

7-3-05
2031 L
Palo Alto, CA
Photogr. L.B.

Note reflected
sunlight on
nose

Wing root
light

NARCAP.org

Note reflected
sunlight on
engine cowl

UAP pacing airplane



1
00:00:43,510 --> 00:00:27,670

[Music]

2
00:00:49,270 --> 00:00:46,229

pilots and planes swallowed by the ufo

3
00:00:50,630 --> 00:00:49,280

by charles lear because the f stands for

4
00:00:53,430 --> 00:00:50,640

flying in the acronym

5
00:00:56,150 --> 00:00:53,440

ufo it stands to reason that pilots

6
00:00:57,910 --> 00:00:56,160

should frequently be ufo witnesses

7
00:00:59,990 --> 00:00:57,920

they certainly are and there is even a

8
00:01:00,790 --> 00:01:00,000

specialized reporting center just for

9
00:01:02,950 --> 00:01:00,800

them

10
00:01:04,469 --> 00:01:02,960

the national aviation reporting center

11
00:01:07,670 --> 00:01:04,479

on anomalous phenomena

12
00:01:10,469 --> 00:01:07,680

was founded in 1999 by dr richard m

13
00:01:11,990 --> 00:01:10,479

haynes the organization is dedicated to

14

00:01:14,070 --> 00:01:12,000

the study of unidentified

15

00:01:15,590 --> 00:01:14,080

aerial phenomena and their effects on

16

00:01:18,149 --> 00:01:15,600

aviation safety

17

00:01:19,990 --> 00:01:18,159

by the way dr haines finds the ufo

18

00:01:20,950 --> 00:01:20,000

designation for the phenomena so

19

00:01:24,149 --> 00:01:20,960

distasteful

20

00:01:26,630 --> 00:01:24,159

he refuses to appear on podcast ufo

21

00:01:28,789 --> 00:01:26,640

most pilots prefer to remain anonymous

22

00:01:29,590 --> 00:01:28,799

as publicly admitting to seeing a flying

23

00:01:31,510 --> 00:01:29,600

saucer

24

00:01:33,510 --> 00:01:31,520

is not usually an enhancement to their

25

00:01:35,270 --> 00:01:33,520

careers there are however

26

00:01:37,429 --> 00:01:35,280

sightings that have made national and

27

00:01:38,310 --> 00:01:37,439

international news with the pilot's name

28

00:01:41,510 --> 00:01:38,320

included

29

00:01:43,030 --> 00:01:41,520

these go as far back as 1947 with the

30

00:01:44,710 --> 00:01:43,040

sighting by kenneth arnold

31

00:01:46,149 --> 00:01:44,720

and another that same year by a

32

00:01:49,030 --> 00:01:46,159

soon-to-be friend ej

33

00:01:50,469 --> 00:01:49,040

smith along with his group but sometimes

34

00:01:51,910 --> 00:01:50,479

there are encounters where planes

35

00:01:54,069 --> 00:01:51,920

disappear from radar

36

00:01:55,510 --> 00:01:54,079

and pilot witnesses are not left behind

37

00:01:57,190 --> 00:01:55,520

to tell their tales

38

00:01:58,950 --> 00:01:57,200

when approaching this subject it's

39

00:01:59,670 --> 00:01:58,960

natural to begin with the bermuda

40

00:02:02,709 --> 00:01:59,680

triangle

41

00:02:03,910 --> 00:02:02,719

in the tragic december 5th 1945 case of

42

00:02:06,709 --> 00:02:03,920

flight 19.

43

00:02:07,350 --> 00:02:06,719

this involved five tbm avenger torpedo

44

00:02:09,109 --> 00:02:07,360

bombers

45

00:02:10,389 --> 00:02:09,119

that took off on a training mission and

46

00:02:13,430 --> 00:02:10,399

never returned

47

00:02:15,430 --> 00:02:13,440

27 men were lost and never seen again

48

00:02:16,550 --> 00:02:15,440

though some have speculated that aliens

49

00:02:18,150 --> 00:02:16,560

were responsible

50

00:02:19,830 --> 00:02:18,160

there's no record of the pilots

51

00:02:22,390 --> 00:02:19,840

reporting any ufos

52

00:02:23,990 --> 00:02:22,400

a more plausible explanation is that the

53

00:02:26,150 --> 00:02:24,000

leader became confused

54

00:02:28,150 --> 00:02:26,160

lost trust in his compass and led his

55

00:02:30,070 --> 00:02:28,160

squadron far into the atlantic

56

00:02:31,670 --> 00:02:30,080

where they ran out of fuel there's

57

00:02:33,350 --> 00:02:31,680

another triangle known as the great

58

00:02:34,630 --> 00:02:33,360

lakes triangle that has claimed its

59

00:02:36,790 --> 00:02:34,640

share of victims

60

00:02:38,790 --> 00:02:36,800

this was the area of a truly mysterious

61

00:02:41,910 --> 00:02:38,800

case involving a vanishing plane

62

00:02:43,270 --> 00:02:41,920

and a ufo seen on radar known as the

63

00:02:45,589 --> 00:02:43,280

kinross incident

64

00:02:46,990 --> 00:02:45,599

this event occurred over lake superior

65

00:02:49,990 --> 00:02:47,000

on november 23

66

00:02:53,509 --> 00:02:50,000

1953 an unknown aircraft traveling

67

00:02:55,110 --> 00:02:53,519

at 500 miles per hour approximately 160

68

00:02:57,110 --> 00:02:55,120

miles to the northwest

69

00:02:58,869 --> 00:02:57,120

was spotted on radar at kinross air

70

00:03:03,030 --> 00:02:58,879

force base at 23

71

00:03:04,710 --> 00:03:03,040

22 hours 11 22 pm an f-89c

72

00:03:06,390 --> 00:03:04,720

all-weather jet interceptor was

73

00:03:08,630 --> 00:03:06,400

scrambled to intercept

74

00:03:10,869 --> 00:03:08,640

there were two men on board the pilot

75

00:03:12,949 --> 00:03:10,879

lieutenant felix manclad jr

76
00:03:15,670 --> 00:03:12,959
and the radar observer lieutenant robert

77
00:03:17,990 --> 00:03:15,680
wilson the last radio contact was made

78
00:03:21,670 --> 00:03:18,000
at approximately 2352

79
00:03:23,670 --> 00:03:21,680
by the radar station at kinross at 2355

80
00:03:26,149 --> 00:03:23,680
the blips of the f-89c

81
00:03:27,030 --> 00:03:26,159
and the unknown merged and then faded

82
00:03:28,789 --> 00:03:27,040
from the screen

83
00:03:30,309 --> 00:03:28,799
there was no further contact with the

84
00:03:32,229 --> 00:03:30,319
f-89c

85
00:03:34,149 --> 00:03:32,239
an extensive search was made and no

86
00:03:35,110 --> 00:03:34,159
trace of the aircraft or its crew was

87
00:03:37,030 --> 00:03:35,120
found

88
00:03:38,229 --> 00:03:37,040

five years prior to this there was the

89

00:03:40,070 --> 00:03:38,239

mantel incident

90

00:03:42,229 --> 00:03:40,080

which involved kentucky air national

91

00:03:44,630 --> 00:03:42,239

guard pilot thomas mantel

92

00:03:47,270 --> 00:03:44,640

mantel was chasing a ufo and pursued it

93

00:03:49,589 --> 00:03:47,280

beyond an altitude of 25 000 feet

94

00:03:51,670 --> 00:03:49,599

where according to the air force report

95

00:03:54,550 --> 00:03:51,680

he likely succumbed to hypoxia

96

00:03:56,550 --> 00:03:54,560

lack of oxygen and lost consciousness a

97

00:03:58,630 --> 00:03:56,560

witness reported seeing his plane fall

98

00:04:00,309 --> 00:03:58,640

to the earth in a spiral descent

99

00:04:02,630 --> 00:04:00,319

the case received national press

100

00:04:04,789 --> 00:04:02,640

coverage and the air force explanation

101
00:04:06,630 --> 00:04:04,799
offered by j allen heineck as scientific

102
00:04:08,789 --> 00:04:06,640
consultant for project sign

103
00:04:09,750 --> 00:04:08,799
was that mantel had chased the planet

104
00:04:12,309 --> 00:04:09,760
venus

105
00:04:14,470 --> 00:04:12,319
heineck in 1952 rejected that

106
00:04:16,069 --> 00:04:14,480
explanation when he determined venus was

107
00:04:17,189 --> 00:04:16,079
not bright enough at that time to have

108
00:04:19,509 --> 00:04:17,199
been seen

109
00:04:20,789 --> 00:04:19,519
project sign was then project blue book

110
00:04:23,350 --> 00:04:20,799
and his first director

111
00:04:25,270 --> 00:04:23,360
captain edward j rupelt was satisfied

112
00:04:27,590 --> 00:04:25,280
that mantell had been chasing a u.s

113
00:04:28,310 --> 00:04:27,600

navy skyhook weather balloon which was

114

00:04:31,030 --> 00:04:28,320

metallic

115

00:04:31,990 --> 00:04:31,040

100 feet in diameter and classified at

116

00:04:34,230 --> 00:04:32,000

the time

117

00:04:35,110 --> 00:04:34,240

neither explanation satisfied the press

118

00:04:36,870 --> 00:04:35,120

or the public

119

00:04:38,150 --> 00:04:36,880

and it may have been that the lesson

120

00:04:39,990 --> 00:04:38,160

learned from this case

121

00:04:42,150 --> 00:04:40,000

influenced the air force's handling of

122

00:04:44,390 --> 00:04:42,160

the press after the kinross incident

123

00:04:45,830 --> 00:04:44,400

this case received very little coverage

124

00:04:47,350 --> 00:04:45,840

and might have been forgotten were it

125

00:04:50,150 --> 00:04:47,360

not for donald kehoe

126
00:04:50,629 --> 00:04:50,160
kehoe wrote about the case in his 1955

127
00:04:53,189 --> 00:04:50,639
book

128
00:04:55,110 --> 00:04:53,199
the flying saucer conspiracy the air

129
00:04:55,749 --> 00:04:55,120
force explanation that still stands

130
00:04:58,070 --> 00:04:55,759
today

131
00:05:00,629 --> 00:04:58,080
was that the ufo was a royal canadian

132
00:05:02,629 --> 00:05:00,639
air force c-47 transport plane

133
00:05:05,029 --> 00:05:02,639
and that some sort of interaction other

134
00:05:05,830 --> 00:05:05,039
than the collision caused the f-89c to

135
00:05:07,990 --> 00:05:05,840
crash

136
00:05:09,670 --> 00:05:08,000
the canadian government denied that any

137
00:05:10,710 --> 00:05:09,680
of its planes was involved in the

138
00:05:13,830 --> 00:05:10,720

incident

139

00:05:15,510 --> 00:05:13,840
in 2006 francis ridge of the national

140

00:05:16,390 --> 00:05:15,520
investigations committee on aerial

141

00:05:17,990 --> 00:05:16,400
phenomena

142

00:05:20,230 --> 00:05:18,000
received an email that claimed there had

143

00:05:22,629 --> 00:05:20,240
been wreckage found of an f-89c

144

00:05:24,710 --> 00:05:22,639
on the bottom of lake superior a company

145

00:05:26,950 --> 00:05:24,720
called the great lakes dive company

146

00:05:28,070 --> 00:05:26,960
had supposedly spotted it and had a

147

00:05:31,430 --> 00:05:28,080
website where an

148

00:05:33,590 --> 00:05:31,440
adam jimenez hosted a forum to discuss

149

00:05:35,270 --> 00:05:33,600
the discovery the story traveled

150

00:05:37,749 --> 00:05:35,280
throughout the ufo community

151

00:05:38,469 --> 00:05:37,759

and investigators looked into it linda

152

00:05:40,550 --> 00:05:38,479

molten howe

153

00:05:43,310 --> 00:05:40,560

interviewed adam jumenez on coast to

154

00:05:47,749 --> 00:05:43,320

coast am radio on september 22nd

155

00:05:48,590 --> 00:05:47,759

2006. in an october 7 2006 update on her

156

00:05:52,070 --> 00:05:48,600

website

157

00:05:54,310 --> 00:05:52,080

earthfiles.com she reports that the gldc

158

00:05:56,870 --> 00:05:54,320

website is no longer functional and that

159

00:05:59,350 --> 00:05:56,880

jimenez and his associate jim bessette

160

00:06:00,870 --> 00:05:59,360

would not return phone calls or emails

161

00:06:03,110 --> 00:06:00,880

she had been told the company would be

162

00:06:04,790 --> 00:06:03,120

moving and not settled until october and

163

00:06:05,590 --> 00:06:04,800

she speculates that this might be a

164

00:06:08,230 --> 00:06:05,600

reason

165

00:06:10,469 --> 00:06:08,240

making this unlikely however is the news

166

00:06:12,230 --> 00:06:10,479

that mufon director james carrion

167

00:06:13,990 --> 00:06:12,240

had been unable to find evidence of a

168

00:06:14,710 --> 00:06:14,000

company doing business in the state of

169

00:06:17,270 --> 00:06:14,720

michigan

170

00:06:18,390 --> 00:06:17,280

under the name given a transcript of the

171

00:06:20,710 --> 00:06:18,400

amenas interview

172

00:06:22,790 --> 00:06:20,720

is included below the update and jimenez

173

00:06:25,110 --> 00:06:22,800

presents some intriguing evidence

174

00:06:27,029 --> 00:06:25,120

according to him they were using a sonar

175

00:06:27,990 --> 00:06:27,039

array to look for two french-canadian

176

00:06:30,469 --> 00:06:28,000

mine sweepers

177

00:06:32,230 --> 00:06:30,479

that had sunk off the kuina peninsula

178

00:06:34,230 --> 00:06:32,240

when the array developed problems

179

00:06:36,070 --> 00:06:34,240

and needed to be repaired when they

180

00:06:37,670 --> 00:06:36,080

resumed it was too late to continue

181

00:06:40,710 --> 00:06:37,680

looking for the minesweepers

182

00:06:42,230 --> 00:06:40,720

so they decided to try for the f-89c as

183

00:06:43,350 --> 00:06:42,240

they were close to its last known

184

00:06:45,430 --> 00:06:43,360

coordinates

185

00:06:47,670 --> 00:06:45,440

an image of what looks like the plane is

186

00:06:49,749 --> 00:06:47,680

taken from the gldc website

187

00:06:51,749 --> 00:06:49,759

as is another image that looks like a

188

00:06:52,870 --> 00:06:51,759

disc lying at the edge of a wedge-shaped

189

00:06:55,270 --> 00:06:52,880

slide mark

190

00:06:57,510 --> 00:06:55,280

as intriguing as this is there are good

191

00:06:59,350 --> 00:06:57,520

arguments that this was a hoax including

192

00:07:01,670 --> 00:06:59,360

the fact that adam jimenez

193

00:07:03,749 --> 00:07:01,680

seems to have never existed a more

194

00:07:05,270 --> 00:07:03,759

recent case comes from australia

195

00:07:07,909 --> 00:07:05,280

it is known as the valentich

196

00:07:09,589 --> 00:07:07,919

disappearance and as the name suggests

197

00:07:11,909 --> 00:07:09,599

involves the disappearance of a young

198

00:07:15,189 --> 00:07:11,919

pilot named frederick valentich

199

00:07:17,270 --> 00:07:15,199

on october 21st 1978 valentich was

200

00:07:19,350 --> 00:07:17,280

flying a cessna 182

201
00:07:21,029 --> 00:07:19,360
in the early evening near cape otway

202
00:07:22,790 --> 00:07:21,039
southwest of melbourne

203
00:07:24,950 --> 00:07:22,800
he radioed air traffic control in

204
00:07:26,710 --> 00:07:24,960
melbourne to ask about traffic in the

205
00:07:28,710 --> 00:07:26,720
area below 5000 feet

206
00:07:30,950 --> 00:07:28,720
and was told there was none he then

207
00:07:33,350 --> 00:07:30,960
reports that there seems to be a large

208
00:07:35,589 --> 00:07:33,360
aircraft there with four landing lights

209
00:07:37,029 --> 00:07:35,599
he says that it passed over him and that

210
00:07:39,909 --> 00:07:37,039
it seems to be playing

211
00:07:41,990 --> 00:07:39,919
some sort of game he describes it as not

212
00:07:42,469 --> 00:07:42,000
being an aircraft that it has a long

213
00:07:45,589 --> 00:07:42,479

shape

214

00:07:46,550 --> 00:07:45,599

and that it has such speed it hovers

215

00:07:48,950 --> 00:07:46,560

over him as he

216

00:07:51,189 --> 00:07:48,960

orbits and he describes that it has a

217

00:07:53,029 --> 00:07:51,199

green light and is shiny and metallic

218

00:07:54,629 --> 00:07:53,039

he describes it vanishing and then

219

00:07:57,510 --> 00:07:54,639

hovering over him again

220

00:07:59,189 --> 00:07:57,520

he repeats that it's not an aircraft and

221

00:08:01,110 --> 00:07:59,199

the transmission ends

222

00:08:02,629 --> 00:08:01,120

the tower operator from melbourne tells

223

00:08:04,150 --> 00:08:02,639

his story in a segment from the

224

00:08:06,469 --> 00:08:04,160

unexplained files

225

00:08:08,390 --> 00:08:06,479

flight service operator steven roby

226
00:08:08,869 --> 00:08:08,400
reports that after the transmission

227
00:08:11,510 --> 00:08:08,879
ended

228
00:08:12,150 --> 00:08:11,520
there was a clicking sound that was

229
00:08:14,469 --> 00:08:12,160
pulsing

230
00:08:15,830 --> 00:08:14,479
sort of electronic a search was

231
00:08:18,869 --> 00:08:15,840
conducted using two

232
00:08:19,589 --> 00:08:18,879
raaf transport planes and nothing was

233
00:08:21,350 --> 00:08:19,599
found

234
00:08:22,869 --> 00:08:21,360
it was assumed that valentich had

235
00:08:25,350 --> 00:08:22,879
crashed into the ocean

236
00:08:27,270 --> 00:08:25,360
the case was headline news the next day

237
00:08:29,350 --> 00:08:27,280
and witnesses came forward saying they'd

238
00:08:31,670 --> 00:08:29,360

seen unusual lights in the area

239

00:08:33,350 --> 00:08:31,680

a plumber roy manifold presented

240

00:08:34,389 --> 00:08:33,360

pictures of what he claimed was an

241

00:08:36,230 --> 00:08:34,399

object that had come

242

00:08:38,870 --> 00:08:36,240

out of the water and flown away at high

243

00:08:40,550 --> 00:08:38,880

speed the best of those is blurry

244

00:08:41,990 --> 00:08:40,560

and the object appears as a black

245

00:08:44,470 --> 00:08:42,000

amorphous cloud

246

00:08:46,710 --> 00:08:44,480

valentich's plane was never found and

247

00:08:49,269 --> 00:08:46,720

theories ranging from alien abduction

248

00:08:50,710 --> 00:08:49,279

to him faking his death had been floated

249

00:08:51,990 --> 00:08:50,720

but nothing has ever been proven

250

00:08:53,990 --> 00:08:52,000

conclusively

251
00:08:56,550 --> 00:08:54,000
richard haynes along with paul norman of

252
00:08:59,190 --> 00:08:56,560
the victorian ufo research society

253
00:09:01,350 --> 00:08:59,200
wrote a paper valentich disappearance

254
00:09:02,870 --> 00:09:01,360
new evidence and a new conclusion

255
00:09:04,550 --> 00:09:02,880
it was published in the journal of

256
00:09:08,630 --> 00:09:04,560
scientific exploration

257
00:09:11,430 --> 00:09:08,640
volume 14 number 1 pages 19 to 33

258
00:09:13,430 --> 00:09:11,440
2000. it includes testimony from three

259
00:09:14,150 --> 00:09:13,440
witnesses who claim they saw an airplane

260
00:09:15,829 --> 00:09:14,160
in the area

261
00:09:18,230 --> 00:09:15,839
at the time of valentich's last

262
00:09:19,030 --> 00:09:18,240
transmission they said that it descended

263
00:09:21,190 --> 00:09:19,040

at a steep

264

00:09:23,190 --> 00:09:21,200

angle with a much larger object with

265

00:09:25,430 --> 00:09:23,200

green lights flying just above it

266

00:09:26,470 --> 00:09:25,440

the abstract concludes that the plane

267

00:09:28,710 --> 00:09:26,480

probably crashed

268

00:09:30,070 --> 00:09:28,720

southeast of cape marango three to

269

00:09:32,470 --> 00:09:30,080

twelve miles from shore

270

00:09:33,910 --> 00:09:32,480

and that the reported object remains to

271

00:09:35,750 --> 00:09:33,920

be identified

272

00:09:37,509 --> 00:09:35,760

pilots and planes disappearing have

273

00:09:39,750 --> 00:09:37,519

fascinated the public since the

274

00:09:41,670 --> 00:09:39,760

disappearance of amelia earhart

275

00:09:43,750 --> 00:09:41,680

planes are quite small when compared to

276

00:09:44,389 --> 00:09:43,760

the vastness of lake superior or the

277

00:09:46,310 --> 00:09:44,399

ocean

278

00:09:48,070 --> 00:09:46,320

and could easily evade discovery for

279

00:09:50,550 --> 00:09:48,080

years or even forever

280

00:09:51,910 --> 00:09:50,560

however until they are discovered a

281

00:09:53,750 --> 00:09:51,920

mystery is a mystery

282

00:09:55,910 --> 00:09:53,760

and certain cases will continue to

283

00:10:09,740 --> 00:09:55,920

generate theories and speculations