFO data, and two, determine if UFOs could pose a threat to national security.

260

00:22:47,697 --> 00:22:53,696

Project Blue Book investigates thousands of UFO reports from airline pilots.

261

00:22:53,696 --> 00:23:00,695

There's a report about an airline pilot who's famous for debunking UFOs, until he winds up face to face with one.

262

00:23:00,695 --> 00:23:08,694

I saw what we thought was a brilliant meteor, and we expected to see it burn out with a customary flash, which pilots often see.

263

00:23:08,694 --> 00:23:15,693

All of a sudden, it darted back and forth, rising and falling, sometimes making 90 degree turns in an instant.

264

00:23:15,693 --> 00:23:19,692

After 30 seconds, the object stopped and it hovered in front of the plane.

265

00:23:19,692 --> 00:23:25,691

What happens when a UFO skeptic becomes a true believer?

266

00:23:25,691 --> 00:23:29,690

Could this be the proof that authorities are trying to hide?

267

00:23:30,690 --> 00:23:36,689

And later, a UFO reportedly strikes an airliner, causing a near disaster.

268

00:23:36,689 --> 00:23:43,688

Three miles from their landing approach, the pilots radioed that three objects had just intersected with their plane.

269

00:23:43,688 --> 00:23:49,687

Then there's a May Day call. The pilots reported that they had lost control of the plane.

270

00:23:49,687 --> 00:23:54,687

While another mid-air encounter has a more tragic outcome.

271

00:23:55,686 --> 00:24:04,685

MUFON files archived in Hangar One reveal that UFO sightings by commercial airline pilots were once taken seriously,

272

00:24:04,685 --> 00:24:11,684

and led to an official government investigation known as Project Blue Book.

273

00:24:11,684 --> 00:24:23,682

UFO pilot sightings continue throughout the 1950s, including one close encounter that turns a leading UFO debunker into a believer.

274

00:24:24,682 --> 00:24:41,679

November 14th, 1956. Captain W.J. Hull pilots' capital airlines flight 77 to Alabama.

275

00:24:41,679 --> 00:24:50,678

This was 1956, an era when there's a big surge in UFO sightings being reported by pilots, but Captain Hull did not believe in UFOs.

276

00:24:50,678 --> 00:25:01,676

Captain W.J. Hull, he was a true skeptic. He even authored an article for an airline magazine called the Obituary of the Flying Saucer.

277

00:25:01,676 --> 00:25:08,675

During the flight, Captain Hull and his co-pilot observe a bright light in the skies.

278

00:25:08,675 --> 00:25:15,674

They saw this light up ahead, and at first they thought it was a meteor, but then the object did something that no meteor can do.

279

00:25:16,674 --> 00:25:26,672

I saw what we thought was a brilliant meteor. It decelerated rapidly, just as any meteor does when entering the denser layers of the Earth's lower atmosphere,

280

00:25:26,672 --> 00:25:32,671

and we expected to see it burn out with a customary flash, which pilots often see.

281

00:25:32,671 --> 00:25:36,671

But the object suddenly changes direction.

282

00:25:36,671 --> 00:25:43,670

All of a sudden, it darted back and forth, rising and falling, sometimes making 90-degree turns in an instant.

283

00:25:43,670 --> 00:25:47,669

After 30 seconds, the object stopped and it hovered in front of the plane.

284

00:25:47,669 --> 00:25:54,668

So Captain Hull, this pilot who didn't believe in UFOs, suddenly found himself face-to-face with one.

285

00:25:54,668 --> 00:26:01,667

After several moments, the UFO resumes movement and darts away from the plane.

286

00:26:01,667 --> 00:26:07,666

Captain Hull stated the UFO shot out over the Gulf of Mexico, rising at the most breathtaking

angle,

287

00:26:07,666 --> 00:26:14,665

and at such a fantastic speed that it diminished rapidly to a pinpoint and was swallowed up in the night sky.

288

00:26:14,665 --> 00:26:18,664

Obviously, after this, Captain Hull wasn't quite the skeptic he had been.

289

00:26:18,664 --> 00:26:21,664

He actually called in to report the sighting to the tower.

290

00:26:24,663 --> 00:26:33,662

But by 1956, in spite of Captain Hull's report, the effectiveness of Project Blue Book is becoming questionable.

291

00:26:34,662 --> 00:26:44,660

Project Blue Book was only charged with investigating the reports and deciding what this unknown thing was and is there a way to identify it.

292

00:26:44,660 --> 00:26:49,659

And if they could not identify it, then that's simply where it ended with Project Blue Book.

293

00:26:49,659 --> 00:26:57,658

They documented these UFOs flying around over our heads, but still, nobody was getting any closer to figuring out what these things were or where they came from.

294

00:26:57,658 --> 00:27:02,657

But rather than investigate them, we started to see UFO sightings ignored or ridiculed.

295

00:27:02,657 --> 00:27:07,657

Before we knew it, there was a stigma attached to pilots who reported UFO sightings.

296

00:27:07,657 --> 00:27:13,656

And from that point onward, its mandate was not to explain UFO sightings, it was to explain them away.

297

00:27:13,656 --> 00:27:20,654

Pilots in the late 50s were starting to feel more resistance within the status quo to them filing reports.

298

00:27:22,654 --> 00:27:26,654

In 1969, when the Air Force closed Project Blue Book, that was the end.

299

00:27:26,654 --> 00:27:30,653

People were kind of left out there to deal with this on their own.

300

00:27:33,652 --> 00:27:41,651

With Project Blue Book now closed, the government's official position on UFOs is that they do not exist.

301

00:27:41,651 --> 00:27:44,651

This is like an ostrich bearing its head in the sand.

302

00:27:44,651 --> 00:27:50,650

In less than 20 years, we shift from investigating this phenomenon to pretending that it isn't even happening.

303

00:27:51,650 --> 00:28:07,647

Hanger 1 files indicate that by the 1970s, the U.S. government's position on UFOs shifts from investigation to suppression, which is officially enforced by FAA rules.

304

00:28:09,647 --> 00:28:15,646

In Section 981 of their rules and regulations, they explicitly tell pilots,

305

00:28:15,646 --> 00:28:24,645

if you as a pilot are concerned over an unknown object actually endangering your life or the lives of your passengers due to a UFO,

306

00:28:24,645 --> 00:28:27,644

they still don't want you to report it to them.

307

00:28:27,644 --> 00:28:32,643

They actually say report it to local law enforcement authorities.

308

00:28:32,643 --> 00:28:34,643

So does that mean what?

309

00:28:34,643 --> 00:28:38,642

Like to the sheriff 30,000 feet below you in the town where this happens?

310

00:28:38,642 --> 00:28:40,642

What are these people going to do?

311

00:28:41,642 --> 00:28:47,641

So by the 1970s, UFO reports were being completely downplayed by the FAA.

312

00:28:47,641 --> 00:28:56,640

And this is especially interesting because during this same era in other parts of the world, we're starting to see some of the most well-documented modern UFO cases on record.

313

00:28:57,639 --> 00:29:15,637

Inside Hanger 1, MUFON archives contain thousands of UFO sightings by commercial airline pilots.

314

00:29:16,636 --> 00:29:28,635

But the files also contain reports from military pilots around the world who say they have aggressively engaged with UFOs in the air.

315

00:29:28,635 --> 00:29:36,633

The unfriendly skies include one Air Force dogfight over the Iranian city of Tehran.

316

00:29:37,633 --> 00:29:46,632

Iran has reported a wealth of UFO encounters, but none more notorious than the 1976 Tehran Air Force encounter.

317

00:29:53,631 --> 00:30:02,629

1976 Iran. Multiple witnesses observe an anomaly in the skies over the city of Tehran.

318

00:30:03,629 --> 00:30:12,628

Citizens on the ground started calling in reports of a diamond-shaped bright object in the sky. It looked kind of like a star only brighter.

319

00:30:13,628 --> 00:30:18,627

There are reports that this UFO was visible from over 70 miles away.

320

00:30:18,627 --> 00:30:23,626

The object is witnessed by an Iranian Air Force general.

321

00:30:23,626 --> 00:30:27,625

Fighter jets are scrambled to investigate.

322

00:30:32,625 --> 00:30:37,624

The planes went up and each one had two pilots in it. One of them was Parviz Jafari.

323

00:30:37,624 --> 00:30:46,622

He described this main thing, though, as this brilliant, brilliant flashing like a strobe light, he described it as.

324

00:30:48,622 --> 00:30:55,621

Red, orange, yellow, blue, green, all these colors just flashing like a gigantic strobe light and it just sat there.

325

00:30:55,621 --> 00:31:03,620

And so bright, he said that you couldn't see any body underneath it, any physical shape. You could just see these brilliant, brilliant, brilliant light.

326

00:31:05,619 --> 00:31:10,619

As the pilots approached the UFO, the situation quickly turns dangerous.

327

00:31:11,618 --> 00:31:16,618

As they got too close to the object, they would lose their equipment and then they would fly back.

328

00:31:16,618 --> 00:31:21,617

And it wasn't until they veered away that the plane and their systems came back online.

329

00:31:22,617 --> 00:31:29,616

The pilots approached again and this time when they got close to the UFO, it suddenly launched projectiles toward their jets.

330

00:31:30,616 --> 00:31:35,615

This diamond shaped object started sending out what he described as projectiles.

331

00:31:35,615 --> 00:31:42,614

They were round objects that came out from the main one and started zooming towards his aircraft as if they were going to hit him.

332

00:31:42,614 --> 00:31:49,613

And so Parviz Jafari and his co-pilot prepared their missiles to fire and defend themselves.

333

00:31:52,612 --> 00:31:57,611

And when they were just about to press the button to fire the missile, the missile systems would go out.

334

00:31:59,611 --> 00:32:06,610

It was almost as if somehow the object knew and when they were just putting on their button, out it went and that happened three times.

335

00:32:08,610 --> 00:32:14,609

And so here they were facing an apparently hostile UFO and they had no way to defend themselves.

336

00:32:14,609 --> 00:32:18,608

Their equipment kept failing. They couldn't rely on their own weapons.

337

00:32:18,608 --> 00:32:24,607

At this point they needed to get away from that thing. Captain Jafari tried to eject, but even that failed.

338

00:32:27,607 --> 00:32:31,606

The pilots execute evasive maneuvers and return to base.

339

00:32:31,606 --> 00:32:36,605

Parviz Jafari was then debriefed in a big meeting at the Air Force headquarters.

340

00:32:36,605 --> 00:32:44,604

At the time, Iran is a U.S. ally and invites an American Air Force representative to assist in the investigation.

341

00:32:44,604 --> 00:32:52,603

The American filed a very detailed document about the case describing everything that happened and that it had very high intelligence value

342

00:32:52,603 --> 00:32:58,602

and that it was really an example of why UFO cases should be studied and taken seriously.

343

00:32:59,602 --> 00:33:05,601

It came out that as the jets were landing, the objects buzzed the control tower and the control tower equipment went offline.

344

00:33:05,601 --> 00:33:11,600

So there was pretty strong evidence that whatever they were dealing with, it had the means to shut things down at will.

345

00:33:11,600 --> 00:33:14,599

Their jets, their radar and their communications.

346

00:33:16,599 --> 00:33:23,598

It's another event that has never been explained. We don't know what that brilliant object was.

347

00:33:24,598 --> 00:33:32,597

The Tehran incident suggests the possibility that UFOs can pose a real danger to pilots and aircraft.

348

00:33:32,597 --> 00:33:39,595

And if highly advanced military jets can be threatened, how safe are the skies for commercial flights?

349

00:33:39,595 --> 00:33:44,595

This jet was approaching the airport in a storm with thunder and lightning.

350

00:33:44,595 --> 00:33:51,594

Three miles from their landing approach, the pilots radioed that three objects had just intersected with their plane.

351

00:33:51,594 --> 00:33:55,593

Why would investigators ignore the most extraordinary detail in this case?

352

00:33:55,593 --> 00:33:58,592

A crash that resulted in 127 deaths.

353

00:33:58,592 --> 00:34:07,591

Music

354

00:34:07,591 --> 00:34:16,590

MUFON files held in Hangar One chronicle a history of pilots who report UFO sightings in our unfriendly skies

355

00:34:16,590 --> 00:34:25,588

and are met with resistance and obstruction, even when these UFOs might pose a threat to human lives.

356

00:34:25,588 --> 00:34:31,587

One recent file documents a reported mid-air collision over China.

357

00:34:31,587 --> 00:34:39,586

Music

358

00:34:39,586 --> 00:34:47,585

June 4, 2013. An Air China passenger flight departs Chengdu Airport.

359

00:34:48,585 --> 00:34:55,584

The Boeing 757 climbs at an altitude of 26,000 feet when all of a sudden they hear this big loud bang.

360

00:34:55,584 --> 00:35:06,582

After hearing the terrifying sound of metal hitting metal, almost immediately the pilots and passengers notice that something is very wrong.

361

00:35:06,582 --> 00:35:11,581

They have difficulty flying the aircraft so they had to turn it back around and land at the airport.

362

00:35:13,581 --> 00:35:15,580

And what they found totally shocked them.

363

00:35:16,580 --> 00:35:24,579

There is a massive dent across the plane's nose cone, as though the 757 collided with something in the sky.

364

00:35:26,579 --> 00:35:34,578

The passengers had to deplane and as they were exiting onto the tarmac, they all noticed that the front of the plane they were just on is totally caved in.

365

00:35:34,578 --> 00:35:37,577

Fortunately, a few of them snapped pictures.

366

00:35:38,577 --> 00:35:44,576

The airline conducts an investigation to determine what might cause this kind of damage.

367

00:35:44,576 --> 00:35:46,576

There was no other aircraft in the vicinity.

368

00:35:47,575 --> 00:35:51,575

The officials said that it was probably a flock of birds that hit the aircraft.

369

00:35:52,575 --> 00:35:56,574

But the possibility of a bird strike is quickly ruled out.

370

00:35:56,574 --> 00:36:04,573

According to the aviation herald, it couldn't have been birds because there were no traces of blood, feathers or any other kind of bird remains on the plane.

371

00:36:04,573 --> 00:36:10,572

Plus, the collision happened at 26,000 feet and birds don't fly that high.

372

00:36:11,572 --> 00:36:18,571

The inspection report notes that the plane may have collided with an unidentified object.

373

00:36:18,571 --> 00:36:22,570

Clearly, this plane collided with a foreign object.

374

00:36:22,570 --> 00:36:27,569

But if it wasn't birds and it wasn't another plane, then what was it?

375

00:36:27,569 --> 00:36:32,568

Was this air china flight struck by a UFO?

376

00:36:32,568 --> 00:36:37,568

The report says that this air china flight collided with an unidentified flying object.

377

00:36:37,568 --> 00:36:40,567

That, by definition, is a UFO.

378

00:36:42,567 --> 00:36:47,566

Despite the fact that this plane was impacted by something, it was still able to get safely back to the ground.

379

00:36:47,566 --> 00:36:50,566

But maybe next time, lives would be lost.

380

00:36:51,566 --> 00:36:57,565

According to other reports in the files, one such tragedy may have already occurred.

381

00:36:57,565 --> 00:37:09,563

April 20, 2012, Pakistan.

382

00:37:09,563 --> 00:37:17,561

A Buzha Air 737 jet approaches Bouteau International Airport, Islamabad.

383

00:37:19,561 --> 00:37:23,561

This jet was approaching the airport in a storm with thunder and lightning.

384

00:37:23,561 --> 00:37:30,559

Three miles from their landing approach, the pilots radioed that three objects had just intersected with their plane.

385

00:37:33,559 --> 00:37:35,559

Then there's a May Day call.

386

00:37:35,559 --> 00:37:39,558

The pilots reported that they had lost control of the plane.

387

00:37:41,558 --> 00:37:51,556

The plane goes down in flames, crashing into the town of Husseinabad, killing 127 passengers.

388

00:37:52,556 --> 00:37:56,555

An investigation later revealed that the plane's fuel tanks exploded during their approach.

389

00:37:56,555 --> 00:38:01,555

But seconds before this, the pilots reported three UFOs crossing over their plane.

390

00:38:01,555 --> 00:38:05,554

But no official explanation has connected these dots.

391

00:38:06,554 --> 00:38:10,553

The crash is officially blamed on weather conditions.

392

00:38:11,553 --> 00:38:14,553

While we can't be sure this mysterious triangle craft caused the incident,

393

00:38:14,553 --> 00:38:18,552

why would investigators ignore the most extraordinary detail in this case?

394

00:38:18,552 --> 00:38:21,551

A crash that resulted in 127 deaths.

395

00:38:22,551 --> 00:38:30,550

It seems that not one investigation has taken into consideration the pilots' reports of those three UFOs just prior to the explosion.

396

00:38:30,550 --> 00:38:35,549

You'd think that the authorities would want to know if these objects pose a real danger to our planes.

397

00:38:37,549 --> 00:38:43,548

Our authorities around the world continuing to withhold information on UFO encounters with airplanes.

398

00:38:43,548 --> 00:38:50,547

Even if UFOs might pose a real risk to the lives of pilots and passengers.

399

00:38:50,547 --> 00:38:55,546

There's no doubt that pilots are strongly discouraged from filing reports about UFO sightings.

400

00:38:55,546 --> 00:38:58,546

So they're left out to dry. They have nowhere to go.

401

00:38:58,546 --> 00:39:02,545

If they do file reports, they risk ridicule and repercussions for their jobs.

402

00:39:02,545 --> 00:39:09,544

If they don't, they're not contributing to the solving of the safety issue that is necessary within the airlines.

403

00:39:13,543 --> 00:39:21,542

The files in Hangar One clearly establish a pattern of pilots who continue to witness UFOs in our skies,

404

00:39:21,542 --> 00:39:25,542

but remain silent about the encounter.

405

00:39:25,542 --> 00:39:31,541

Are these pilots experiencing more UFO incidents than are officially reported?

406

00:39:31,541 --> 00:39:38,539

Next time you're on a plane, ask your pilot if they've ever seen anything unusual in the sky.

407

00:39:38,539 --> 00:39:41,539

They may have no one else they can tell.