

1

00:00:00,000 --> 00:00:02,000

Hey Chris, I'm in Switzerland 127.

2

00:00:02,000 --> 00:00:05,000

He had a UFO or a rocket, something almost hit him in my airspace.

3

00:00:05,000 --> 00:00:10,000

The military radio advises they are picking up his inter-missile primary target behind you in trail.

4

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

Since the earliest years of manned flight, pilots and astronauts from around the world

5

00:00:15,000 --> 00:00:19,000

have encountered UFOs high in our skies and beyond.

6

00:00:19,000 --> 00:00:21,000

This is Houston. Say again, Simon.

7

00:00:21,000 --> 00:00:24,000

I'm here at 9 o'clock right now.

8

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

Now, many of their dramatic cockpit preparations have been carried out.

9

00:00:29,000 --> 00:00:34,000

The dramatic cockpit recordings, film clips and stories have been made available for the first time.

10

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

The UFO? It's that Roswell crap again.

11

00:00:37,000 --> 00:00:44,000

UFO reports that we get from professional pilots are considered among the very best because of their knowledge of the sky.

12

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

From never before released black box and control tower recordings from commercial airline flights.

13

00:00:50,000 --> 00:00:52,000

You still see traffic out there?

14

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

Hell yeah.

15

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

For the FAA, UFOs are real. They've been punishing pilots and covering up UFO reports for over 50 years.

16

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

To never before seen astronaut reports and secret recordings in outer space, as recently as 2005.

17

00:01:08,000 --> 00:01:11,000

We have an unidentified flying object.

18

00:01:11,000 --> 00:01:16,000

Many of NASA's top astronauts have already testified to seeing UFOs.

19

00:01:16,000 --> 00:01:23,000

As astronauts and pilots around the world report an ever increasing level of unusual activity in our skies.

20

00:01:23,000 --> 00:01:26,000

Big bright way up the front, bring these tail.

21

00:01:26,000 --> 00:01:27,000

I'd say what that is.

22

00:01:27,000 --> 00:01:29,000

The military isn't a bit to anything flying tonight.

23

00:01:29,000 --> 00:01:31,000

There was two paths to the anero plane.

24

00:01:31,000 --> 00:01:32,000

Looks like it.

25

00:01:32,000 --> 00:01:33,000

You have those.

26

00:01:33,000 --> 00:01:37,000

Many wonder, do the skies belong to us or to them?

27

00:01:47,000 --> 00:01:54,000

The report that was made last November 17th of a UFO spotted over Alaska attracted special attention.

28

00:01:54,000 --> 00:01:58,000

This sighting was made by an airline pilot with 29 years of experience.

29

00:01:58,000 --> 00:02:07,000

The crew claims that while it was flying over Alaska last November, it was followed for 400 miles by strange white, yellow and amber lights.

30

00:02:07,000 --> 00:02:15,000

Of the thousands of reported pilot and astronaut encounters with UFOs around the world, few are more harrowing than the encounter on November 17th.

31

00:02:15,000 --> 00:02:22,000

1986 by Japanese Airlines Flight 1628, high above the remote Alaskan tundra.

32

00:02:22,000 --> 00:02:31,000

Regarding airline cases in America, the GL is very interesting because you have multiple witnesses.

33

00:02:31,000 --> 00:02:37,000

It was a cargo aircraft and the pilots observed an object that seemed to be tracking along with their aircraft.

34

00:02:37,000 --> 00:02:39,000

It involved an investigation by the FAA.

35

00:02:39,000 --> 00:02:43,000

This is an official government investigation of the sighting itself.

36

00:02:43,000 --> 00:02:46,000

The events of that night were captured on tape.

37

00:02:46,000 --> 00:02:55,000

Spinner 1628, every military radar advises they are picking up intermitten primary target behind you, in trail.

38

00:02:55,000 --> 00:02:56,000

In trail, I'll say here.

39

00:02:56,000 --> 00:03:06,000

The Boeing 747 cargo jet is on a routine flight from Paris to Tokyo cruising at 600 miles per hour at an altitude of 35,000 feet.

40

00:03:06,000 --> 00:03:09,000

It heads towards Anchorage, Alaska to refuel.

41

00:03:10,000 --> 00:03:23,000

Suddenly, at 5.11 p.m., Captain Kenjyu Terauchi, a pilot with 29 years flight experience, sees three large, fast-moving, unidentified objects 2,000 feet below them.

42

00:03:23,000 --> 00:03:29,000

The largest object is described by Captain Terauchi as resembling, quote, a shelled walnut.

43

00:03:29,000 --> 00:03:36,000

Captain Terauchi describes the main craft as being twice the size of an American aircraft carrier.

44

00:03:37,000 --> 00:03:44,000

Co-pilot said it was as solid there as if you were seeing an oncoming jet with its lights on,

except it wasn't an oncoming jet.

45

00:03:44,000 --> 00:03:49,000

747 was nothing compared to this big flying saucer.

46

00:03:50,000 --> 00:03:59,000

After several minutes of observing the UFO, the pilots realize the objects are now matching their speed, 600 miles per hour, tracking them.

47

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

The captain reports that the objects begin, quote, making moves that are impossible for any man-made aircraft to perform.

48

00:04:07,000 --> 00:04:14,000

Then, without warning, two of the smaller craft suddenly rise and shoot directly in front of the pilot's window.

49

00:04:14,000 --> 00:04:22,000

The objects come so close to the airplane that Captain Terauchi says the intense glow makes his face feel warm.

50

00:04:22,000 --> 00:04:28,000

All of a sudden, they appear and they're traveling right in front of the aircraft, and they were sort of wobbling back and forth as they moved.

51

00:04:28,000 --> 00:04:35,000

They seem to be only a thousand, maybe two thousand feet in front of the aircraft and traveling at 600 and some miles an hour.

52

00:04:35,000 --> 00:04:41,000

At that very moment, the radio-linked anchorage goes dead, leaving the aircraft flying blind.

53

00:04:41,000 --> 00:04:48,000

A horrifying catastrophe is seconds away, but the UFOs rise and veer left.

54

00:04:49,000 --> 00:04:54,000

Departure from the object, requesting two full-fledged off.

55

00:04:54,000 --> 00:04:59,000

Commander 1628 heavy, deviation is approved as necessary for traffic.

56

00:04:59,000 --> 00:05:02,000

It's quite the big, I'll make a full-machin'.

57

00:05:02,000 --> 00:05:04,000

Full-machin'.

58

00:05:04,000 --> 00:05:11,000

In his official FAA report, Captain Terauchi says, quote, we had to get away from that object.

59

00:05:11,000 --> 00:05:14,000

Commander 1628, sir, do you still have the traffic?

60

00:05:14,000 --> 00:05:17,000

Disappeared, Captain Alfa, 1828.

61

00:05:17,000 --> 00:05:21,000

Commander 1628, I have understood you do not see the traffic any longer.

62

00:05:21,000 --> 00:05:22,000

Okay.

63

00:05:22,000 --> 00:05:26,000

Moments later, an urgent message comes in from Elmendorf Air Force Base.

64

00:05:26,000 --> 00:05:30,000

The unidentified object now appears on their radar.

65

00:05:30,000 --> 00:05:31,000

Yeah, that's one-nash-two again.

66

00:05:31,000 --> 00:05:37,000

We have confirmed there is a flight size of two around your 1550 squawk, one primary return only.

67

00:05:37,000 --> 00:05:38,000

Okay, where is he?

68

00:05:38,000 --> 00:05:39,000

Follow him.

69

00:05:39,000 --> 00:05:40,000

It looks like he is, yes.

70

00:05:40,000 --> 00:05:41,000

Okay, stand by.

71

00:05:41,000 --> 00:05:49,000

The phrase flight size of two indicates that JAL 1628 has uninvited guests with possible hostile intentions.

72

00:05:49,000 --> 00:05:58,000

Commander 1628 heavy, military radar advised that they are picking up an intermittent primary target behind you, in trail.

73

00:05:58,000 --> 00:05:59,000

In trail, I'll say again.

74

00:05:59,000 --> 00:06:04,000

Immediately after this confirmation, the FAA requests that the Air Force scramble jets.

75

00:06:04,000 --> 00:06:07,000

Do you have any information to scramble up there or do you want to do that?

76

00:06:07,000 --> 00:06:10,000

We're going to talk to your liaison officer about that.

77

00:06:10,000 --> 00:06:15,000

It's starting to concern the designer line, I think it's in 16 hours.

78

00:06:15,000 --> 00:06:18,000

Okay, we're going to call the military desk on this.

79

00:06:18,000 --> 00:06:25,000

Although the military desk took no action, JAL 1628 was able to land safely in Anchorage at 6.20 p.m.

80

00:06:25,000 --> 00:06:34,000

Extensive media coverage from around the world helped make this incident one of the most widely reported UFO cases in history.

81

00:06:34,000 --> 00:06:45,000

While the JAL case continues to inspire debate about the nature and intent of the objects that tracked the 747, to this day, the case remains a mystery.

82

00:06:45,000 --> 00:06:49,000

The Japan Airlines 747 had a saucer go around it.

83

00:06:49,000 --> 00:06:55,000

The papers mysteriously disappeared from the FAA office.

84

00:06:55,000 --> 00:07:05,000

January 30, 1987, only two months after the JAL report, a similar UFO event takes place in the same Alaskan skies.

85

00:07:05,000 --> 00:07:08,000

But this one involves the U.S. military.

86

00:07:08,000 --> 00:07:21,000

A U.S. Air Force KC-135, inbound from Elmendorf Air Base in Anchorage to Ilesund Air Force Base southeast of Fairbanks, reports a chilling UFO-related incident at 20,000 feet.

87

00:07:21,000 --> 00:07:24,000

The area still needs traffic force around 1 o'clock.

88

00:07:24,000 --> 00:07:26,000

Can't really tell the distance.

89

00:07:26,000 --> 00:07:28,000

CST.Go altitude.

90

00:07:28,000 --> 00:07:32,000

After 2-9, negative, I have no traffic in your 1 o'clock.

91

00:07:32,000 --> 00:07:43,000

The pilot reports that the object is strikingly similar to the UFO reported by the JAL flight, a massive disc-shaped, noiseless object larger than an aircraft carrier.

92

00:07:43,000 --> 00:07:50,000

Seconds later, Anchorage Air Traffic Control asks if the KC-135 still has the object in sight.

93

00:07:50,000 --> 00:07:56,000

The pilot replies yes, and says the object is now 40 feet from his aircraft.

94

00:07:56,000 --> 00:08:04,000

The recent incident involving JAL Flight 1628 even comes up in their cockpit recording.

95

00:08:04,000 --> 00:08:11,000

What's the cal.40 that you're visiting up here? People, theaters sort of thing, a lot, others, and state airlines types?

96

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

Actor T9, it's very rare seeing the lights up there.

97

00:08:17,000 --> 00:08:24,000

30 minutes later, the Anchorage Control Tower passes along a message from the regional FAA office.

98

00:08:24,000 --> 00:08:31,000

Anchorage, 2-9, the quality assurance staff at the Anchorage Center here requests you give them a call after you land at IELSEN.

99

00:08:31,000 --> 00:08:34,000

That is concerning the object we're looking at.

100

00:08:34,000 --> 00:08:35,000

Affirmative, sir.

101

00:08:35,000 --> 00:08:39,000

I think pilots make especially good UFO witnesses.

102

00:08:39,000 --> 00:08:42,000

They know what's normal in the sky and what isn't.

103

00:08:42,000 --> 00:08:46,000

They've seen all different kinds of airplanes routinely.

104

00:08:46,000 --> 00:08:52,000

When a pilot reports the UFO, there's a better than average chance that that's what it was.

105

00:08:52,000 --> 00:09:03,000

January 31st, 1987, less than 24 hours after the KC-135 encounter, yet another UFO related incident occurs in the skies above Alaska.

106

00:09:03,000 --> 00:09:11,000

The pilots aboard Alaska Airlines Flight 53 reportedly witness enormous bright, disc-like objects tracking their airplane.

107

00:09:11,000 --> 00:09:19,000

Ground control reports that no object is visible on radar, but it is the speed of the UFO craft that alarms the pilots.

108

00:09:19,000 --> 00:09:23,000

The hat just underneath our radar picked up the flip. He's moving about a mile a second.

109

00:09:23,000 --> 00:09:26,000

He's pulled out straight ahead of us, disappeared.

110

00:09:26,000 --> 00:09:28,000

Man, he was there and then he was gone.

111

00:09:28,000 --> 00:09:35,000

If you're a pilot and you report a UFO sighting to the FAA, you might as well turn in your license the next day.

112

00:09:35,000 --> 00:09:42,000

The FAA, the military, even civilian authorities don't want to know about UFOs.

113

00:09:42,000 --> 00:09:51,000

Pilot encounters with UFOs first surfaced in the 1920s and 30s, long before black box and controlled tower tape recordings were possible.

114

00:09:51,000 --> 00:09:55,000

Sightings by pilots have occurred ever since the very beginning with Kenneth Arnold.

115

00:09:55,000 --> 00:10:00,000

Kenneth Arnold was flying from Chahalos, Washington, over towards Idaho.

116

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

Somewhere around Mount Rainier, he identified what looked to him to be about nine aircraft traveling in an east to west position.

117

00:10:08,000 --> 00:10:15,000

Was this man Kenneth Arnold from Boise in Idaho who ushered in the era of the flying saucer?

118

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

At this point, where I had this terrific flash, I looked way off here to the north, and then when I saw where the flash came from,

119

00:10:22,000 --> 00:10:27,000

it was an enchilon formation of a very peculiar looking aircraft.

120

00:10:27,000 --> 00:10:36,000

The second craft from the rear had a more or less crescent shape, and of course I kept mulling in my mind that said, damn this looking airplane I ever saw.

121

00:10:36,000 --> 00:10:46,000

Upon landing in Yakima, Washington on June 24th, 1947, Arnold makes what would become the very first civilian reports of UFOs to the government.

122

00:10:46,000 --> 00:10:53,000

He would describe the objects to reporters as appearing and moving like, quote, saucers skipping across the water.

123

00:10:53,000 --> 00:10:58,000

Somebody else twisted that around into the term flying saucer. That was the beginning of it.

124

00:10:58,000 --> 00:11:06,000

His official report made to the Joint Army and Air Force's intelligence is seen here for the first time on television.

125

00:11:06,000 --> 00:11:15,000

Arnold describes the UFOs as thin, round in the front, and coming to a point in the back, and did not appear to whirl or spin.

126

00:11:15,000 --> 00:11:28,000

He watches as the craft flip and flash in the sun, and comments, the more I observe these objects, the more upset I became, as I am accustomed and familiar with most all objects flying.

127

00:11:28,000 --> 00:11:39,000

The Arnold case was extremely significant in that prior to it, there had been no talk publicly about disc shaped, shiny objects flying around.

128

00:11:39,000 --> 00:11:44,000

And we haven't been without UFOs or flying saucers ever since.

129

00:11:46,000 --> 00:11:56,000

The Grand Canyon is a graveyard for 128 passengers and crew of two airliners which collided in the thunderstorm and crashed on peaks little more than a mile apart.

130

00:11:56,000 --> 00:12:05,000

The impact reduced the wreckage to carbonized smears of paint and metal. None survived. It was the worst commercial air disaster in history.

131

00:12:06,000 --> 00:12:23,000

While some experimental black box and pilot voice recorders were in use by the military during World War II, it was not until a catastrophic mid-air collision in 1956, about 200 miles due east of Area 51, that onboard recording boxes were mandated by the FAA.

132

00:12:23,000 --> 00:12:37,000

A major accident above the Grand Canyon imposed the FAA and the NTSB to ask for all the aligns to be equipped with audio recording system.

133

00:12:38,000 --> 00:12:48,000

Since the mandate of cockpit voice recorders, hundreds of reports have been made of strange lights, near miscollisions, and radar tracking of unidentified flying objects.

134

00:12:48,000 --> 00:12:56,000

Three recent pilot recordings captured over New England have been obtained for this broadcast. They are presented here for the first time.

135

00:12:57,000 --> 00:13:08,000

One of the most fascinating cases is Lufthansa 405 out of JFK November 18, 1995, where they saw a UFO across Long Island.

136

00:13:09,000 --> 00:13:24,000

November 18, 1995, while on a routine flight above Long Island, New York, Lufthansa Flight 405 and

Airbus A340 out of New York, en route to Frankfurt, Germany, makes a disturbing call to Boston Air Traffic Control.

137

00:13:24,000 --> 00:13:29,000

The pilots reported unidentified flying objects passing within 3,000 feet of their plane.

138

00:13:30,000 --> 00:13:37,000

It took the on-hour tail about 10 minutes to pass the test a long minute ago and it was really strange.

139

00:13:38,000 --> 00:13:45,000

The UFO is described as a long cylindrical object with a white light on the front and a long green comet tail.

140

00:13:46,000 --> 00:13:58,000

The strange UFO is also seen by British Airways Flight 226, a 747 flying from London, and is just north of the object. The code name for British Airways flights is Speedbird.

141

00:13:58,000 --> 00:14:08,000

It actually looked like a opposite traffic to the UFO. It was a very strong vehicle, we looked more like smoke, and the light on the front was very, very bright.

142

00:14:08,000 --> 00:14:12,000

Airbus A3405, how far did you sighted that traffic pass?

143

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

It was pretty close, and like the Speedbird said, it looked like 4 or 3,000 feet above on the left wing of the Cessna Connumer, looked like a new air force.

144

00:14:24,000 --> 00:14:34,000

Boston Air Traffic Control contacts Giant Killer, the military fleet area control and surveillance facility that monitors restricted airspace over the northeast.

145

00:14:34,000 --> 00:14:37,000

Giant Killer, are you getting any of these flying out in the area?

146

00:14:37,000 --> 00:14:39,000

Negative, one of them fast turned over.

147

00:14:39,000 --> 00:14:41,000

Well, then I just had a couple of UFO reports.

148

00:14:41,000 --> 00:14:42,000

Who was that guy?

149

00:14:42,000 --> 00:14:48,000

I had a couple of guys that reported lights just going all over their head. I had no traffic whatsoever in the area.

150

00:14:48,000 --> 00:14:52,000

They said it passed within a mile of them, like 2,000 feet above them, opposite direction.

151

00:14:52,000 --> 00:14:55,000

Huh, 2,000 feet of media or something?

152

00:14:55,000 --> 00:14:58,000

We don't have any access to that.

153

00:14:58,000 --> 00:15:08,000

Both pilots confirm the object has glowing lights. The object has a green vapor trail, not like any vapor trail they've ever seen.

154

00:15:08,000 --> 00:15:13,000

Both pilots immediately questioned the idea that the UFO they saw was a meteor.

155

00:15:13,000 --> 00:15:17,000

Sometimes a 405, so you would say that it definitely wasn't a meteorite.

156

00:15:18,000 --> 00:15:21,000

No, no, I don't know. It's just a static.

157

00:15:21,000 --> 00:15:26,000

It's still a 2,600, it's not been a meteorite because it was flying level.

158

00:15:26,000 --> 00:15:34,000

It was going very quickly, it was possibly normal aircraft. It was creating a straight line at one level flight.

159

00:15:34,000 --> 00:15:39,000

Number 226, thank you. We're looking into it. I mean, we're making a report. We really don't know what it was.

160

00:15:39,000 --> 00:15:42,000

And the military hasn't admitted anything flying tonight.

161

00:15:43,000 --> 00:15:52,000

While the authenticity of this recording is not in question, the FAA and both airlines have never commented on this mysterious incident over New England.

162

00:15:54,000 --> 00:16:01,000

Two years later, Boston would be the epicenter of yet another strange encounter between pilots and UFOs.

163

00:16:01,000 --> 00:16:11,000

But this time, the encounter would result in a near-miss collision. The incident was captured on tape by the aircraft's black box recorder.

164

00:16:12,000 --> 00:16:19,000

August 9th, 1997, Swiss Air Flight 127 is a jumbo jet en route to Zurich, Switzerland.

165

00:16:19,000 --> 00:16:24,000

Pilot Philip Baubay and First Officer Kurt Gründer are at the controls.

166

00:16:24,000 --> 00:16:31,000

At 23,000 feet, Baubay will later report that his visibility was excellent with no haze and a clear blue sky.

167

00:16:31,000 --> 00:16:36,000

Until an unidentified craft enters the plane's airspace.

168

00:16:36,000 --> 00:16:40,000

The pilot immediately contacts Boston Air Traffic Control.

169

00:16:40,000 --> 00:16:42,000

Sir, 127, go ahead.

170

00:16:42,000 --> 00:16:48,000

Yes, sir. I don't know what it was, but it was just over to like a couple of hundred seats above us.

171

00:16:48,000 --> 00:16:52,000

I don't know if it was a rocket or whatever, but it credibly fast all the way towards the direction.

172

00:16:52,000 --> 00:16:54,000

It was too fast to be an airplane.

173

00:16:55,000 --> 00:17:04,000

Later in his official report, Baubay will describe the UFO as a bright white cylindrical object with no wings, similar to a white shark.

174

00:17:05,000 --> 00:17:13,000

Aviation writer Don Berlin have filed a Freedom of Information Act request to obtain the FAA audio and written records of this incident.

175

00:17:13,000 --> 00:17:22,000

The Swiss Air case is significant because the object that was described is quite unusual and the people reporting it have excellent credentials.

176

00:17:22,000 --> 00:17:25,000

These are veteran airline pilots.

177

00:17:25,000 --> 00:17:31,000

Moments later, the Boston Control Tower contacts another sector operator who is about to take over the flight.

178

00:17:31,000 --> 00:17:36,000

Hey Chris, at Swiss Air 127, he had a UFO or a rocket, something almost hit him in my airspace.

179

00:17:36,000 --> 00:17:40,000

A UFO or a rocket almost hit the Swiss Air 127?

180

00:17:40,000 --> 00:17:43,000

Went right above him, about two or three hundred feet.

181

00:17:43,000 --> 00:17:51,000

The pilot's official incident report classifies the object as a UFO, categorizing its shape, color and speed.

182

00:17:52,000 --> 00:18:02,000

However, the NTSB and FAA concluded the object seen by Swiss Air 127 was a weather balloon, launched by the military at about the same time.

183

00:18:02,000 --> 00:18:11,000

These are not the kind of people who would be fooled by weather balloons because these are fairly common experiences among airline pilots.

184

00:18:11,000 --> 00:18:14,000

It's really hard to mistake a weather balloon for much of anything else.

185

00:18:15,000 --> 00:18:20,000

These eerie sightings of UFOs are not isolated to the northeast.

186

00:18:20,000 --> 00:18:25,000

In fact, sightings of UFOs by pilots have been reported across the country.

187

00:18:25,000 --> 00:18:37,000

On February 28, 1996, the skies over the Midwest are rocked by simultaneous reports of frightening airplane-like objects moving at incredible speeds.

188

00:18:37,000 --> 00:18:49,000

This case involves two commercial aircraft, air-shuttled 59-59 en route to Cleveland and Misaba 31-79, a Dash 8, heading from Detroit to Pelston, Michigan.

189

00:18:49,000 --> 00:18:52,000

This event was recorded by the Cleveland Tower.

190

00:18:52,000 --> 00:19:02,000

Cleveland Tower gets a report from an air-shuttle flight coming out of Detroit that they've picked up a strange light very close to them.

191

00:19:02,000 --> 00:19:05,000

Nobody can figure out what the light is.

192

00:19:06,000 --> 00:19:14,000

Next, Cleveland Air-Shuttle 59-59, we see traffic out there at 12.00 to 1.00 o'clock, a low altitude, do you have the meter?

193

00:19:14,000 --> 00:19:20,000

Air-Shuttle 59-59, that's a negative, sir. I don't have anything out in front of you. Can you get an estimate on an altitude on it?

194

00:19:20,000 --> 00:19:29,000

We're in between layers here. I'm going to estimate a few thousand people, or maybe a little tall city light, about, I don't know, 10 miles down.

195

00:19:29,000 --> 00:19:38,000

Do you see that north-west of Detroit? Did you see that light? Yeah. That's right, so I saw a real bright, light light, sometimes split turn, underneath the cloud.

196

00:19:38,000 --> 00:19:50,000

Two reports from two separate aircraft, and both pilots describe the same bright pulsating lights between the cloud layers. Cleveland Air-Traffic Control questions if the light might be a landing beacon.

197

00:19:50,000 --> 00:19:55,000

Air-Shuttle 59-59, is that traffic that you saw earlier? Do you see them out there any longer?

198

00:19:55,000 --> 00:20:05,000

Yeah, Air-Shuttle 59-59, that's permanent. I don't know if we'll get closer to what, but it looks like a rotating light around it, like a frisbee type thing that's going around it.

199

00:20:05,000 --> 00:20:09,000

The Saab of 3179, do you see the same thing?

200

00:20:09,000 --> 00:20:20,000

Sir, I saw it coming out of Detroit, and I wondered, oh, Garthall was just a couple of real bright flashes of light, but it looked like it was underneath the cloud deck to me, maybe 10,000 feet.

201

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

Would you think it might be like a reflection, maybe perhaps off a beacon, that for some reason it's just one of those weird things, natural phenomena, that you're getting a reflection, because I got nothing out there?

202

00:20:30,000 --> 00:20:39,000

There's definitely a distinct whiteish, well, there's looking a little red and greenish light sort of pulsating, and it is confident it's not a beacon.

203

00:20:39,000 --> 00:20:53,000

The Cleveland Air-Shuttle hangs a U-E, goes under the light, and now is looking at the light from underneath and says, absolutely not Cleveland, we're seeing the light above us probably at 5,000 feet.

204

00:20:53,000 --> 00:21:07,000

And Cleveland Air-Shuttle, 5,900, 5,900. Just to keep you advised, we're just sitting at 4,000 feet right now, and as we descend to 2,000 feet, that object is above us right now. It is not on the ground, it's about 10,000 feet.

205

00:21:07,000 --> 00:21:10,000

I'd say, well, that is weird, if you're sitting up there.

206

00:21:10,000 --> 00:21:16,000

I'm trying to do a little investigating as to what this might be, and if you would keep me advised on this.

207

00:21:16,000 --> 00:21:20,000

Okay, sir, I'm going to light my lights, and I'm going to see if I can get any reaction on them.

208

00:21:20,000 --> 00:21:23,000

The Sabot 31-79, when you flashed your lights, did you get any response?

209

00:21:23,000 --> 00:21:25,000

I did, sir.

210

00:21:25,000 --> 00:21:27,000

Okay.

211

00:21:27,000 --> 00:21:34,000

A double pilot sighting caught on radio that you would never hear because the media never covered it.

212

00:21:35,000 --> 00:21:45,000

On May 25, 1995, an exceptional UFO-related event occurs more than seven miles above Earth.

213

00:21:45,000 --> 00:21:51,000

An enormous, fast-moving UFO was witnessed by an America West Airlines crew.

214

00:21:51,000 --> 00:22:01,000

What makes this incident a watershed in black box recordings is that it is one of the first on record to reportedly involve a government agency, NORAD,

215

00:22:01,000 --> 00:22:04,000

the government's watcher of the North American skies.

216

00:22:04,000 --> 00:22:12,000

In this 1995 America West Airlines case, the government got involved briefly.

217

00:22:12,000 --> 00:22:18,000

Somebody with air traffic control told one of the crew members that they had been in touch with NORAD,

218

00:22:18,000 --> 00:22:24,000

which had briefly confirmed radar tracking of something in the area and then later denied it.

219

00:22:24,000 --> 00:22:32,000

The Air Force confirmed that there was an object, and especially in the NORAD, the North American Air Defense Command,

220

00:22:32,000 --> 00:22:34,000

yeah, we detect something.

221

00:22:34,000 --> 00:22:40,000

America West Flight 564 is flying from Tampa, Florida to Las Vegas, Nevada.

222

00:22:40,000 --> 00:22:48,000

Captain Eugene Tollison and First Officer John Waller are in control, cruising at 39,000 feet above Bovina, Texas.

223

00:22:48,000 --> 00:22:57,000

All is normal until 10.25 p.m., when the pilot see a UFO just below them at 30,000 feet.

224

00:22:57,000 --> 00:23:07,000

The actual recordings between Flight 564, Albuquerque Air Traffic Control and NORAD were recently obtained by the History Channel.

225

00:23:07,000 --> 00:23:09,000

KK, Flight 564, singing.

226

00:23:09,000 --> 00:23:14,000

There's something on the radar from the other centers that all on that particular area.

227

00:23:14,000 --> 00:23:16,000

That object, it's up in here.

228

00:23:16,000 --> 00:23:18,000

It's up in here.

229

00:23:18,000 --> 00:23:20,000

A permanent...

230

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

What's the altitude about?

231

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

I don't know, probably around 30,000 or so, and it's a drill that starts from going counterclockwise, and the length is unbelievable.

232

00:23:35,000 --> 00:23:42,000

The pulsating object is reportedly over 400 feet long, yet invisible on radar.

233

00:23:42,000 --> 00:23:49,000

This prompts air traffic control to contact nearby Cannon Air Force Base radar operations in Clovis, New Mexico.

234

00:23:49,000 --> 00:23:51,000

Can it go ahead?

235

00:23:51,000 --> 00:23:56,000

Hey, it's 39,000, so you see something at 30,000 if the length is unbelievable and it has a strobe on it.

236

00:23:56,000 --> 00:23:57,000

Uh-huh.

237

00:23:57,000 --> 00:23:59,000

This is not good.

238

00:23:59,000 --> 00:24:00,000

What does that mean?

239

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

I don't know, it's a UFO, so it's a Roswell cramp again.

240

00:24:03,000 --> 00:24:17,000

The crew that saw it described it as a long thin object, cylindrical, with a series of lights down the side, blinking on and off in sequence.

241

00:24:17,000 --> 00:24:30,000

This so, a cigar-shaped object flying with strobing lights on the length of roughly 300 feet, which is quite big.

242

00:24:30,000 --> 00:24:41,000

Seconds later, an Air Force F-117A Nighthawk from the 49th fighter wing at Hollam and Air Force Base is alerted by air traffic control.

243

00:24:41,000 --> 00:24:47,000

The stealth fighter sees something.

244

00:24:47,000 --> 00:24:51,000

Okay, five in the next two to three minutes, be looking off to your right side.

245

00:24:51,000 --> 00:25:02,000

If you see anything about 30,000 feet, one aircraft reported dead, something, it wasn't a weather balloon or anything, it was a long, uh, right looking thing with a strobe on it.

246

00:25:02,000 --> 00:25:04,000

Let me know if you see anything out there.

247

00:25:04,000 --> 00:25:06,000

Any traffic on fire at 1-4 right now?

248

00:25:06,000 --> 00:25:12,000

No, I've got something passing off here at 9 o'clock, at about 12 at 31 Westbound.

249

00:25:12,000 --> 00:25:21,000

The nighthawk reports an object passing off its left wing.

250

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

America West 564 has the same experience moments later.

251

00:25:25,000 --> 00:25:29,000

The object moves dangerously close to both aircraft.

252

00:25:29,000 --> 00:25:34,000

The anxious America West crew contacts Albuquerque air traffic control again.

253

00:25:34,000 --> 00:26:02,000

The object suddenly disappears from Flight 564's view.

254

00:26:02,000 --> 00:26:12,000

Then a concerned Albuquerque air traffic control contacts NORAD's Western Air Defense sector headquarters at McCord Air Force Base into Coma, Washington.

255

00:26:12,000 --> 00:26:17,000

I've got something unusual and I was wondering if you all have any of anything going on out here.

256

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

I had a couple of aircrafts reported something 300 to 400 foot long, slender-pulled in shape with a strobe at 30,000 feet.

257

00:26:26,000 --> 00:26:29,000

We don't have anything going on that I know of.

258

00:26:29,000 --> 00:26:33,000

This guy definitely saw it run all the way down the side of the airplane.

259

00:26:33,000 --> 00:26:35,000

It's right out of the X-files.

260

00:26:35,000 --> 00:26:38,000

I mean, it's a definite UFO or something like that.

261

00:26:38,000 --> 00:26:41,000

Oh, y'all are serious about this.

262

00:26:41,000 --> 00:26:43,000

Yeah, he's real serious about it too.

263

00:26:43,000 --> 00:26:46,000

He looked at it, saw it.

264

00:26:46,000 --> 00:26:53,000

13 minutes later, Albuquerque air traffic control checks in again with NORAD.

265

00:26:53,000 --> 00:26:56,000

Only this time NORAD has something.

266

00:26:56,000 --> 00:27:01,000

We had some call here earlier about a pilot spotting an unidentified flying object.

267

00:27:01,000 --> 00:27:03,000

Yep, that's us.

268

00:27:03,000 --> 00:27:08,000

Okay, well hey, we're tracking a search-only track kind of up where that might have happened.

269

00:27:08,000 --> 00:27:11,000

We've been tracking it for about three, four minutes now.

270

00:27:11,000 --> 00:27:16,000

According to the official report, NORAD has denied this incident in writing.

271

00:27:16,000 --> 00:27:19,000

These were experienced airline pilots.

272

00:27:19,000 --> 00:27:21,000

They've been flying thousands of hours.

273

00:27:21,000 --> 00:27:24,000

They were familiar with the sky.

274

00:27:24,000 --> 00:27:28,000

And they say something, you have to pay more attention to it.

275

00:27:28,000 --> 00:27:34,000

A Melbourne Australia television reporter said his crew filmed UFOs for seven minutes Saturday night

276

00:27:34,000 --> 00:27:38,000

over the eastern region of New Zealand, South Island.

277

00:27:38,000 --> 00:27:45,000

On December 21st, 1978, New Zealand cargo plane pilots John Randell and Keith Hine

278

00:27:45,000 --> 00:27:50,000

observed strange light phenomenon over the sea near the South Island of New Zealand.

279

00:27:50,000 --> 00:27:55,000

The objects are picked up as well by Wellington, New Zealand air traffic control radar

280

00:27:55,000 --> 00:27:57,000

and reports reach local media.

281

00:27:57,000 --> 00:28:02,000

Ten days later, on December 31st, producers at Australia's Channel 10

282

00:28:02,000 --> 00:28:05,000

dispatched report a Quentin Fogarty with a camera crew

283

00:28:05,000 --> 00:28:10,000

to attempt to find these same UFOs along the exact same flight path.

284

00:28:10,000 --> 00:28:11,000

And they do.

285

00:28:11,000 --> 00:28:15,000

Air traffic controllers were recording strange blips on their radar.

286

00:28:15,000 --> 00:28:19,000

Here is what reporter Quentin Fogarty said as he traced an airline flight

287

00:28:19,000 --> 00:28:22,000

that reported seeing UFOs last month.

288

00:28:22,000 --> 00:28:25,000

We're now on the radar room at Christchurch Airport.

289

00:28:25,000 --> 00:28:29,000

It's about quarter to two and in about another 20 minutes

290

00:28:29,000 --> 00:28:35,000

we intend to take off again in the Argyll Sea and retrace the route we took only a few moments

earlier.

291

00:28:35,000 --> 00:28:41,000

We've just heard from Wellington radar that there are still targets in the Kaikoura area.

292

00:28:41,000 --> 00:28:44,000

So this time we're hoping to get better film than we did last time

293

00:28:44,000 --> 00:28:48,000

and all I can say is we'll see what happens.

294

00:28:48,000 --> 00:28:52,000

The New Zealand case is of considerable importance in the history of ufology

295

00:28:52,000 --> 00:28:55,000

because of the residue of information that's available afterwards.

296

00:28:55,000 --> 00:29:01,000

We have the film itself and the tape recordings made by Quentin Fogarty on the aircraft

297

00:29:01,000 --> 00:29:06,000

and of prime importance is we have the tape recording made by the Wellington Air Traffic Control Center

298

00:29:06,000 --> 00:29:09,000

and it provides a history of the sighting minute by minute.

299

00:29:10,000 --> 00:29:13,000

We're about in our three minutes out of Christchurch Airport

300

00:29:13,000 --> 00:29:16,000

and on our starboard side we can see two very bright lights.

301

00:29:16,000 --> 00:29:20,000

One much brighter than the other it is like a very very bright star

302

00:29:20,000 --> 00:29:24,000

and just below it is another light not quite so bright.

303

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

Just before midnight Fogarty goes airborne with New Zealand cargo pilot Bill Stardap.

304

00:29:30,000 --> 00:29:33,000

The beginning of the flight is uneventful.

305

00:29:33,000 --> 00:29:40,000

Then at 12.05 am Fogarty and the crew see strange lights and objects coming toward them from the right side of the plane.

306

00:29:40,000 --> 00:29:44,000

Fogarty turns on his camera and begins filming.

307

00:29:44,000 --> 00:29:47,000

Those two lights appear to be travelling with us.

308

00:29:47,000 --> 00:29:49,000

They're still off the starboard wing.

309

00:29:49,000 --> 00:29:54,000

The brighter light is still above the other and it's moved a little further ahead of the other.

310

00:29:54,000 --> 00:29:58,000

It's extremely bright much brighter than any of the other stars in the sky.

311

00:29:59,000 --> 00:30:05,000

Ground radar observes these objects and the control tower confirms the sighting and records the conversation.

312

00:30:05,000 --> 00:30:10,000

What follows is the actual audio of this unusually well documented event.

313

00:30:11,000 --> 00:30:16,000

There's a star target showing at left of target three miles.

314

00:30:16,000 --> 00:30:18,000

And it's very high for that one.

315

00:30:18,000 --> 00:30:21,000

Just left of target three miles.

316

00:30:22,000 --> 00:30:27,000

Captain Stardap recounts that the object or target is initially ahead of him

317

00:30:27,000 --> 00:30:31,000

and travels at an unbelievable speed past his left side.

318

00:30:31,000 --> 00:30:35,000

He quickly banks the plane left in an attempt to make visual contact.

319

00:30:36,000 --> 00:30:41,000

On the ground Wellington air traffic control radio is a chilling message to the captain.

320

00:30:41,000 --> 00:30:48,000

They've picked up yet another target on his left side and this one is closing in on the plane.

321

00:30:50,000 --> 00:30:53,000

Target is 12 o'clock, captain Stardap.

322

00:30:58,000 --> 00:31:04,000

I'm now looking over towards the right of the aircraft and we have an object confirmed by Wellington radar

323

00:31:04,000 --> 00:31:06,000

and it's been following us for quite a while.

324

00:31:06,000 --> 00:31:13,000

It's about four miles away and it looks like a very faint star but then it's a very bright white green light.

325

00:31:15,000 --> 00:31:22,000

Captain Stardap is able to get close enough to determine that the object is an array of bright blue lights pulsing at a rapid rate.

326

00:31:22,000 --> 00:31:25,000

To his shock the object has gotten bigger.

327

00:31:26,000 --> 00:31:33,000

There was an interesting radar event where the object, some object got so close to the aircraft

328

00:31:33,000 --> 00:31:39,000

that it looked at Wellington radars if the aircraft radar target image had doubled in size.

329

00:31:39,000 --> 00:31:45,000

Subtract target, right information within our target has doubled in size.

330

00:31:47,000 --> 00:31:51,000

The double size target continues to appear on radar screens for 36 seconds.

331

00:31:51,000 --> 00:31:54,000

Then returns back to normal size.

332

00:31:55,000 --> 00:31:56,000

Blue lights right there.

333

00:31:56,000 --> 00:32:03,000

This is the object which was apparently traveling along with the aircraft, it was picked up on aircraft radar.

334

00:32:03,000 --> 00:32:12,000

Dr. Bruce McAvie received a 16 millimeter copy of the Argus UFO film directly from the Australian TV network in 1979.

335

00:32:14,000 --> 00:32:19,000

This complete and unedited film has never been made available before.

336

00:32:19,000 --> 00:32:26,000

Experts believe that these images are the most comprehensive and frightening UFO evidence ever captured on film.

337

00:32:26,000 --> 00:32:32,000

This is the famous New Zealand film obtained the night of December 31, 1978.

338

00:32:32,000 --> 00:32:36,000

The cameraman is sitting in the seat between the pilot and the copilot.

339

00:32:36,000 --> 00:32:40,000

The image is dancing around because he was carrying it on his shoulder.

340

00:32:40,000 --> 00:32:47,000

They saw this light to their right and this light as time goes on will fade in and out, takes on

various shapes.

341

00:32:47,000 --> 00:32:51,000

This is the flashing light that you have to slow down and look at frame by frame to see what happens.

342

00:32:51,000 --> 00:32:59,000

When you go from very bright white down to dim orange and see the image went over to the side, then he turned the camera a little bit in order to pull it back into the center.

343

00:33:01,000 --> 00:33:06,000

That other target that has been following us has now been joined by two others.

344

00:33:06,000 --> 00:33:12,000

So we now at this stage have three unidentified flying objects just off our right wing.

345

00:33:12,000 --> 00:33:17,000

They have been following us for one of the three following us now for probably about ten minutes.

346

00:33:17,000 --> 00:33:26,000

I've won the hope that we've seen enough tonight and the rest of our journey back to play that will

be uneventful.

347

00:33:26,000 --> 00:33:29,000

I think I've just about enough of UFOs for one night.

348

00:33:34,000 --> 00:33:39,000

And that's the way it is, or is it? Monday January 1, 1979.

349

00:33:39,000 --> 00:33:43,000

This is Water Crank Guide, CBS News. Good night.

350

00:33:46,000 --> 00:33:50,000

Pilot sightings of UFOs are not exclusive to Earth's atmosphere.

351

00:33:50,000 --> 00:34:02,000

In the early 1960s, as America and the Soviet Union escalate the space race, astronauts and cosmonauts begin to witness strange and unexplained objects and events in outer space.

352

00:34:03,000 --> 00:34:11,000

You know, in 1958 when NASA formed, they literally expected to make contact with extraterrestrial life.

353

00:34:11,000 --> 00:34:16,000

3, 2, 1, Ignition.

354

00:34:16,000 --> 00:34:20,000

Four hours and 24 minutes into the historic 14-day mission.

355

00:34:20,000 --> 00:34:28,000

The astronauts of Gemini 7, Frank Borman and James Lovell, both military test pilots are performing routine tasks,

356

00:34:28,000 --> 00:34:39,000

then suddenly at 2234 universal time, as the capsule is high above Hawaii, both men see a bright object or bogey flying above their capsule.

357

00:34:39,000 --> 00:34:46,000

Borman radio's mission control in Houston. What follows are the actual radio transmissions.

358

00:34:48,000 --> 00:34:50,000

7, 9, 7, here you are, 9, here, 8.

359

00:34:50,000 --> 00:34:52,000

Lot's clear, 7, go ahead.

360

00:34:52,000 --> 00:34:54,000

How close are you at 10 o'clock high?

361

00:34:54,000 --> 00:34:57,000

This is Houston, say again, 7.

362

00:34:57,000 --> 00:35:00,000

So, we are approaching at 10 o'clock high.

363

00:35:00,000 --> 00:35:07,000

The recording suddenly ends. NASA insists the sighting is Gemini's Titan Booster Rocket.

364

00:35:07,000 --> 00:35:12,000

Lovell replies that he can see the booster as well as, quote, several actual sightings.

365

00:35:13,000 --> 00:35:22,000

I remember hearing this on my car radio, talked to NASA, and they confirmed that that was the phrase used, we have a bogey in sight.

366

00:35:22,000 --> 00:35:32,000

NASA's official Gemini 7 mission report, published in January 1966, no mention is ever made of the infamous bogey recording.

367

00:35:32,000 --> 00:35:37,000

Neither Lovell nor Borman have ever commented publicly on this message.

368

00:35:38,000 --> 00:35:44,000

But as far as the American public is concerned, NASA denies the very existence of UFOs.

369

00:35:44,000 --> 00:35:47,000

They've been covering up since the dawn of spaceflight.

370

00:35:47,000 --> 00:35:53,000

From the early years of the space program, NASA was beset with sighting reports from astronauts.

371

00:35:55,000 --> 00:35:58,000

September 13, 1966.

372

00:35:58,000 --> 00:36:05,000

Gemini 11 astronauts Richard Gordon and Charles Pete Conrad see something strange on their 16th Revolution of Earth.

373

00:36:06,000 --> 00:36:09,000

27 hours and 47 minutes after takeoff.

374

00:36:09,000 --> 00:36:12,000

Conrad radios ground control.

375

00:36:12,000 --> 00:36:17,000

He reports he has just seen an unidentified object about 50 miles downrange.

376

00:36:17,000 --> 00:36:22,000

It is metallic and revolving at more than one revolution per second.

377

00:36:22,000 --> 00:36:26,000

He then pulls out a camera and snaps three photographs.

378

00:36:28,000 --> 00:36:31,000

It drops down in front of them before quickly disappearing.

379

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

Seeing here are the actual photographs taken by Conrad aboard Gemini 11.

380

00:36:37,000 --> 00:36:44,000

And NORAD said that the only thing that they could imagine it was was a booster from a Russian satellite.

381

00:36:44,000 --> 00:36:47,000

The NASA people threw out the NORAD explanation almost immediately.

382

00:36:47,000 --> 00:36:51,000

The Gemini 11 case is the only one that NASA considers to be unidentified.

383

00:36:52,000 --> 00:36:57,000

Gemini 11, however, was not the last NASA mission to have alleged encounters with UFOs.

384

00:36:57,000 --> 00:37:04,000

In fact, more and more UFO sightings were reported as Gemini opened the door to the Apollo program.

385

00:37:05,000 --> 00:37:09,000

The Apollo astronauts in particular were trailed by UFOs.

386

00:37:09,000 --> 00:37:18,000

It is a wedged that Neil Armstrong saw UFOs, many of the astronauts did, but they won't talk about it publicly yet, but they might.

387

00:37:18,000 --> 00:37:23,000

There's been a tanguality base here. The eagle has landed.

388

00:37:24,000 --> 00:37:34,000

The famous Apollo 11 mission reportedly experienced objects tracking the capsule, as well as objects that were photographed by the astronauts on the lunar surface.

389

00:37:34,000 --> 00:37:46,000

Four months later, on November 14, 1969, Apollo 12 commander Pete Conrad reports back to NASA that he sees an unidentified object out his window.

390

00:37:47,000 --> 00:37:52,000

An object which is at the same place all the time, but appears to be tumbling.

391

00:37:52,000 --> 00:37:57,000

I've always had it. Ever since yesterday, it just seems to be tagging along with it.

392

00:37:58,000 --> 00:38:05,000

While the object is widely considered to be debris falling from the booster, many researchers remain skeptical.

393

00:38:05,000 --> 00:38:12,000

They suggest such an object would be incapable of tracking a fast-moving space capsule for an extended period of time.

394

00:38:12,000 --> 00:38:25,000

As the Apollo missions open the door to the Space Shuttle program, experts are convinced the door was also open to an increased level of UFO activity in outer space.

395

00:38:25,000 --> 00:38:38,000

In 1981, NASA initiates the Space Shuttle program, and with it, an unprecedented wave of UFO sightings including astounding audio and video evidence.

396

00:38:39,000 --> 00:38:48,000

One highly controversial recording emerges from STS-29, a Space Shuttle Discovery flight on March 13, 1989.

397

00:38:48,000 --> 00:38:52,000

Astronaut John Blaha reports the sighting of something unusual.

398

00:38:52,000 --> 00:39:04,000

One of the NASA transmissions that wasn't successfully sanitized back in 1989, one of the astronauts on a Space Shuttle said, we're still looking at the aliens. It was as plain as day.

399

00:39:04,000 --> 00:39:10,000

The following recording was reportedly intercepted by a ham radio operator in Maryland.

400

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

To this day, NASA has neither confirmed nor denied the validity of this transmission.

401

00:39:23,000 --> 00:39:31,000

The Space Shuttle has two radio channels. One is a public channel that we all hear when NASA is broadcasting. We can hear what the astronauts are saying.

402

00:39:31,000 --> 00:39:37,000

The other channel is a Department of Defense encrypted channel, and that's where I believe the real conversations are going on.

403

00:39:38,000 --> 00:39:49,000

The new millennium ushered in more UFO sightings by NASA shuttle crews. One extraordinary recording occurred aboard Space Shuttle flight STS-73.

404

00:39:49,000 --> 00:39:56,000

Mission specialist Katherine Coleman sees something curious on day three of the routine 15-day mission.

405

00:39:56,000 --> 00:39:59,000

This is October 21, 1995.

406

00:39:59,000 --> 00:40:02,000

Now we have an unidentified flying object.

407

00:40:05,000 --> 00:40:16,000

And nothing after. I mean, there she is. Katherine's just floating around in there, and that's where I believe they went on to the Department of Defense encrypted channel on the Space Shuttle, and they continued the conversation.

408

00:40:16,000 --> 00:40:21,000

Researcher David Cerreira has been studying unusual phenomenon in outer space for over a decade.

409

00:40:22,000 --> 00:40:30,000

It is his theory that NASA continued recording, but on a secret frequency, leaving us with more questions than answers.

410

00:40:30,000 --> 00:40:33,000

We have an unidentified flying object.

411

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

Even recent shuttle missions have had eerie reports and sightings of strange objects.

412

00:40:40,000 --> 00:40:52,000

According to Cerreira, some of the most shocking evidence of UFOs in outer space comes as recently as August 6, 2005 from Space Shuttle flight STS-114.

413

00:40:52,000 --> 00:41:01,000

Well, the Space Shuttle is doing 18,000 miles an hour around the Earth, so the object is traveling obviously much faster than 18,000 miles an hour to catch up to the shuttle.

414

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

The fly in tandem speed with it, and then it takes off and goes back out the other way.

415

00:41:06,000 --> 00:41:09,000

This is real footage from the Space Shuttle.

416

00:41:13,000 --> 00:41:19,000

Even considering that it may be just a few miles away from the Space Shuttle is obviously a very large UFO.

417

00:41:20,000 --> 00:41:26,000

The object enters quickly, dramatically changes speed and direction, then flies back out of frame.

418

00:41:27,000 --> 00:41:35,000

The trajectory and speed of the object defy all laws of physics, leaving researchers like Cerreira to draw their own conclusions.

419

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

When you zoom in on video frames or any digital media, you get pixelation.

420

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

So some of the rectangular shapes you see are pixels, but notice also you can see the round ore of light around it, so you can still differentiate shapes within the pixels.

421

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

There's no way that's dust and debris. There's no way it's another satellite.

422

00:41:55,000 --> 00:42:01,000

When you go through process of elimination, you know that what we're seeing in STS-114 is truly a UFO.

423

00:42:01,000 --> 00:42:04,000

There's really nothing else out there like that.

424

00:42:05,000 --> 00:42:16,000

Since NASA does not comment on the topic of UFOs, the authenticity of space recordings and sightings cannot be officially confirmed, which leaves many questions unanswered.

425

00:42:17,000 --> 00:42:29,000

UFOs constantly trailed our spaceships around planet Earth, the Space Shuttle, but more importantly all the Apollo, the project Apollo spacecraft on the way to the moon.

426

00:42:29,000 --> 00:42:34,000

I think a lot of astronauts are going to start coming forward and testifying to what they have seen.

427

00:42:34,000 --> 00:42:39,000

My impression is that the guys who are running around saying the NASA stuff proved something are hyping it.

428

00:42:40,000 --> 00:42:51,000

As Earth's airspace grows more and more crowded each day and more people than ever take to the skies, is it possible that reports like the ones you've just seen will continue?

429

00:42:51,000 --> 00:43:01,000

There are reams and reams of official reports by commercial aircraft, by private aircraft and military aircraft about pilot encounters.

430

00:43:01,000 --> 00:43:15,000

Even if while we're sitting right here in California, a UFO turned up over Santa Monica Bay, you probably hear a great explanation of how it was a reflection of the sun behind the cloud.

431

00:43:16,000 --> 00:43:24,000

So many reports from so many experienced pilots of strange phenomenon and frightening encounters with UFOs since the beginning of manned flight.

00:43:24,000 --> 00:43:35,000

As our pilots fly through Earth's atmosphere and further into space, many continue to wander, do the skies truly belong to us or to them?