

1

00:00:00,497 --> 00:00:06,498

I've got a definite contact my 12 o'clock. Very bright yellow object.

2

00:00:06,498 --> 00:00:09,499

4000 feet above the ocean.

3

00:00:09,499 --> 00:00:14,500

A pilot and his passenger see two enormous yellow objects.

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00:00:14,500 --> 00:00:17,501

There is no absolute explanation.

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00:00:17,501 --> 00:00:22,502

The captain of another commercial jetliner watches an impossibly large disc

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00:00:22,502 --> 00:00:26,503

fly under him and become invisible.

7

00:00:26,503 --> 00:00:30,504

The dimension was huge. Absolutely huge.

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00:00:30,504 --> 00:00:36,505

Now, pilots are coming forward to relive these incredible events.

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00:00:39,506 --> 00:00:42,506

So we'll be flying really the exact position and direction.

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00:00:42,506 --> 00:00:44,507

Exactly the same route.

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00:00:44,507 --> 00:00:48,508

And their colossal encounters are revealed on tape.

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00:00:48,508 --> 00:00:50,508

I have no idea what it was.

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00:00:50,508 --> 00:00:53,509

The weight was 17,000.

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00:00:53,509 --> 00:00:57,510

Are UFO sightings growing to epic proportions?

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00:00:59,510 --> 00:01:04,511

This can turn out to be one of the most critical UFO sightings.

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00:01:04,511 --> 00:01:08,512

This is case number 86206.

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00:01:10,512 --> 00:01:12,513

Giant UFOs.

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00:01:12,513 --> 00:01:14,513

It's just going to be right over me.

19

00:01:23,515 --> 00:01:36,518

April 23rd, 2007. Approximately 3 p.m.

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00:01:36,518 --> 00:01:42,519

A pilot for Oranee Airlines is flying a pedestrian route over the English Channel.

21

00:01:42,519 --> 00:01:47,521

In the distance, he suddenly sees a brilliant yellow light.

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00:01:48,521 --> 00:01:54,522

He immediately radios his sighting into Jersey Air Traffic Control.

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00:01:54,522 --> 00:01:58,523

He has just spotted something gigantic.

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00:01:58,523 --> 00:02:02,524

Something he claims is almost a mile wide.

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00:02:06,525 --> 00:02:12,526

These are actual radio communications between the cockpit and air traffic control.

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00:02:13,526 --> 00:02:16,527

Do you have any traffic by 12 o'clock?

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00:02:16,527 --> 00:02:19,528

No, no traffic at all in your 12 o'clock.

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00:02:19,528 --> 00:02:23,528

I've got a extremely bright yellow, orange object, straight ahead.

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00:02:23,528 --> 00:02:25,529

A very flat platform.

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00:02:25,529 --> 00:02:27,529

I'm looking at it through a block to those as we speak.

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00:02:27,529 --> 00:02:34,531

After initially seeing nothing, Jersey Air Traffic Control then confirms the object on radar.

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00:02:34,531 --> 00:02:41,532

They also receive visual confirmation from a second pilot on another airline.

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00:02:42,533 --> 00:02:48,534

Soon after, a second enormous object is sighted by the original pilot.

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00:02:48,534 --> 00:02:54,535

He says it is smaller than the first, but still thousands of feet across.

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00:02:54,535 --> 00:03:01,537

Looking for people as I am now, there's a second one just appeared behind the first one from where I am.

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00:03:01,537 --> 00:03:11,539

Neither the pilot nor his air traffic controller are able to explain what these colossal objects are or where they came from.

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00:03:15,540 --> 00:03:18,541

We're here in the UK and these are not your everyday sightings.

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00:03:18,541 --> 00:03:20,541

These are not little lights in the sky.

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00:03:20,541 --> 00:03:27,543

We have our descriptions of huge disc shaped craft, strange objects that these pilots have never

seen before.

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00:03:27,543 --> 00:03:28,543

I'm a pilot myself.

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00:03:28,543 --> 00:03:34,544

I'm really interested to meet these pilots who are actually far more experienced than I am,

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00:03:34,544 --> 00:03:38,545

who have seen something that they believe is a UFO.

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00:03:38,545 --> 00:03:44,546

You've got huge objects that dominate the landscape around them, that overwhelm the planes they're flying,

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00:03:44,546 --> 00:03:46,547

and you've got proximity.

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00:03:46,547 --> 00:03:51,548

Pilots fly closer to these objects and see them closer than any other witness.

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00:03:52,548 --> 00:03:58,549

With these sightings of massive UFOs reported by multiple pilots,

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00:03:58,549 --> 00:04:03,550

the investigation is focusing on these high caliber witnesses.

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00:04:03,550 --> 00:04:12,552

Dr. Ted Ackworth will recreate the original O'Reany flight over the English Channel with the pilot and his passengers.

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00:04:12,552 --> 00:04:16,553

I can't wait to meet them, sit with them in the cockpits of their aircraft,

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00:04:16,553 --> 00:04:20,554

and kind of get from their mouths their stories of what they saw.

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00:04:21,554 --> 00:04:28,556

Pat Uskert will scrutinize the physical descriptions of these airborne giants with an atmospheric scientist.

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00:04:29,556 --> 00:04:34,557

I want to get a complete description of the objects and eliminate atmospheric phenomena,

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00:04:34,557 --> 00:04:40,559

balloons or anything else that could be in the sky and make sure that we're talking about legitimate UFOs.

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00:04:41,559 --> 00:04:49,561

And Bill Burns will examine both the eyewitness testimony and the follow-up reports to these incredible incidents.

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00:04:49,561 --> 00:04:55,562

Pilot activity is full of science, it's full of engineering, it's full of routine.

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00:04:55,562 --> 00:05:01,563

You take all that science and you apply it to something so unusual that it's never been before,

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00:05:01,563 --> 00:05:04,564

now you have something you can investigate.

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00:05:11,565 --> 00:05:18,567

Joining the team is documentary filmmaker James Fox,

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00:05:18,567 --> 00:05:25,569

a researcher who was one of the first to speak with the O'Reany Airlines pilot after his sighting in 2007.

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00:05:26,569 --> 00:05:29,569

I met with Captain Ray Boyer about two months after his original sighting,

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00:05:29,569 --> 00:05:35,571

and I think it's important for us to get up and recreate the flight path to get his perspective on what took place.

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00:05:36,571 --> 00:05:44,573

Though encounters with giant UFOs are rare in comparison to most UFO sightings, they are not unheard of.

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00:05:46,573 --> 00:05:55,575

In 2000, a British housewife in Bonsol claims to witness what some estimated to be a nearly three-mile-wide pink and white disk.

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00:05:56,575 --> 00:06:03,577

In 1996, over a 134-mile stretch of highway in Canada's Yukon Territory,

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00:06:04,577 --> 00:06:10,578

more than 30 witnesses confirmed seeing a saucer-shaped object bigger than a football field.

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00:06:11,579 --> 00:06:16,580

Triangulation data later revealed the object to be at least half a mile wide.

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00:06:18,580 --> 00:06:25,582

And in 1986, the pilot of a Japanese Airlines flight traveling between Iceland and Anchorage, Alaska,

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00:06:26,582 --> 00:06:29,583

reported three objects trailing his 747.

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00:06:29,583 --> 00:06:36,584

Two of the objects were small, but the captain described the third as twice the size of an aircraft carrier.

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00:06:37,584 --> 00:06:41,585

The giant object was tracked by ground and airborne radar,

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00:06:42,585 --> 00:06:47,587

and the FAA logged over 60 minutes of data confirming the anomaly.

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00:06:53,588 --> 00:06:57,589

Why do massive UFOs appear to be tracking our commercial aircraft?

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00:06:59,589 --> 00:07:06,591

Captain Ray Boyer's encounter occurs on April 23rd, as he captains Orini Airlines Flight 544

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00:07:07,591 --> 00:07:13,592

from Southampton to the island of Olderny, one of several small islands located in the channel.

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00:07:14,593 --> 00:07:20,594

His audio transmissions from the flight show a pilot fully aware of his unusual situation.

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00:07:21,594 --> 00:07:25,595

He attempts to get as much information about the objects as possible.

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00:07:26,595 --> 00:07:29,596

The FAA, any more information on the aircraft, please?

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00:07:30,596 --> 00:07:35,597

FAA, negative, it's just a primary contact that we sometimes get anaprop on the radar.

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00:07:36,597 --> 00:07:40,598

There is something possibly your left 10 o'clock at a range of three miles this time.

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00:07:41,598 --> 00:07:48,600

I've got a definite contact, my 12 o'clock, very bright yellow object, we're looking for a signal.

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00:07:50,600 --> 00:07:53,601

His sighting expands to include a second massive object.

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00:07:54,601 --> 00:07:57,602

And he is not the only one able to see something.

83

00:08:13,605 --> 00:08:19,607

But the flight is short, and Boyer soon finds himself safely landing the aircraft on Olderny.

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00:08:20,607 --> 00:08:28,609

Air traffic control on the nearby island of Jersey alerts several other pilots coming into the airspace about Boyer's sighting.

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00:08:29,609 --> 00:08:33,610

If you could keep a good look out as you pass down the side of Olderny.

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00:08:34,610 --> 00:08:41,612

We've cross-referenced this with traffic inbound to Jersey from the south, which saw the objects from the vicinity of Sark towards Olderny at the same level.

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00:08:42,612 --> 00:08:44,612

I go from where I was coming all that, keeping a good look out.

88

00:08:45,613 --> 00:08:46,613

Thank you.

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00:08:47,613 --> 00:08:52,614

But when they arrive, they see nothing. The objects are gone.

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00:08:53,614 --> 00:09:00,616

Once on the ground, Captain Boyer makes a few quick diagrams of what he sees and sends his logs to operations.

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00:09:03,616 --> 00:09:12,618

The reaction to the event is thorough, and Bill and Pat are hoping that Boyer's immediate actions following the encounter might reveal more information.

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00:09:13,619 --> 00:09:15,619

What made you come forward?

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00:09:16,619 --> 00:09:18,620

Law. It's what you have to do. It's the British system.

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00:09:19,620 --> 00:09:25,621

If you see an object or other aircraft, or that shouldn't be where it is, then you have to make a report.

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00:09:26,622 --> 00:09:31,623

So this is a standard report that pilots have to fill out when they see a UFO, and they're encouraged to.

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00:09:32,623 --> 00:09:35,624

It's not necessarily just for UFOs. It's from something unusual in control airspace.

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00:09:36,624 --> 00:09:39,624

It could be another aircraft, which shouldn't be there. Maybe it hasn't been picked up by radar.

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00:09:39,624 --> 00:09:42,625

And if you see it, then you've got to report that that's the rules.

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00:09:43,625 --> 00:09:47,626

According to the United Kingdom Civil Aviation Authority, quote,

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00:09:48,626 --> 00:09:58,629

A reportable occurrence in relation to aircraft means any incident which endangers, or which if not corrected would endanger an aircraft, its occupants, or any other person.

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00:10:00,629 --> 00:10:04,630

What is the standard reaction when a pilot sees something in airspace?

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00:10:04,630 --> 00:10:12,632

In British airspace, all I can say is it's just what's done. In American airspace, I understand that there's companies out there that don't want this sort of thing talked about,

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00:10:13,632 --> 00:10:17,633

and I've heard that some pilots have been threatened that if they do talk about this sort of thing, they'll be fired.

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00:10:19,633 --> 00:10:24,634

Though he isn't ridiculed or threatened, Boyer's account is met with little interest.

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00:10:26,635 --> 00:10:30,636

The British government declares the incident unworthy of any follow-up investigation.

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00:10:34,637 --> 00:10:43,638

The British military did not come back with any response immediately, although they did issue a few days later a statement stating that as the sighting wasn't of any threat to UK airspace,

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00:10:44,639 --> 00:10:47,639

then they weren't going to investigate any further, and that perhaps the French might like to do that.

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00:10:48,640 --> 00:10:57,642

The French came back with a response saying that if the British military were interested in operating some system over this matter, then they should do so, but neither have come back with anything.

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00:10:57,642 --> 00:11:06,644

Alderney, Jersey and the other surrounding islands are dependencies of the United Kingdom, but are in close proximity to French airspace.

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00:11:08,644 --> 00:11:20,647

Boyer finds it surprising that neither country is interested in the event, despite corroborating radar hits and the audio confirmation of a second pilot from Blue Island Airlines.

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00:11:21,647 --> 00:11:27,648

Jersey, Blandon, 832, there's no answer to look if we can see an object which is seen by Aline at the moment.

112

00:11:29,649 --> 00:11:31,649

We've got something about eight o'clock resembling the description.

113

00:11:32,649 --> 00:11:35,650

Roger, Aline, 832, Roger, what range would you estimate that target?

114

00:11:36,650 --> 00:11:38,651

Roundabout, a similar range to Alderney for myself.

115

00:11:42,651 --> 00:11:43,652

Have you talked to that pilot?

116

00:11:44,652 --> 00:11:47,653

Yeah, I've had a chat with him. Unfortunately, his company don't want him to come forward.

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00:11:47,653 --> 00:11:50,653

He's also wanting to stay away from the limelight.

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00:11:51,653 --> 00:11:52,654

What did he tell you?

119

00:11:53,654 --> 00:11:58,655

He saw it from about 20 miles away and described the object pretty much similar to myself.

120

00:11:59,655 --> 00:12:13,658

This is probably one of the best, most corroborated, most credible UFO sightings we've ever encountered, and that's mainly because of the way Ray Boyer took extra care to make sure his witnesses were with him in that sighting.

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00:12:18,659 --> 00:12:27,661

The Blue Island pilot remains silent to this day, a key eyewitness, unwilling or unable to discuss what he saw.

122

00:12:29,662 --> 00:12:38,664

But other witnesses aboard O'Reany Flight 544 are willing to come forward to discuss the strange events they witnessed above the English Channel.

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00:12:39,664 --> 00:12:46,666

They, along with Captain Boyer, are about to relive the same flight from April 23rd, 2007.

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00:12:47,666 --> 00:12:54,667

And another sighting shows massive size isn't the only surprising characteristic of these craft.

125

00:12:54,667 --> 00:12:56,668

We can transparent and disappear.

126

00:12:56,668 --> 00:12:58,668

Almost like a dematerialized.

127

00:12:59,668 --> 00:13:18,673

On April 23rd, 2007, an O'Reany Airlines pilot and his passengers claimed to see two giant yellow-orange objects during a routine flight over the English Channel.

128

00:13:19,673 --> 00:13:25,674

The pilot, Captain Ray Boyer, claims the objects are a mile wide and possibly larger.

129

00:13:29,675 --> 00:13:37,677

Ted and documentary filmmaker James Fox are prepping a flight aboard the same aircraft, flying the identical Woot from 2007.

130

00:13:40,677 --> 00:13:45,679

He needed to follow a preconceived flight plan. He was in communication with Air Traffic Control.

131

00:13:45,679 --> 00:13:50,680

He was flying under instrument flight rules. You really have to follow the procedure there.

132

00:13:51,680 --> 00:13:53,680

So would you just describe the parameters for the flight?

133

00:13:53,680 --> 00:14:02,682

Sure. It's a trial under aircraft, 18-seater. We'll be heading, as you said, south-south-west, climbing initially to 2,000 feet.

134

00:14:02,682 --> 00:14:06,683

So we'll be flying really over the exact position and direction.

135

00:14:06,683 --> 00:14:11,684

Exactly the same route, same height, altitude and very similar weather conditions today.

136

00:14:13,685 --> 00:14:19,686

Joining the journey are Kate and John Russell, two passengers aboard the April 23rd flight.

137

00:14:20,686 --> 00:14:25,687

They also witnessed the gigantic yellow-orange objects in the sky.

138

00:14:27,688 --> 00:14:34,689

The plane is a Britain Norman trial under. A small-range aircraft used primarily for short distance flights.

139

00:14:36,690 --> 00:14:39,690

It is 49 feet, 3 inches long.

140

00:14:40,691 --> 00:14:44,692

The alleged UFOs are described as being over a mile long.

141

00:14:45,692 --> 00:14:49,693

More than 100 times the size of these aircraft.

142

00:14:51,693 --> 00:14:57,694

It was about 3 o'clock in the afternoon. Good visibility, very similar to what we have here today.

143

00:14:57,694 --> 00:15:07,697

At altitude, we're at 4,000 feet. I could see the objects, the one object to start with, and then the second object, quite clearly, with the islands behind.

144

00:15:14,698 --> 00:15:21,700

That was it when I got out of the binoculars and had a good look.

145

00:15:21,700 --> 00:15:35,703

I could see this perfect shape of a pointed object, very brilliant yellow, with a dark area, 2 thirds from left to right.

146

00:15:35,703 --> 00:15:42,704

Very clear. It was a mixing light, quite clearly. Both objects, an illuminating, fantastic amount of light.

147

00:15:42,704 --> 00:15:45,705

It was very brilliant and quite difficult to watch.

148

00:15:45,705 --> 00:15:48,706

Were you able to see both of them simultaneously?

149

00:15:48,706 --> 00:15:54,707

Not initially. Initially just one object, and then on descent, the second one became visual.

150

00:15:54,707 --> 00:15:55,707

Probably how big? Any idea?

151

00:15:55,707 --> 00:15:57,708

I'd say at least a mile across.

152

00:16:03,709 --> 00:16:11,711

Captain Boyer describes the two objects at a 15 to 1 ratio of length to height, with a slightly elliptical appearance.

153

00:16:12,711 --> 00:16:14,711

The objects are also slightly tilted.

154

00:16:33,716 --> 00:16:39,717

But as the objects continue to remain in view, the passengers are alerted that something is happening.

155

00:16:42,718 --> 00:16:50,719

What I was looking out with binoculars, the chap sat behind me was saying, what is it? What's that?

156

00:16:50,719 --> 00:16:55,720

He could see it. The people behind couldn't see it so well because of the people sat in front.

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00:16:55,720 --> 00:17:00,721

But there are a couple of passengers sat in row 4, John and Kate Russell, and they could see it also.

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00:17:01,722 --> 00:17:07,723

John and Kate Russell are frequent flyers on O'Reigny.

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00:17:07,723 --> 00:17:12,724

They make this trip from Southampton to their home on Alderney often.

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00:17:12,724 --> 00:17:19,726

But they've flown with Captain Boyer on numerous occasions and have never seen him react as he did that day.

161

00:17:19,726 --> 00:17:25,727

O'Reigny started sitting up in his seat and looking out to the windscreen.

162

00:17:25,727 --> 00:17:31,728

Well, you know, when a pilot starts moving around, you begin to wonder what's going on.

163

00:17:31,728 --> 00:17:33,729

Then he got out his binoculars.

164

00:17:33,729 --> 00:17:38,730

And again, this is rather puzzling because he knows the way.

165

00:17:39,730 --> 00:17:43,731

Ray dipped the nose of the aircraft down.

166

00:17:43,731 --> 00:17:47,732

He'd been pointing out something to the person just behind him.

167

00:17:47,732 --> 00:17:53,733

So I looked out and I saw a bright light just about there.

168

00:17:53,733 --> 00:18:02,735

And another beyond it, which was smaller, I thought the second light looked as if it could have been over the island.

169

00:18:05,736 --> 00:18:08,736

Kate, my wife, was sitting where you are.

170

00:18:08,736 --> 00:18:11,737

She then drew my attention to what we were looking at.

171

00:18:15,738 --> 00:18:20,739

A couple of orange lights down below the aircraft on the right-hand side.

172

00:18:20,739 --> 00:18:24,740

I looked over her and at this point there was only one light.

173

00:18:24,740 --> 00:18:28,741

It was sort of orange-y yellow, almost like a football shape.

174

00:18:30,741 --> 00:18:35,742

But John and Kate quickly dismissed the idea that these lights are mere reflections.

175

00:18:38,743 --> 00:18:45,745

We're going south. The sun is the south of us. The sun reflects the S-bird, but we're doing 120 knots.

176

00:18:45,745 --> 00:18:49,745

Therefore the angle is changing all the time and this light was close to us.

177

00:18:50,746 --> 00:18:52,746

So you're saying it couldn't have been a reflection?

178

00:18:52,746 --> 00:18:54,747

No, it couldn't.

179

00:18:56,747 --> 00:19:04,749

If the sun's reflection had been responsible, the high speed of the aircraft would have eventually caused the light's appearance to change.

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00:19:06,749 --> 00:19:10,750

But according to John and Kate, this doesn't happen.

181

00:19:10,750 --> 00:19:17,752

They are able to see the objects for three to four minutes and Captain Boyer has been observing them for 15.

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00:19:18,752 --> 00:19:22,753

And as they get closer and closer, his concern is growing.

183

00:19:23,753 --> 00:19:27,754

When you saw these two objects, what were you thinking? Were you scared?

184

00:19:27,754 --> 00:19:29,754

These things were getting pretty hefty, pretty big.

185

00:19:29,754 --> 00:19:32,755

And I didn't want to go any closer with the passengers on board.

186

00:19:32,755 --> 00:19:34,755

These things were getting quite close down.

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00:19:34,755 --> 00:19:38,756

But it was at that point, maybe when we were still 20 odd miles away from them,

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00:19:38,756 --> 00:19:43,757

that I started to get somewhat trepidatious about the proximity.

189

00:19:43,757 --> 00:19:47,758

If they were moving, they were coming towards us, I didn't know.

190

00:19:47,758 --> 00:19:50,759

At that point, Radar said they couldn't see anything.

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00:19:50,759 --> 00:19:53,760

But I could see them and they were big.

192

00:19:53,760 --> 00:19:55,760

They decided to come quickly at me.

193

00:19:55,760 --> 00:20:01,761

It could have been scary, so we're just getting down and landing, that's what I was thinking at that point.

194

00:20:07,763 --> 00:20:11,763

The plane descends quickly and Captain Boyer loses sight of the objects.

195

00:20:11,763 --> 00:20:13,764

He is able to land safely.

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00:20:15,764 --> 00:20:23,766

Despite the extraordinary circumstances, the passengers give Captain Boyer the highest marks for his reaction to the situation.

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00:20:23,766 --> 00:20:25,767

He's not a man who gets ruffled.

198

00:20:25,767 --> 00:20:30,768

Any time you knew you were flying with Ray, you felt you were in very safe hands.

199

00:20:30,768 --> 00:20:39,770

For him to register the concern that he had meant that what he was experiencing was very abnormal.

200

00:20:42,770 --> 00:20:49,772

Upon landing, Captain Boyer immediately asks for anyone who saw something unusual to leave their information.

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00:20:51,772 --> 00:20:56,773

While the Russells do, some of the others don't want any further involvement.

202

00:20:59,774 --> 00:21:03,775

What do you feel now that you saw something highly unusual?

203

00:21:05,775 --> 00:21:10,776

The more the time goes by, the more there is no absolute explanation.

204

00:21:12,777 --> 00:21:17,778

The most unusual thing is that the plane is flying in a very short time.

205

00:21:19,778 --> 00:21:23,779

Well, if the strict definition of the word, it was an unidentified flying object.

206

00:21:23,779 --> 00:21:25,780

Because it certainly wasn't in the sea.

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00:21:25,780 --> 00:21:29,781

There where it had to be flying, and it was unidentified and it was an object.

208

00:21:29,781 --> 00:21:31,781

So it was a UFO, wasn't it?

209

00:21:31,781 --> 00:21:33,782

You've been a pilot for quite a long time.

210

00:21:33,782 --> 00:21:35,782

Yeah, 20 years on.

211

00:21:35,782 --> 00:21:37,782

How long had you been flying this route?

212

00:21:37,782 --> 00:21:39,783

That route at that time, about 8 years.

213

00:21:39,783 --> 00:21:41,783

So you knew it like to back your hand?

214

00:21:41,783 --> 00:21:44,784

Yeah, probably 2 or 3,000 times, you know.

215

00:21:44,784 --> 00:21:49,785

It's extremely difficult trying to explain to people what this is all about.

216

00:21:49,785 --> 00:21:52,786

And for me, it was so unusual that there's no precedent.

217

00:21:52,786 --> 00:21:54,786

I've seen nothing like it previously.

218

00:21:54,786 --> 00:21:57,787

I don't expect to see anything like it again.

219

00:21:58,787 --> 00:22:01,788

The Dimension

220

00:22:05,789 --> 00:22:10,790

While nothing matching Captain Boyer or John and Kate Russell's description has been seen since,

221

00:22:12,790 --> 00:22:19,792

another pilot's sighting of an alleged giant UFO in 1994 has striking similarities.

222

00:22:19,792 --> 00:22:21,792

The Dimension was huge.

223

00:22:21,792 --> 00:22:23,793

Absolutely huge.

224

00:22:28,794 --> 00:22:37,796

In April 2007, Captain Ray Boyer and several of his passengers aboard an O'Reilly Airlines flight

225

00:22:37,796 --> 00:22:42,797

see two objects hovering above the English Channel.

226

00:22:42,797 --> 00:22:47,798

The objects are estimated to be at least a mile wide.

227

00:22:49,798 --> 00:22:54,799

While sightings of this magnitude are rare, they have happened before.

228

00:22:57,800 --> 00:23:01,801

January 28, 1994.

229

00:23:01,801 --> 00:23:10,803

On Air France Flight 3532, Captain Jean-Charles Dubac is en route from Nice to London.

230

00:23:10,803 --> 00:23:16,804

His plane is near Paris, flying at 39,000 feet.

231

00:23:18,805 --> 00:23:26,806

The airspace here is typically crowded, but today it's going to have one more aircraft than usual.

232

00:23:28,807 --> 00:23:31,808

The Dimension

233

00:23:33,808 --> 00:23:38,809

We are meeting with retired Air France Captain Jean-Charles Dubac,

234

00:23:38,809 --> 00:23:47,811

who's sighting in 1994 of an object over Paris was one of the most incredible stories in Ufology.

235

00:23:47,811 --> 00:23:53,812

Captain Dubac is telling his story for the first and only time on American television.

236

00:23:54,813 --> 00:24:00,814

It was a very beautiful weather. We were approaching Paris and the two of us in the cockpit said,

237

00:24:00,814 --> 00:24:02,814

oh, a weather balloon.

238

00:24:02,814 --> 00:24:10,816

So it was the steward who first said there's a weather balloon there and then the co-pilot who said there was something there

239

00:24:10,816 --> 00:24:12,817

and that's what directed your attention.

240

00:24:12,817 --> 00:24:18,818

Yes, it was on our left and we look at this object during one or two minutes.

241

00:24:19,818 --> 00:24:26,820

Though Captain Dubac's steward and co-pilot initially think they've spotted a rogue weather balloon,

242

00:24:26,820 --> 00:24:32,821

they quickly change their minds. The object is far too large.

243

00:24:36,822 --> 00:24:41,823

And it was at roughly the same altitude you were saying it was below you.

244

00:24:41,823 --> 00:24:43,823

But how many feet below you?

245

00:24:44,824 --> 00:24:49,825

4,000 feet. We are 39. It was about 35,000 feet.

246

00:24:49,825 --> 00:24:54,826

And so it was really surprising. The Dimension was huge, absolutely huge,

247

00:24:54,826 --> 00:24:59,827

because the distance was about 25 miles and at 25 miles you cannot see a plane.

248

00:24:59,827 --> 00:25:02,828

When did you realize it wasn't a plane?

249

00:25:02,828 --> 00:25:06,828

We all immediately identified this object as not a plane.

250

00:25:06,828 --> 00:25:11,830

It was different of a plane or a balloon or something. It was absolutely abnormal.

251

00:25:12,830 --> 00:25:17,831

As the object moves towards them, they come to a shocking realization.

252

00:25:17,831 --> 00:25:22,832

What they're looking at appears to be a huge flying disk.

253

00:25:26,833 --> 00:25:32,834

What's incredibly striking to me about Captain Dubac's sighting is that he's a trained observer being a pilot

254

00:25:32,834 --> 00:25:34,835

and he was with two other people who witnessed this object.

255

00:25:34,835 --> 00:25:39,836

And it's apparently about a thousand feet across, disk shaped in broad daylight.

256

00:25:39,836 --> 00:25:42,836

And that doesn't sound like an conventional aircraft to me.

257

00:25:42,836 --> 00:25:48,838

It was red-brown with red color, very, very curious.

258

00:25:48,838 --> 00:25:51,838

And it was some kind of haze.

259

00:25:54,839 --> 00:26:00,840

Captain Dubac describes the red-brown disk as having a strange haze or fuzziness at its edges.

260

00:26:00,840 --> 00:26:06,842

And as he watches, he says it appears to be banking at a 45 degree angle.

261

00:26:09,842 --> 00:26:13,843

He estimates its size to be between 800 and 1000 feet,

262

00:26:13,843 --> 00:26:17,844

or more than six times the size of his own jetliner.

263

00:26:17,844 --> 00:26:21,845

But what happens next is even more surprising.

264

00:26:23,845 --> 00:26:27,846

So after one minute, it becomes transparent and disappears.

265

00:26:31,847 --> 00:26:35,848

So did it disappear quickly or gradually become transparent?

266

00:26:35,848 --> 00:26:38,849

Oh, it became gradually transparent.

267

00:26:38,849 --> 00:26:40,849

It's like it dematerialized.

268

00:26:41,849 --> 00:26:46,850

When the object seems to disappear, Captain Dubac, his co-pilot and his steward

269

00:26:46,850 --> 00:26:50,851

realize they are dealing with something extraordinary.

270

00:26:53,852 --> 00:26:58,853

Two of the most striking details to me are the huge size of that object.

271

00:26:58,853 --> 00:27:00,853

It wasn't the size of a plane, it was much larger.

272

00:27:00,853 --> 00:27:05,855

And then when the object seemed to dematerialize before his very eyes,

273

00:27:05,855 --> 00:27:09,855

what was the conversation in the cockpit of the plane about this?

274

00:27:09,855 --> 00:27:11,856

Yes, it was, what was it?

275

00:27:11,856 --> 00:27:18,857

It's impossible to create such a huge ship, which is able to disappear like that.

276

00:27:18,857 --> 00:27:24,859

With such a fuzzy characteristic with this color and this appearance.

277

00:27:24,859 --> 00:27:26,859

We cannot do that.

278

00:27:27,859 --> 00:27:33,861

Captain Dubac radios in his sighting immediately to REM's air traffic control in northern France.

279

00:27:33,861 --> 00:27:39,862

They confirm his sighting with radar from CODA, the operational center of air defense.

280

00:27:39,862 --> 00:27:42,863

Their radar registers a nearly one minute hit,

281

00:27:42,863 --> 00:27:48,864

which crosses the path of Captain Dubac's air France flight, and then disappears.

282

00:27:50,865 --> 00:27:52,865

Despite the surprising detail,

283

00:27:52,865 --> 00:27:56,866

Captain Dubac remained silent for three years after his sighting.

284

00:27:56,866 --> 00:28:00,867

Neither his co-pilot nor his steward make a report.

285

00:28:02,867 --> 00:28:06,868

But in 1997, he finally comes forward with his story.

286

00:28:06,868 --> 00:28:11,869

Two years later, it becomes one of the top cases in the commeter report.

287

00:28:11,869 --> 00:28:15,870

A 1999 document put forth by an independent defense think tank

288

00:28:15,870 --> 00:28:18,871

and sent to the French government.

289

00:28:19,871 --> 00:28:23,872

The report uses well-documented sightings, such as Captain Dubac's,

290

00:28:23,872 --> 00:28:27,873

to make the case that UFOs need to be treated seriously,

291

00:28:27,873 --> 00:28:30,873

and as a matter of national security.

292

00:28:31,874 --> 00:28:34,874

Were you impressed by the conclusions of the commeter report

293

00:28:34,874 --> 00:28:37,875

that these were military issues that had to be addressed?

294

00:28:37,875 --> 00:28:39,875

Yes, yes, I was very impressed.

295

00:28:39,875 --> 00:28:42,876

I realized it was by and by the end of the day,

296

00:28:42,876 --> 00:28:46,877

that the US government was not going to be able to do anything about it.

297

00:28:46,877 --> 00:28:50,878

I realized it was by and all everything I could imagine.

298

00:28:50,878 --> 00:28:53,878

It was really, really crazy.

299

00:28:53,878 --> 00:28:55,879

We cannot imagine the technology.

300

00:28:55,879 --> 00:28:58,879

And that's the message of the commeter report itself, isn't it?

301

00:28:58,879 --> 00:29:02,880

The commeter report basically says that we can no longer ignore the extraterrestrial hypothesis.

302

00:29:04,881 --> 00:29:06,881

The report concludes, quote,

303

00:29:06,881 --> 00:29:12,883

these studies demonstrate the almost certain physical reality of completely unknown flying objects.

304

00:29:12,883 --> 00:29:15,883

They must be the subject of indispensable speculations

305

00:29:15,883 --> 00:29:19,884

and the development of prospective scenarios.

306

00:29:20,884 --> 00:29:23,885

So what you take away from a meeting with Captain Dubac

307

00:29:23,885 --> 00:29:27,886

are his impressions of the size of the object.

308

00:29:27,886 --> 00:29:29,886

This was clearly something not a plan.

309

00:29:29,886 --> 00:29:33,887

And Captain Dubac went on to research what we have to do

310

00:29:33,887 --> 00:29:36,888

to understand what UFOs are and why they're here.

311

00:29:36,888 --> 00:29:41,889

What are these giant objects being seen by pilots?

312

00:29:41,889 --> 00:29:46,890

Another recent sighting by two US Air Force F-15s is captured on tape

313

00:29:46,890 --> 00:29:50,891

and raises an entirely new theory.

314

00:29:50,891 --> 00:29:54,892

I have no idea what it was, just to stay away from the 17,000.

315

00:29:59,893 --> 00:30:02,894

Two pilots claim to have recent sightings

316

00:30:03,894 --> 00:30:08,895

Two pilots claim to have recent encounters with colossal sized UFOs.

317

00:30:08,895 --> 00:30:12,896

Both accounts come from highly experienced pilots.

318

00:30:12,896 --> 00:30:16,897

Both are corroborated by radar and other witnesses.

319

00:30:16,897 --> 00:30:20,898

But now a third sighting raises a new theory.

320

00:30:20,898 --> 00:30:25,899

Could these alleged giant UFOs be deploying smaller objects?

321

00:30:25,899 --> 00:30:30,900

The team heads to the Museum of Science and Industry in Manchester.

322

00:30:30,900 --> 00:30:33,900

We're meeting with British UFO researcher Philip Mantle

323

00:30:33,900 --> 00:30:36,901

to talk to him about a case that he's been investigating

324

00:30:36,901 --> 00:30:40,902

involving F-15s that were scrambled to check out a UFO.

325

00:30:40,902 --> 00:30:43,903

January 12, 2007

326

00:30:43,903 --> 00:30:48,904

Just three months before Captain Boyer's sighting of two gigantic objects,

327

00:30:48,904 --> 00:30:53,905

two US Air Force F-15s out of the Royal Air Force Base at Lakinheath

328

00:30:53,905 --> 00:30:56,905

are asked to intercept a target picked up on radar.

329

00:30:56,905 --> 00:30:59,906

But this object isn't a giant.

330

00:30:59,906 --> 00:31:03,907

Its size is on the complete opposite end of the spectrum.

331

00:31:05,907 --> 00:31:09,908

These are the actual in-flight audio transmissions.

332

00:31:13,909 --> 00:31:18,910

Hi, dude. No kidding. I had a radar hit. There was something there.

333

00:31:18,910 --> 00:31:21,911

The sighting is investigated by Philip Mantle

334

00:31:21,911 --> 00:31:25,912

and other British UFO researchers at UFO Data Magazine.

335

00:31:25,912 --> 00:31:29,913

They receive the audio from aviation enthusiasts

336

00:31:29,913 --> 00:31:32,913

who pick up the transmissions on scanners.

337

00:31:32,913 --> 00:31:34,914

We know where it came from.

338

00:31:34,914 --> 00:31:37,914

We even know the call sign of the two aircraft that were involved.

339

00:31:37,914 --> 00:31:40,915

We know the date where the incident took place.

340

00:31:40,915 --> 00:31:43,916

We've had it independently verified by the Ministry of Defence.

341

00:31:43,916 --> 00:31:45,916

It is the genuine article.

342

00:31:48,917 --> 00:31:53,918

Phil and his partners receive this official response from the Ministry of Defence.

343

00:31:53,918 --> 00:31:54,918

Quote,

344

00:31:54,918 --> 00:32:00,920

I understand that two US AF aircraft spotted an object on their onboard radar.

345

00:32:00,920 --> 00:32:05,921

But the MOD does not investigate or seek to provide a precise explanation

346

00:32:05,921 --> 00:32:10,922

for each of the 200 to 300 UFO reports we receive every year.

347

00:32:12,922 --> 00:32:14,923

What do you not deny in it occurred?

348

00:32:14,923 --> 00:32:16,923

They're just saying as far as they're concerned there's an explanation for it.

349

00:32:16,923 --> 00:32:18,923

It was something to do with a weather balloon.

350

00:32:19,924 --> 00:32:21,924

To follow up on this theory,

351

00:32:21,924 --> 00:32:24,925

Phil and his colleagues contact the Met Office,

352

00:32:24,925 --> 00:32:28,926

the UK's National Meteorological Service.

353

00:32:28,926 --> 00:32:33,927

They inquire about the possibility of a weather balloon in the area of the North Sea

354

00:32:33,927 --> 00:32:36,927

where the Air Force's F-15s were flying.

355

00:32:36,927 --> 00:32:39,928

They are told there were none in the area.

356

00:32:41,929 --> 00:32:45,929

For now, with the MOD dismissing the event as a weather balloon

357

00:32:45,929 --> 00:32:47,930

and the pilots remaining anonymous,

358

00:32:47,930 --> 00:32:50,931

the audio transmissions are the only evidence.

359

00:32:52,931 --> 00:32:54,931

So gentlemen, this is really exciting.

360

00:32:54,931 --> 00:33:01,933

This is the actual live recording of the interaction between two F-15 pilots and an object.

361

00:33:01,933 --> 00:33:04,934

I had a radar hit, there was something there.

362

00:33:04,934 --> 00:33:09,935

It looked like a bird, it looked like no kid, a rock to me.

363

00:33:09,935 --> 00:33:11,935

First is a radar return.

364

00:33:11,935 --> 00:33:13,936

And he says it looks like a radio.

365

00:33:13,936 --> 00:33:16,936

And he says it looks like a rock to me.

366

00:33:32,940 --> 00:33:34,940

So obviously, what are we getting?

367

00:33:34,940 --> 00:33:38,941

It is unknown, it's unidentified.

368

00:33:38,941 --> 00:33:40,942

Visually the pilots can't make out what it is.

369

00:33:44,942 --> 00:33:49,944

Most close sightings of UFOs

370

00:33:49,944 --> 00:33:53,944

described objects at least the size of common man-made aircraft.

371

00:33:53,944 --> 00:33:58,945

And the objects seen recently by pilots have been enormous.

372

00:33:58,945 --> 00:34:01,946

But this object is incredibly small,

373

00:34:01,946 --> 00:34:04,947

described as a rock.

374

00:34:04,947 --> 00:34:07,947

Yet according to the pilots' descriptions,

375

00:34:07,947 --> 00:34:10,948

it seems to be under intelligent control.

376

00:34:11,948 --> 00:34:13,949

It just flew right over me.

377

00:34:13,949 --> 00:34:15,949

I've heard the object appears stationary.

378

00:34:15,949 --> 00:34:19,950

It was the first time I saw it, it's 17.7, so it's not falling.

379

00:34:21,951 --> 00:34:25,951

The object now appears to be inexplicably rising.

380

00:34:28,952 --> 00:34:31,953

So not only is it an object they can't identify,

381

00:34:31,953 --> 00:34:35,954

it's an object filled with doing maneuvers, it sounds like.

382

00:34:35,954 --> 00:34:38,954

And they can't identify what the maneuvers are.

383

00:34:39,955 --> 00:34:40,955

Exactly.

384

00:34:40,955 --> 00:34:43,955

But what's really amazing is how calm these pilots are.

385

00:34:43,955 --> 00:34:47,956

They're not excited, they're just saying what they're seeing.

386

00:35:09,961 --> 00:35:12,962

His wingman is behind him at this point, so he can't slow down.

387

00:35:12,962 --> 00:35:15,962

He's dropping down 2,000 feet to get under it.

388

00:35:15,962 --> 00:35:19,963

Yeah, I got some actual goose bumps there when he's talking about merging.

389

00:35:19,963 --> 00:35:21,964

You could just imagine these planes going so fast

390

00:35:21,964 --> 00:35:25,965

and here comes this strange rock-shaped object that they're looking at.

391

00:35:25,965 --> 00:35:30,966

It's two pilots, two radar lock-ons, two guys saying that they don't know what this thing is.

392

00:35:32,966 --> 00:35:36,967

After one last pass, the two pilots lose sight of the object.

393

00:35:36,967 --> 00:35:39,968

I don't want to circle back around. Follow up, we'll be able to see it.

394

00:35:39,968 --> 00:35:41,968

Easy, easy, easy, alright?

395

00:35:41,968 --> 00:35:42,968

Thank you.

396

00:35:43,969 --> 00:35:46,969

No other evidence of the event has emerged since

397

00:35:46,969 --> 00:35:51,970

and many of Phil's Freedom of Information Act requests are still outstanding.

398

00:35:56,971 --> 00:36:00,972

Interesting to see how the M.O.D. has shrugged this thing off,

399

00:36:00,972 --> 00:36:04,973

saying, well, we don't investigate UFOs that don't constitute a threat.

400

00:36:04,973 --> 00:36:08,974

Guess what? Here's an object over-secure airspace.

401

00:36:08,974 --> 00:36:16,976

This tape can turn out to be one of the most critical UFO sightings in all of British euphology.

402

00:36:16,976 --> 00:36:22,977

And the F-15 account has striking similarities to another important pilot encounter.

403

00:36:23,977 --> 00:36:27,978

In the 1986 Japanese Airlines sighting,

404

00:36:27,978 --> 00:36:33,980

the pilot referred to two smaller objects that accompanied a third gigantic aircraft.

405

00:36:33,980 --> 00:36:35,980

The third gigantic UFO.

406

00:36:38,981 --> 00:36:42,982

He referred to the largest object as a, quote, mother ship

407

00:36:42,982 --> 00:36:46,982

and theorized that the two smaller objects were shipped sent from it

408

00:36:46,982 --> 00:36:50,983

in the same way that aircraft carriers are used by the military.

409

00:36:50,983 --> 00:36:56,985

Could it be that smaller UFOs, like the one witnessed by the F-15 pilots,

410

00:36:56,985 --> 00:37:02,986

are coming from larger ships such as those seen by Ray Boyer and Jean Charles Dubocque?

411

00:37:04,986 --> 00:37:10,988

With these new types of sightings, come theories on both sides of the UFO debate.

412

00:37:10,988 --> 00:37:14,989

Could bizarre weather phenomena be responsible?

413

00:37:14,989 --> 00:37:18,989

Or does the evidence suggest something else?

414

00:37:18,989 --> 00:37:24,991

For two pilots to see a mirage or reflection of the same image is very unlikely.

415

00:37:24,991 --> 00:37:31,992

Sightings of alleged giant UFOs have perplexed pilots and witnesses who have seen these colossal objects.

416

00:37:31,992 --> 00:37:37,994

But some scientists believe atmospheric conditions could be the missing explanation.

417

00:37:37,994 --> 00:37:44,995

Ted and Pat head to the University of Manchester to get this developing theory.

418

00:37:44,995 --> 00:37:51,997

We're about to meet with Dr. Grant Allen, who's an expert in the field of science.

419

00:37:51,997 --> 00:37:56,998

We're going to have a look at a number of possible explanations for our case.

420

00:37:56,998 --> 00:38:01,999

There are lots of different atmospheric phenomena that could be mistaken for UFOs.

421

00:38:01,999 --> 00:38:05,000

There are many tricks that the atmosphere can play with.

422

00:38:05,000 --> 00:38:09,000

One of these phenomena are lenticular clouds.

423

00:38:09,000 --> 00:38:17,002

These clouds have the appearance of lenses or disks, one of the most common shapes of reported UFOs.

424

00:38:22,003 --> 00:38:25,004

Lenticular clouds are a special type of clouds. They're actually stationary.

425

00:38:25,004 --> 00:38:28,005

They don't move like most of the clouds you might see in the sky.

426

00:38:28,005 --> 00:38:31,005

They appear to be stationary and they're also very smooth.

427

00:38:32,006 --> 00:38:38,007

The clouds form when strong winds come over high ground, such as a hill or mountain.

428

00:38:38,007 --> 00:38:46,009

As the air is lifted, the water it carries condenses and forms a cloud with a smooth top and smooth edges.

429

00:38:47,009 --> 00:38:52,010

Their appearance is typically quite large and can stretch over several miles.

430

00:38:52,010 --> 00:38:57,011

And they can appear to be very strange when compared to the clouds surrounding them.

431

00:38:57,011 --> 00:39:03,012

So to form a lenticular cloud, wouldn't you need some sort of topographic formation to move the air up into the atmosphere like that?

432

00:39:03,012 --> 00:39:08,013

Yeah, you need a very significant hill or mountain and crucially as well, very strong wind speeds.

433

00:39:08,013 --> 00:39:11,014

So is that likely to happen over the English Channel?

434

00:39:11,014 --> 00:39:17,015

Well, you get strong wind speeds. There aren't many islands, so you wouldn't expect to see many lenticular clouds in the channel.

435

00:39:22,017 --> 00:39:27,018

Not only is the English Channel an unlikely location for these types of clouds,

436

00:39:27,018 --> 00:39:33,019

they are also almost exclusively found at high altitudes of 20 to 40,000 feet.

437

00:39:34,019 --> 00:39:45,022

Ray Boyer's sighting was only at 4,000 feet and Charles Dubox sighting near Paris, though at the correct altitude range, describes a tilting object.

438

00:39:46,022 --> 00:39:54,024

Lenticular clouds have little to no movement in the sky and these types of clouds are never detected by radar.

439

00:39:56,024 --> 00:39:57,024

What about sun dogs?

440

00:39:57,024 --> 00:40:01,025

Sun dogs are a phenomenon related to ice crystals in the atmosphere.

441

00:40:01,025 --> 00:40:10,027

Whenever the sun is low on the horizon, sort of at sunset, ice crystals in the atmosphere on the horizon can bend sunlight.

442

00:40:10,027 --> 00:40:14,028

Now this has the effect of forming patches of light either side of the sun.

443

00:40:15,028 --> 00:40:24,030

Though bearing no resemblance to Captain Dubox's reddish-brown disc, could bright yellow sun dogs be what Captain Boyer saw over the English Channel?

444

00:40:27,031 --> 00:40:34,032

Sun dogs typically appear in pairs and have the same bright yellow-orange characteristic of Boyer's objects.

445

00:40:35,033 --> 00:40:40,034

But sun dogs mostly appear at sunrise or at sunset on the horizon.

446

00:40:41,034 --> 00:40:44,035

Ray Boyer's encounter occurs at 3pm.

447

00:40:48,035 --> 00:40:54,037

Sun dogs are actually fairly rare and they look quite striking when you see them in the atmosphere because they are quite unusual.

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00:40:54,037 --> 00:40:57,037

Most people would realise it's a patch of light and not a solid object.

449

00:40:57,037 --> 00:41:01,038

But Dr. Allen has his own theory on the Ray Boyer's sighting.

450

00:41:03,039 --> 00:41:08,040

Having looked at some data for the area, there is evidence for a very strong temperature inversion in the atmosphere.

451

00:41:09,040 --> 00:41:12,041

Temperature typically decreases with height in the atmosphere.

452

00:41:13,041 --> 00:41:16,042

An inversion occurs when the temperature increases with height.

453

00:41:17,042 --> 00:41:25,044

When this happens, the inversion layer can act as a mirror, reflecting or even sometimes bending light along the atmosphere.

454

00:41:27,044 --> 00:41:36,046

The inversion could not only create bright objects like Captain Boyer describes, but false hits on radar known as anomalous propagation.

455

00:41:37,046 --> 00:41:41,047

What about these brown or grey bands that Captain Boyer describes?

456

00:41:42,047 --> 00:41:47,048

Well, that could be explained by an object in the path of the rays of light.

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00:41:47,048 --> 00:41:53,050

So if there was a very small cloud in the path that the light has taken, then it would appear as a shadow on that object.

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00:41:58,051 --> 00:42:06,053

But the idea of a temperature inversion may be put to rest by a recently issued analysis from several atmospheric researchers

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00:42:06,053 --> 00:42:11,054

who published a thorough report on Captain Boyer's sighting in 2008.

460

00:42:14,054 --> 00:42:17,055

According to the research into the event,

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00:42:17,055 --> 00:42:23,056

quote, the triangulated apparent location of UAP number one near Alderney

462

00:42:23,056 --> 00:42:31,058

was intersected by the reciprocal sight line from Captain Patterson to an unusual yellow object at a similar height in a similar location.

463

00:42:32,058 --> 00:42:39,060

What this means is that if Captain Boyer was seeing a reflection or other optical illusion from his sight line,

464

00:42:39,060 --> 00:42:46,061

it would be highly unlikely for the second pilot to see the same reflection illusion in the exact same place.

465

00:42:51,063 --> 00:42:58,064

I think for two pilots in two completely different locations to see a mirage or reflection of the same image

466

00:42:58,064 --> 00:43:00,065

so it is very unlikely.

467

00:43:00,065 --> 00:43:03,065

Does that influence your opinion of your answer at all?

468

00:43:03,065 --> 00:43:08,066

I think this is the most likely of a list of unlikely explanations.

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00:43:12,067 --> 00:43:17,068

Science continues to struggle with answers for the objects that these pilots are seeing.

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00:43:17,068 --> 00:43:23,070

And witnesses remain resolved, these giant objects are not illusions.

471

00:43:24,070 --> 00:43:30,071

People say they can't believe in UFOs, but here I don't think it's a matter of belief anymore.

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00:43:30,071 --> 00:43:35,072

We've investigated the cases, we have audio evidence, we've talked to the pilots, we've got corroborating witnesses.

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00:43:35,072 --> 00:43:40,073

It seems like regardless of what people believe, pilots are seeing UFOs.

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00:43:40,073 --> 00:43:44,074

If you think about these cases, the amount of air traffic is only increasing.

475

00:43:44,074 --> 00:43:48,075

I can only think over the course of the coming years we're going to see more and more of these kinds of reports.

476

00:43:49,075 --> 00:43:54,076

I think the reports will only proliferate and we have a lot now we're going to have even more in

the future.

477

00:43:56,077 --> 00:44:01,078

In most investigations, sightings usually occur from the ground from far away.

478

00:44:01,078 --> 00:44:04,079

This is a whole new level of UFO encounter.

479

00:44:06,079 --> 00:44:13,081

As sightings of UFOs continue to increase, are they getting closer and larger?

480

00:44:13,081 --> 00:44:20,082

Or are we finally getting the best glimpses of what's been in our skies all along?