

1

00:00:00,260 --> 00:00:23,836

At airports all over the world, something is happening.

2

00:00:23,836 --> 00:00:27,238

Airlines and government agencies deny it.

3

00:00:27,238 --> 00:00:28,959

Certainly there was a cover-up.

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00:00:28,959 --> 00:00:31,561

Tower Audio exposes the truth.

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00:00:31,561 --> 00:00:34,403

We thought I had power, Joe.

6

00:00:34,403 --> 00:00:39,286

Why are UFOs penetrating our most vulnerable airspace?

7

00:00:39,286 --> 00:00:45,650

There could be something serious happening at O'Hara Airport.

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00:00:45,650 --> 00:00:49,533

What could make an 8,000-foot-long hole in a cloud?

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00:00:49,533 --> 00:00:52,935

Some sort of object that was radiating heat.

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00:00:52,935 --> 00:00:55,176

Be invisible to radar.

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00:00:55,176 --> 00:00:58,779

The FAA chose to say it doesn't exist.

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00:00:58,899 --> 00:01:01,701

And even the naked eye.

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00:01:01,701 --> 00:01:03,702

There are things that we may not be able to see,

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00:01:03,702 --> 00:01:06,624

but they may actually be there.

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00:01:06,624 --> 00:01:14,229

This is case number 47206, aliens at the airport.

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00:01:14,229 --> 00:01:16,230

Dispansion for the UFO.

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00:01:29,639 --> 00:01:33,802

November 7th, 2006, 4.15 p.m.

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00:01:33,802 --> 00:01:37,805

Chicago O'Hara International Airport is busy.

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00:01:37,805 --> 00:01:43,809

There are approximately 100 departures and 100 arrivals every hour.

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00:01:43,809 --> 00:01:49,813

But one object seems to have eluded the virtual web of radar and air traffic control

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00:01:49,813 --> 00:01:53,815

that envelops the congested airspace.

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00:01:54,816 --> 00:02:01,821

According to eyewitness testimony, hovering between 1,000 and 1,900 feet above gate C-17

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00:02:01,821 --> 00:02:06,824

of the United Airlines terminal is a dark-grey disc-shaped object,

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00:02:06,824 --> 00:02:11,827

estimated to be anywhere from 6 to 30 feet in diameter.

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00:02:11,827 --> 00:02:17,831

The alleged UFO is reported by as many as a dozen United and O'Hara employees,

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00:02:17,831 --> 00:02:22,835

including ground personnel, taxi mechanics, managers and pilots.

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00:02:23,835 --> 00:02:27,838

Air traffic control is made aware of the UFO,

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00:02:27,838 --> 00:02:32,841

but claims it does not see the object on radar or from their tower.

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00:02:32,841 --> 00:02:40,847

Then, at approximately 4.34 p.m., the alleged object shoots into the sky at incredible speed,

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00:02:40,847 --> 00:02:44,849

blasting a hole through the dense cloud cover.

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00:02:45,850 --> 00:02:52,855

To this day, United Airlines and the FAA say nothing unusual happened on November 7th.

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00:02:52,855 --> 00:03:00,860

You're struck by the fact that on that afternoon, a lot was going on that never made it out into the public.

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00:03:00,860 --> 00:03:04,863

And if everybody there was looking to sweep it under the rug...

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00:03:04,863 --> 00:03:09,866

You've got the entire air traffic control system at Chicago all involved in what appears to be

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00:03:09,866 --> 00:03:13,868

to use their own words, a UFO sighting.

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00:03:13,868 --> 00:03:22,874

The descriptions that we're hearing from these United Mechanics are that this is clearly a solid craft, whatever it is.

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00:03:28,878 --> 00:03:33,882

On the ground in Chicago, Pat Uskert will uncover the details behind the sighting

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00:03:33,882 --> 00:03:35,883

and how the story first broke.

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00:03:35,883 --> 00:03:40,886

We have to consider the possibility that there really was something hovering over this airport.

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00:03:41,887 --> 00:03:47,891

Dr. Ted Acworth will fly a mission to see how a flying disk or anything else

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00:03:47,891 --> 00:03:51,894

could evade radar over one of the busiest airports in the world.

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00:03:51,894 --> 00:03:57,898

I don't know of any way for any conventional aircraft to get into that airspace without actually being detected.

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00:03:58,898 --> 00:04:02,901

And Bill Burns will examine the safety implications of this event.

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00:04:03,902 --> 00:04:09,906

Sometimes people get so nervous about something that literally they become dismissive,

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00:04:09,906 --> 00:04:13,908

there could be something serious happening at O'Hare Airport.

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00:04:18,912 --> 00:04:22,914

January 1st, 2007, after two months of research,

47

00:04:22,914 --> 00:04:27,918

journalist John Hilkovich of the Chicago Tribune publishes an article

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00:04:28,918 --> 00:04:31,920

exposing the sighting at O'Hare Airport.

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00:04:32,921 --> 00:04:37,924

You're a Pulitzer Prize winning journalist. How did you end up breaking this major UFO story?

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00:04:37,924 --> 00:04:41,927

Well, yeah, it's completely unusual for me to be working in this area.

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00:04:41,927 --> 00:04:48,932

But actually, Peter Davenport of the National UFO Reporting Center called me in early November of 2006,

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00:04:48,932 --> 00:04:51,934

shortly after this alleged sighting at O'Hare.

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00:04:51,934 --> 00:04:55,936

We were able to rule out very quickly that this was not a hoax of any type.

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00:04:55,936 --> 00:05:02,941

These are all aviation professionals ranging from pilots to ramp workers to United Airlines managers

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00:05:02,941 --> 00:05:06,944

who believe they saw something above the airspace at O'Hare

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00:05:06,944 --> 00:05:11,947

and were very concerned both from a potential safety and potential security standpoint.

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00:05:14,949 --> 00:05:18,952

John's research reveals that at some point after 4 p.m.,

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00:05:18,952 --> 00:05:24,955

a United Ramp Worker at Gate C-17 looks up and reports seeing a dark gray disc,

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00:05:24,955 --> 00:05:28,958

which is later estimated to be approximately 22 feet in diameter,

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00:05:28,958 --> 00:05:32,961

hovering between 1,000 and 1,900 feet above the gate.

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00:05:32,961 --> 00:05:36,963

He tells the two mechanics inside the plane.

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00:05:36,963 --> 00:05:40,966

A United Airlines manager hears the account over his company radio,

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00:05:40,966 --> 00:05:46,970

walks outside of his office, and he too supposedly sees the disc-shaped object.

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00:05:46,970 --> 00:05:53,975

Finally, two pilots parked at a gate also report seeing the UFO.

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00:05:54,975 --> 00:05:59,979

After approximately 15 minutes, the disc accelerates up through the dense clouds

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00:05:59,979 --> 00:06:04,982

and leaves behind a hole distinctly showing blue sky up above.

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00:06:04,982 --> 00:06:10,986

But because the object does not appear on radar and cannot be seen from the control tower,

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00:06:10,986 --> 00:06:13,988

the FAA refuses to investigate.

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00:06:13,988 --> 00:06:17,991

At first, I tried to laugh it off and then just followed up with,

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00:06:17,991 --> 00:06:22,994

well, you know, our theory and emphasizing theory was this was some kind of weather phenomenon,

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00:06:22,994 --> 00:06:25,996

but there was no investigation of any type.

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00:06:25,996 --> 00:06:28,998

Despite the witness's years of experience,

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00:06:28,998 --> 00:06:36,003

the FAA proposes that the UFO is nothing more than a trick of light on the low cloud cover.

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00:06:42,007 --> 00:06:45,009

Why would the FAA choose to ignore credible witnesses like this?

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00:06:45,009 --> 00:06:50,012

It's in the FAA's regulations that they do not identify reports of UFOs

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00:06:50,012 --> 00:06:57,017

and it specifically says that if a member of the public or anyone else sees what they think is an unidentified aerial phenomena,

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00:06:57,017 --> 00:07:03,021

that they should either contact the National UFO Reporting Center or contact local authorities.

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00:07:04,021 --> 00:07:09,025

Now, United Airlines, they are not a government entity, they're a private company. How do they react?

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00:07:10,025 --> 00:07:14,028

Initially, United told me they had no knowledge of this sighting at all

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00:07:14,028 --> 00:07:17,030

and nothing in their logbooks, no documentation whatsoever.

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00:07:18,031 --> 00:07:22,033

But then, proof surfaces.

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00:07:22,033 --> 00:07:28,037

After numerous Freedom of Information Act requests, the actual tower communications are released.

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00:07:28,037 --> 00:07:33,040

Clearly, airport employees report seeing something.

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00:07:34,041 --> 00:07:40,045

These are the actual communications between United Airlines employees and air traffic control.

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00:07:40,045 --> 00:07:44,048

This is the first time they are being broadcast.

86

00:08:04,061 --> 00:08:06,062

Really? Yes, then who's that?

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00:08:06,062 --> 00:08:08,064

It's the United, the active mechanic.

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00:08:11,066 --> 00:08:18,070

But according to Hilkovic, United employees claim they are forbidden by the airline from speaking about the incident.

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00:08:19,071 --> 00:08:23,074

He follows up on these claims and speaks with a United spokeswoman.

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00:08:23,074 --> 00:08:27,076

During a phone conversation, she tells him, quote,

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00:08:27,076 --> 00:08:31,079

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

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00:08:31,079 --> 00:08:35,082

which we have not authorized and will not authorize.

93

00:08:35,082 --> 00:08:40,085

None of the employees were willing to have their names used in the newspaper because of the possible repercussions.

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00:08:40,085 --> 00:08:48,090

The investigation's attempt to get interviews with United employees are also met with a short but polite response, quote,

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00:08:48,090 --> 00:08:52,093

Thank you for the invitation, for which we are going to have to decline.

96

00:08:53,094 --> 00:08:57,096

Bottom line, were the FAA and United Airlines complicit in a cover-up?

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00:08:57,096 --> 00:09:05,102

Certainly there was a cover-up. Whether they communicated behind the scenes to come up with this story, I can't say,

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00:09:05,102 --> 00:09:09,104

but they both denied any knowledge of the existence of these reports.

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00:09:09,104 --> 00:09:13,107

There's radio evidence to show that they knew about it on November 7th.

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00:09:14,108 --> 00:09:23,114

These taped conversations from November 7th between the control tower and United employees reveal the entire story.

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00:09:23,114 --> 00:09:29,118

Initially, tower officials sound skeptical as the first reports are relayed.

102

00:09:44,127 --> 00:09:50,131

Well, they took a pilot and the plane crashers telling us in C-17 they saw some plane disc above, but we can't see it.

103

00:09:50,131 --> 00:09:52,133

I can't see it, right?

104

00:09:52,133 --> 00:09:56,135

I imagine anything so. And if I did, I wouldn't admit to it.

105

00:09:58,137 --> 00:10:08,143

My initial impression from listening to the tower audio was that it must be very strange for them to actually be faced with the possibility that they have a UFO over their airport.

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00:10:08,143 --> 00:10:17,149

But as reports from the ground continue to be received, the tone of the tower officials changes from skeptical to concerned.

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00:10:17,149 --> 00:10:23,153

Some of our pilots on the ground were reporting a UFO sighting at a thousand feet from the sea side of the airport.

108

00:10:23,153 --> 00:10:24,154

Did you guys hear anything about it?

109

00:10:24,154 --> 00:10:28,157

No, at the real dark, I don't know, I want to say about 10-15 minutes ago, we have not seen anything up there.

110

00:10:28,157 --> 00:10:29,157

Okay.

111

00:10:29,157 --> 00:10:31,159

But we will surely keep an eye on this for sure.

112

00:10:32,159 --> 00:10:45,168

We're listening to the incident, the real voices of real people from the tower talking to United employees who say they saw something over their heads and it was a UFO.

113

00:10:48,170 --> 00:10:56,175

While the tower grapples with unconfirmed reports, several eyewitnesses finally step forward.

114

00:10:56,175 --> 00:11:01,179

Somebody observed a flying disk about a thousand feet above the K-17.

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00:11:01,179 --> 00:11:03,180

Did you see anything over there?

116

00:11:03,180 --> 00:11:05,181

We saw it a half hour ago.

117

00:11:05,181 --> 00:11:06,182

Who saw it?

118

00:11:06,182 --> 00:11:10,185

A whole bunch of us over at the Charlie County close.

119

00:11:10,185 --> 00:11:11,185

Really?

120

00:11:11,185 --> 00:11:12,186

Yes, who's that?

121

00:11:12,186 --> 00:11:14,187

The United McCants and the Canucks.

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00:11:14,187 --> 00:11:17,189

Now, area pilots are warned.

123

00:11:17,189 --> 00:11:20,191

Somebody reported a UFO were flying disk above Charlie County close.

124

00:11:20,191 --> 00:11:22,193

Nobody could see it, the use caution.

125

00:11:22,193 --> 00:11:26,195

You could use out for an ortho-court use caution for the UFO.

126

00:11:31,199 --> 00:11:36,202

The O'Hare incident is not the first UFO sighting near an airport.

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00:11:37,203 --> 00:11:47,209

1978, at McCarran International Airport in Las Vegas, both pedestrians and a pilot see a

disk-shaped UFO with glowing white lights.

128

00:11:48,210 --> 00:12:00,218

And 1997, over JFK Airport in New York, a Swiss Air 747 barely misses a glowing white cylindrical object traveling at a high rate of speed.

129

00:12:01,218 --> 00:12:12,226

One organization that did do a thorough investigation of the November 7th sighting is NARCAP, the National Aviation Reporting Center on Anomalous Phenomena.

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00:12:12,226 --> 00:12:23,233

As an organization, NARCAP deals exclusively with pilots and air traffic controllers who report UAPs or unidentified aerial phenomena.

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00:12:24,234 --> 00:12:32,239

Bill meets with NARCAP Executive Director Ted Rowe.

132

00:12:32,239 --> 00:12:35,241

Why did you get involved in the Chicago O'Hare case?

133

00:12:35,241 --> 00:12:48,250

The Chicago O'Hare case involved an unidentified aerial phenomenon that intruded into class B restricted airspace over the C terminal at O'Hare and very clearly represented an aviation safety hazard.

134

00:12:49,250 --> 00:12:55,254

Class B airspace extends to 10,000 feet above America's busiest airports.

135

00:12:55,254 --> 00:13:04,260

These areas are thoroughly monitored by air traffic control and all aircraft must obtain clearance before entering.

136

00:13:04,260 --> 00:13:08,263

Unidentified aircraft pose a significant problem.

137

00:13:08,263 --> 00:13:15,268

There is no contingency in place for pilots, air controllers or radar operators when it comes to dealing with unidentified aircraft.

138

00:13:15,268 --> 00:13:23,273

You're saying that UAPs represent a threat to air traffic safety, especially in the case of O'Hare.

139

00:13:23,273 --> 00:13:30,278

NARCAP investigators write an exhaustive 155-page report on the incident.

140

00:13:30,278 --> 00:13:35,281

They conclude, quote, an official government inquiry should be carried out.

141

00:13:35,281 --> 00:13:43,286

Had this phenomenon moved into lanes of oncoming air traffic, it could have resulted in a catastrophe.

142

00:13:46,288 --> 00:13:54,294

How could an object make its way undetected through one of the most monitored and controlled airspaces in the world?

143

00:13:54,294 --> 00:14:00,298

Ted is about to take a flight into O'Hare to see just how secure this airspace is.

144

00:14:00,298 --> 00:14:05,301

Could some sort of craft penetrate Chicago O'Hare airspace?

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00:14:05,301 --> 00:14:10,304

While a video reveals how close these encounters can really become.

146

00:14:11,305 --> 00:14:27,315

The team is in Chicago, Illinois, investigating the report of a disc-shaped UFO that was seen by United Airlines personnel on November 7th, 2006 at O'Hare International Airport.

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00:14:27,315 --> 00:14:32,319

Illinois has been a magnet for reported UFO activity in recent years.

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00:14:32,319 --> 00:14:42,325

Previous investigations have examined the mass sighting of a huge triangular formation of lights over the nearby suburb of Tinley Park in 2004,

149

00:14:42,325 --> 00:14:50,331

and the intense pursuit of another triangular craft in southern Illinois by five different police departments in 2000.

150

00:14:50,331 --> 00:14:58,336

Now, the UFO sightings have come to the state's largest city and one of the busiest airports in the world.

151

00:14:59,337 --> 00:15:14,347

The strange object seen at O'Hare allegedly hovered over Gate C-17 in the United Concourse for

about 15 minutes before reportedly rising rapidly into the cloud cover, leaving a round hole in its wake.

152

00:15:18,349 --> 00:15:23,353

But how could this object have entered this highly controlled area in the first place?

153

00:15:24,353 --> 00:15:29,357

The skies above Chicago O'Hare are some of the most closely monitored in the world.

154

00:15:30,357 --> 00:15:37,362

Ted is about to stage a flight to see how even a small plane must go through intense scrutiny in approaching this airport.

155

00:15:38,363 --> 00:15:52,372

The purpose of the flight is really to put to the test whether or not some sort of craft could penetrate Chicago O'Hare airspace without going through these various levels of air traffic control and radar coverage.

156

00:15:53,373 --> 00:16:00,377

Controlled airspace around the world is organized as imaginary cylinders that fit around airports.

157

00:16:00,377 --> 00:16:06,381

The cylinders get narrower as aircraft descend to lower altitudes and make their approach.

158

00:16:07,382 --> 00:16:11,385

If mapped out, they look like an upside-down wedding cake.

159

00:16:11,385 --> 00:16:19,390

At each successive layer of the wedding cake, the degree of communication with the control tower and the demands on the pilot increase.

160

00:16:19,390 --> 00:16:25,394

Scott Schwider, a local flight instructor, will help Ted navigate his way into O'Hare.

161

00:16:27,395 --> 00:16:29,396

Now getting in there is going to be easy.

162

00:16:29,396 --> 00:16:30,397

Right.

163

00:16:30,397 --> 00:16:32,398

I have to move a lot of traffic for us.

164

00:16:32,398 --> 00:16:33,399

It'll be busy.

165

00:16:38,402 --> 00:16:44,406

Ted is flying out of Chicago Executive Airport, about 10 miles north of O'Hare.

166

00:16:45,407 --> 00:16:47,408

It's 3-4, take off.

167

00:16:47,408 --> 00:16:48,409

Here we go.

168

00:16:48,409 --> 00:16:50,410

All right, ready to go.

169

00:16:53,412 --> 00:17:01,418

After receiving clearance from Chicago Executive Tower, Ted ascends to 3,000 feet at the bottom of the third tier.

170

00:17:02,418 --> 00:17:10,424

As he nears O'Hare, he is contacted by Chicago Approach Control before descending to 2,000 feet and the second layer.

171

00:17:11,424 --> 00:17:17,428

In this layer, he is being constantly watched by tower personnel and by radar.

172

00:17:18,429 --> 00:17:26,434

He receives two more contacts before reaching the lowest tier, where he is finally handed off to Chicago O'Hare's tower.

173

00:17:27,435 --> 00:17:33,439

Somewhere around maybe five or ten nautical miles, we switch over to the tower control.

174

00:17:33,439 --> 00:17:36,441

Change to 126.9 now.

175

00:17:36,441 --> 00:17:38,442

Monitor that frequency.

176

00:17:38,442 --> 00:17:43,446

It's a very smooth handoff to the air traffic controllers and they see us on the radar.

177

00:17:43,446 --> 00:17:45,447

They see our altitude and our identification.

178

00:17:46,448 --> 00:17:51,451

Now that he has descended through each controlled layer, Ted is cleared to land.

179

00:17:54,453 --> 00:18:00,457

We've cleared the runway, which means we finish our rollout and turn to the left or the right to get onto a taxiway.

180

00:18:00,457 --> 00:18:05,460

But even here, Ted is tracked and given instructions by another controller.

181

00:18:08,462 --> 00:18:10,464

Pull 14, turn right heading 070.

182

00:18:11,464 --> 00:18:20,470

Ground control is in the control tower and they have a visual view of the all the ground area of the airport and they're managing the ground-based traffic.

183

00:18:21,471 --> 00:18:28,475

With such a complicated system, including multiple air traffic controllers, restricted zones and ground control,

184

00:18:29,476 --> 00:18:35,480

how could any object navigate over this airport without being tracked by numerous officials?

185

00:18:35,480 --> 00:18:44,486

I don't think there's any way that a conventional aircraft could get into Chicago or really any fully controlled airspace without being detected.

186

00:18:48,489 --> 00:18:56,494

With no ground workers or pilots willing to go on record, other corroborating witnesses are key to confirming the O'Hare sighting.

187

00:18:57,495 --> 00:19:02,498

And Sam Moranto, director of the Illinois Mutual UFO Network, has won.

188

00:19:05,500 --> 00:19:10,503

What we really want is an eyewitness who's totally independent of the FAA and United Airlines.

189

00:19:10,503 --> 00:19:12,505

Well, Ted, I think we have the witness.

190

00:19:13,505 --> 00:19:19,509

Sam's witness claims to have been in a car, driving to O'Hare when she notices something in the sky.

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00:19:20,510 --> 00:19:35,520

She was coming down Mannheim Road where she had noticed the object over gate C-17 and went off into the international area, parked as soon as possible,

192

00:19:35,520 --> 00:19:44,526

got out with her and her friend and observed the object for some length of time with groups of people in and about the area.

193

00:19:45,527 --> 00:19:53,532

The witness, known only as Ms. JH, comes forward after Hilcovitch's article in the Tribune.

194

00:19:53,532 --> 00:19:59,536

She requests anonymity but consents to a tape phone interview with Sam.

195

00:19:59,536 --> 00:20:03,539

And for her protection, her voice has been altered.

196

00:20:04,539 --> 00:20:12,545

At the point when I first saw it, it was the hearing head of the white leads to the left and just sitting there.

197

00:20:12,545 --> 00:20:16,547

It didn't in any way look like a plane.

198

00:20:16,547 --> 00:20:24,553

It seemed very much to absorb and take on the colors of its surroundings.

199

00:20:25,553 --> 00:20:32,558

From her description, I'm gathering that this thing would have been very difficult to see.

200

00:20:32,558 --> 00:20:43,565

This description of a UFO appearing to blend with the atmosphere is similar to another aerial sighting reported over Paris in 1994.

201

00:20:43,565 --> 00:20:51,570

An Air France captain also sees a disc that he claims dematerializes in front of his eyes.

202

00:20:52,571 --> 00:21:00,576

Is this a second account of a UFO that is able to utilize a new form of stealth technology?

203

00:21:03,578 --> 00:21:09,582

But the object over Chicago's appearance is not its only unconventional capability.

204

00:21:21,590 --> 00:21:32,598

The reaction is so strong to squeal, to screech.

205

00:21:32,598 --> 00:21:34,599

Because you're thinking what could do that?

206

00:21:51,610 --> 00:22:00,616

It didn't move with the wind. This wasn't some inaputable light that looked a little unusual at night or anything like that.

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00:22:00,616 --> 00:22:04,619

This was just a very late daytime sighting.

208

00:22:04,619 --> 00:22:10,623

This was explained away as a weather phenomenon. That was the official FAA explanation, but she says this is not a cloud.

209

00:22:10,623 --> 00:22:13,625

It was not drifting with the breeze. It's not a balloon.

210

00:22:13,625 --> 00:22:18,628

She says this is a very solid, structured craft.

211

00:22:19,629 --> 00:22:24,632

Without a doubt, this woman saw the exact same thing that the United Personnel saw.

212

00:22:24,632 --> 00:22:29,636

She was essentially describing a strange disc-shaped craft that flew off and punched a hole through the clouds.

213

00:22:29,636 --> 00:22:31,637

I believe they saw the same thing.

214

00:22:35,640 --> 00:22:43,645

With witnesses requesting anonymity, the investigation turns to an actual air traffic controller in the O'Hare Tower that day.

215

00:22:43,645 --> 00:22:47,647

Somebody observed a flying disc about a thousand feet above a Charlie 17.

216

00:22:47,647 --> 00:22:51,650

And he is speaking out for the very first time on television.

217

00:22:51,650 --> 00:22:55,653

United Airlines employees saw some type of strange object.

218

00:23:03,658 --> 00:23:12,664

The team is in Chicago investigating an alleged UFO reported by United Airlines employees on November 7th, 2006.

219

00:23:12,664 --> 00:23:18,668

The FAA, citing a lack of radar or visual evidence, refuses to investigate.

220

00:23:18,668 --> 00:23:22,671

United Airlines conducts an internal investigation.

221

00:23:22,671 --> 00:23:29,675

And reporter John Hilkevich confirms they forbid their employees to speak of the sighting publicly.

222

00:23:30,676 --> 00:23:43,685

Having heard the tower tapes firsthand, Pat and Bill meet with Craig Burzik, an air traffic controller with 22 years experience.

223

00:23:43,685 --> 00:23:46,687

18 of those years at O'Hare.

224

00:23:46,687 --> 00:23:51,690

Craig is handling ground control on November 7th, 2006.

225

00:23:51,690 --> 00:23:55,693

He is speaking about this on television for the first time.

226

00:23:55,693 --> 00:24:02,697

On the tapes, it is Craig who asks if the other planes see the UFO reported over C-17.

227

00:24:16,707 --> 00:24:18,708

How did this incident start for you?

228

00:24:18,708 --> 00:24:21,710

The supervisor usually takes the phone call, which he did.

229

00:24:21,710 --> 00:24:26,713

And he put the phone down and just kind of yelled out to everybody that United Airlines was on the phone.

230

00:24:26,713 --> 00:24:33,718

And they were saying that some of their employees were claiming that they saw some type of strange object hovering above the United Terminal.

231

00:24:33,718 --> 00:24:36,720

And so he basically asked everybody, does anybody see anything?

232

00:24:36,720 --> 00:24:40,723

Did anybody see anything before? Do we have any helicopters hovering around?

233

00:24:40,723 --> 00:24:42,724

That sort of thing, and the answer was no.

234

00:24:42,724 --> 00:24:49,729

Even though he does not see anything over the gate, Craig asks other planes above the alleged UFO.

235

00:24:52,731 --> 00:24:55,733

Did you see anything over there?

236

00:24:55,733 --> 00:25:00,736

I had a regional GI, which was parked in a holding area on the opposite side of United's terminal.

237

00:25:00,736 --> 00:25:05,739

So I went out to that pilot and informed him that somebody had called and were claiming they saw something.

238

00:25:05,739 --> 00:25:07,740

Did you see anything? And his response was no.

239

00:25:07,740 --> 00:25:09,742

We don't see anything and we did not see anything.

240

00:25:09,742 --> 00:25:11,743

He had been there for about 20 minutes.

241

00:25:13,744 --> 00:25:19,748

But then Craig's communication with the regional jet is broken into by a United taxi mechanic

242

00:25:19,748 --> 00:25:22,750

who is moving the plane back to the terminal.

243

00:25:38,761 --> 00:25:43,764

So what happens when you get these two conflicting reports? How do you try to resolve them in your own mind?

244

00:25:44,765 --> 00:25:49,768

Had we saw something up there like they did, then obviously it would have been much different,

245

00:25:49,768 --> 00:25:50,769

but really we didn't see anything.

246

00:25:50,769 --> 00:25:53,771

There were no fewer than 15 people up in the tower cab at that time.

247

00:25:53,771 --> 00:25:56,773

Controllers, supervisors, traffic management people.

248

00:25:56,773 --> 00:25:59,775

You know, we work in a building that's designed to see aircraft.

249

00:25:59,775 --> 00:26:02,777

I mean, that's what our job is. Our job description is safety.

250

00:26:02,777 --> 00:26:10,782

We have a clear view of 360 degrees and the only blind spot I would say would be directly above the control tower.

251

00:26:11,783 --> 00:26:17,787

Yet according to the Narcap report on the O'Hare incident, there is a flaw in the tower design.

252

00:26:20,789 --> 00:26:27,794

Based on Narcap's calculations, an air traffic controller standing next to the console and facing gate C-17

253

00:26:27,794 --> 00:26:33,798

would have a vertical view of about 30 degrees arc before his vision would be blocked

254

00:26:33,798 --> 00:26:36,800

by the outsize overhanging roof and upper window frame.

255

00:26:37,800 --> 00:26:42,804

He could only see a maximum of 1,800 feet above ground level.

256

00:26:44,805 --> 00:26:48,808

The Narcap report says that since this object was estimated to be at 1,900 feet,

257

00:26:48,808 --> 00:26:51,810

you would not have seen it from the tower. How to react to that?

258

00:26:51,810 --> 00:26:56,813

That's not true. The control tower is United's terminal lies directly in front of the control tower

259

00:26:56,813 --> 00:26:58,814

and opposite of the terminal, there are two of the main runways.

260

00:26:58,814 --> 00:27:01,816

If it was hovering over United's terminal, we would have saw it.

261

00:27:01,816 --> 00:27:04,818

I'm just curious, if you had seen something, what would you have done?

262

00:27:04,818 --> 00:27:08,821

We'll stop departures, we'll stop arrivals, we'll put airplanes in a hold.

263

00:27:08,821 --> 00:27:12,823

We just didn't see anything, there was nothing there to investigate and there was no impact on the operation.

264

00:27:14,825 --> 00:27:18,827

In Craig's opinion, the sighting is caused by a weather phenomenon.

265

00:27:20,829 --> 00:27:27,833

I'm not saying they didn't see anything, but what they saw was likely some kind of reflection that was positional in nature.

266

00:27:27,833 --> 00:27:33,837

It was kind of dusk, we had wet pavement the entire day, you have airplanes all over hundreds of airplanes

267

00:27:33,837 --> 00:27:38,841

with flashing lights and United's terminal is all glass, there's a lot of reflection.

268

00:27:38,841 --> 00:27:43,844

I understand that Craig Brzec believes that nothing went on, but I also had the chance to talk with John Hilkovich,

269

00:27:43,844 --> 00:27:46,846

who was there on the ground talking to the eyewitnesses.

270

00:27:46,846 --> 00:27:53,851

These were very credible eyewitnesses, these were experienced people, they all gave accounts of something that was a clearly defined object.

271

00:27:53,851 --> 00:27:56,853

I don't know how to reconcile the two.

272

00:28:03,857 --> 00:28:08,861

But one final detail of the O'Hare incident may prove to be the most telling.

273

00:28:09,861 --> 00:28:17,867

According to the witnesses, the UFO ascended quickly, punching a hole in the cloud covering through which they could see blue sky.

274

00:28:20,869 --> 00:28:27,873

It's not the first time witnesses to alleged UFO sightings have reported seeing strange holes punched in the clouds.

275

00:28:27,873 --> 00:28:38,881

In Newfoundland in 1947, in Warwickshire, England in 1977, and as recently as 2002 in Ventura, California.

276

00:28:41,883 --> 00:28:48,887

Ted meets with meteorologist William Puckett, one of the authors of the Narcap report on the Chicago UFO.

277

00:28:48,887 --> 00:28:56,893

The witnesses who reported seeing this phenomenon up in the cloud formation, were they looking directly overhead or way out horizontally to the side?

278

00:28:56,893 --> 00:29:05,899

My understanding is that they were looking straight up, and right after the object had made a split second ascent, they saw this hole in the cloud.

279

00:29:05,899 --> 00:29:06,899

They saw blue sky.

280

00:29:08,901 --> 00:29:12,903

Do you know from the meteorological history where the cloud tops were that day?

281

00:29:12,903 --> 00:29:16,906

We were able to determine that the tops of the clouds were at 10,000 feet.

282

00:29:17,907 --> 00:29:27,913

If the UFO enters the cloud cover at 1,900 feet and then blasts through them to 10,000 feet, the hole is about 8,000 feet long.

283

00:29:30,915 --> 00:29:36,919

So what you're saying is we've got this cylindrical hole that's basically 8,000 feet tall.

284

00:29:36,919 --> 00:29:40,922

What kind of energy would it take to convert that into clear air?

285

00:29:40,922 --> 00:29:45,925

That amount of evaporation in one or two seconds time is an astronomical amount of energy.

286

00:29:46,926 --> 00:29:55,932

By some estimates, as much as 100 megawatts of power is needed to generate enough heat for creating a hole this large.

287

00:29:56,932 --> 00:30:05,938

In comparison, the engines of a 747, pushing their nearly 400,000 pound aircraft fast enough to

break the speed of sound,

288

00:30:05,938 --> 00:30:13,944

would use only about 60 megawatts, roughly half the energy of whatever punched through the clouds over Chicago.

289

00:30:16,946 --> 00:30:20,948

There are really only a couple of ways you could introduce heat into a cloud column like that.

290

00:30:20,948 --> 00:30:24,951

One would be some sort of object that was radiating heat as it climbed.

291

00:30:26,952 --> 00:30:32,956

The other would be something much more lightning fast, an electromagnetic impulse that would heat the air column itself.

292

00:30:32,956 --> 00:30:38,960

And that's the only possibility I can think of that would be plausible, because the descriptions again say that it happens so quickly.

293

00:30:39,961 --> 00:30:49,968

Between the object's ability to evade radar, its ability to blend into the atmosphere, and its ability to punch an 8,000 foot hole through dense cloud cover,

294

00:30:50,968 --> 00:30:54,971

the craft clearly displays extraordinary characteristics.

295

00:30:55,972 --> 00:31:03,977

But the O'Hare incident is not the only account of an advanced UFO penetrating supposedly secure airspace.

296

00:31:08,980 --> 00:31:16,986

Authenticated video shows a fiery object buzzing an airliner in Japan, and the crew apparently sees nothing.

297

00:31:17,986 --> 00:31:22,990

Can these UFOs, allegedly seen over airports, become invisible?

298

00:31:22,990 --> 00:31:26,992

Is it possible for something to appear on video, but not be seen with the naked eye?

299

00:31:27,993 --> 00:31:28,994

Well, sure.

300

00:31:33,997 --> 00:31:44,003

An alleged UFO over Chicago O'Hare has raised concerns about airport security, but another case could prove even more unsettling.

301

00:31:45,004 --> 00:31:53,009

October 23, 2004, about 30 miles to the east of Itami International Airport in Osaka, Japan.

302

00:31:54,010 --> 00:32:00,014

Mr. Kyoshi Amania is videotaping airplanes when he spots something he can't quite comprehend.

303

00:32:06,018 --> 00:32:08,019

His tape has never been released to the public.

304

00:32:08,019 --> 00:32:10,021

It has never been broadcast on television.

305

00:32:11,021 --> 00:32:16,025

A fiery glowing object appears to be on a collision course with an approaching airliner.

306

00:32:18,026 --> 00:32:21,028

The light seems to pass dangerously close to the wing.

307

00:32:22,029 --> 00:32:26,031

The camera tracks the object as its shape transforms.

308

00:32:27,032 --> 00:32:29,033

At first, it appears as a solid hot bloom.

309

00:32:31,035 --> 00:32:33,036

Then a second heat source material appears.

310

00:32:34,037 --> 00:32:39,040

Finally, after three minutes, the object begins to fade and then vanishes.

311

00:32:44,043 --> 00:32:49,047

Although the object is clearly seen in the camera's viewfinder, when the cameraman looks for himself, he sees nothing.

312

00:32:51,048 --> 00:32:53,049

The object is clearly seen in the camera's viewfinder.

313

00:32:54,050 --> 00:32:56,051

When the cameraman looks for himself, he sees nothing.

314

00:32:58,053 --> 00:33:00,054

The object is clearly seen in the camera's viewfinder.

315

00:33:01,055 --> 00:33:04,057

The object is invisible to the naked eye.

316

00:33:10,061 --> 00:33:19,067

Narcap director Ted Rowe and investigator Bill Puckett have brought this to the attention of the UFO Hunter's investigation into airport incursions.

317

00:33:21,068 --> 00:33:26,071

It's a very compelling video for the mere fact that we have an object coming close to an aircraft.

318

00:33:27,072 --> 00:33:29,073

It appeared that the aircraft did not see the object.

319

00:33:30,074 --> 00:33:31,075

Well, this video is important.

320

00:33:32,075 --> 00:33:39,080

We suspect that it demonstrates that there are categories of unidentified aerial phenomena that can't be seen visually with the naked eye.

321

00:33:46,084 --> 00:33:51,088

But this isn't the first time video has captured something that appears to be invisible.

322

00:33:52,088 --> 00:34:01,094

A previous investigation looked at footage from the Volusia County Florida Sheriff's Office that shows a dumbbell-shaped object on infrared video.

323

00:34:05,097 --> 00:34:07,098

The object was also over an airport.

324

00:34:10,100 --> 00:34:12,102

And it was also invisible to the naked eye.

325

00:34:13,102 --> 00:34:19,106

What kind of technology is capable of rendering a flying object invisible?

326

00:34:19,106 --> 00:34:22,108

And why is the camera able to see what we cannot?

327

00:34:24,110 --> 00:34:30,114

Pat meets with Ted and Dr. Peter Morse from the physics department of Santa Monica College to find out.

328

00:34:34,116 --> 00:34:36,118

I'm looking for scientific answers.

329

00:34:36,118 --> 00:34:38,119

Is it a scientific question?

330

00:34:39,120 --> 00:34:41,121

I'm looking for scientific answers.

331

00:34:41,121 --> 00:34:45,124

Is it possible for something to appear on video but not be seen with the naked eye?

332

00:34:46,124 --> 00:34:51,128

Well, sure. I mean, visible light is part of the electromagnetic spectrum, and we just see a little piece of it.

333

00:34:51,128 --> 00:34:54,130

But there's also other parts of the electromagnetic spectrum.

334

00:34:54,130 --> 00:34:58,132

Gamma rays, X-rays, radio waves, and infrared.

335

00:34:58,132 --> 00:35:01,134

So, you know, our eyes don't see some parts of the spectrum.

336

00:35:01,134 --> 00:35:03,136

Maybe it was part of the spectrum we couldn't see.

337

00:35:03,136 --> 00:35:07,138

If you're using a video camera like this, this is not a perfect match to the human eye.

338

00:35:07,138 --> 00:35:11,141

So it actually captures information on either side of what we see with our eye.

339

00:35:12,142 --> 00:35:19,146

Ted believes one explanation why the object over Japan might be visible to the camera, but not the camera operator,

340

00:35:19,146 --> 00:35:22,148

is because it could have been emitting infrared light.

341

00:35:26,151 --> 00:35:30,154

The human eye can only see a small part of the electromagnetic spectrum.

342

00:35:31,154 --> 00:35:34,156

Infrared light is just beyond this range.

343

00:35:34,156 --> 00:35:42,162

But some video cameras are more sensitive and can see more than the eye is capable of, including infrared light.

344

00:35:43,162 --> 00:35:49,166

This is our infrared flashlight and has a light source in here that only emits infrared, so you won't be able to see with the naked eye.

345

00:35:49,166 --> 00:35:53,169

So if you look down here, I'm shining this flashlight right onto the plastic.

346

00:35:53,169 --> 00:35:54,169

So this is on right now?

347

00:35:54,169 --> 00:35:55,170

Absolutely.

348

00:35:57,171 --> 00:35:58,172

I don't see anything.

349

00:35:59,173 --> 00:36:00,173

Look at the camera.

350

00:36:00,173 --> 00:36:01,174

Okay, right.

351

00:36:01,174 --> 00:36:03,175

I can see that it's a flashlight.

352

00:36:07,178 --> 00:36:10,180

Infrared is used in many different technologies.

353

00:36:10,180 --> 00:36:16,184

The military uses infrared lasers to guide heat-seeking missiles towards and away from targets.

354

00:36:18,185 --> 00:36:23,189

And NASA uses it to transmit information across thousands of miles of space.

355

00:36:24,189 --> 00:36:30,193

What this suggests is that if the object in the Japanese video is emitting infrared light,

356

00:36:30,193 --> 00:36:35,197

it could be capable of projecting a form of communication or a form of weaponry,

357

00:36:35,197 --> 00:36:39,199

and either could be a significant hazard near an airport.

358

00:36:39,199 --> 00:36:43,202

There are things that we may not be able to see, but they may actually be there,

359

00:36:43,202 --> 00:36:50,207

meaning that there's a definite connection between this JAL 1521 video footage and the object seen over Chicago here.

360

00:36:53,209 --> 00:36:58,212

How are objects infiltrating secure airspace without being seen?

361

00:36:58,212 --> 00:37:06,217

Digital analysis of the Osaka video may finally provide an answer to the mystery surrounding these airport sightings.

362

00:37:06,217 --> 00:37:09,219

The speed would be beyond any aircraft that we have.

363

00:37:13,222 --> 00:37:19,226

Numerous employees at Chicago's O'Hare International Airport claim to see a disc-shaped object,

364

00:37:19,226 --> 00:37:23,229

but control tower officials and radar see nothing.

365

00:37:23,229 --> 00:37:30,233

A luminous orb is caught on tape over Japan and seems to fly dangerously close to a jetliner,

366

00:37:30,233 --> 00:37:33,235

but it can't be seen with the naked eye.

367

00:37:36,237 --> 00:37:43,242

Are these alleged UFOs displaying advanced capabilities that prevent them from being seen or detected?

368

00:37:44,243 --> 00:37:51,247

Ted has called on image analyst Terrence Masson to try and identify the unknown object.

369

00:37:51,247 --> 00:37:54,249

I noticed it goes really close to the wing.

370

00:37:54,249 --> 00:37:57,251

That plane cannot be more than a thousand feet away.

371

00:37:57,251 --> 00:37:59,253

I mean, it's very close.

372

00:37:59,253 --> 00:38:02,255

If we can determine whether or not the object is on this side of the aircraft,

373

00:38:02,255 --> 00:38:05,256

it means it's less than a thousand feet away.

374

00:38:05,256 --> 00:38:12,261

Terrence isolates, sharpens and zooms in as tightly as possible on the wing tip.

375

00:38:12,261 --> 00:38:15,263

But the image is inconclusive.

376

00:38:15,263 --> 00:38:19,266

To my eye, I would guess that it was behind the wing.

377

00:38:19,266 --> 00:38:20,266

What do you think?

378

00:38:20,266 --> 00:38:24,269

To me, it looks like the object between the aircraft and us is closer.

379

00:38:24,269 --> 00:38:28,272

We're definitely at the limit of the information available on the image.

380

00:38:29,272 --> 00:38:32,274

Not knowing the object's relative location to the plane

381

00:38:32,274 --> 00:38:37,278

means calculating the speed of the object will help give additional clues.

382

00:38:37,278 --> 00:38:43,282

The first thing I'll do is stabilize around that large aircraft that's in the foreground of the frame.

383

00:38:43,282 --> 00:38:49,286

And that way we can isolate that object and judge the relative speed of our orb that's flying through frame.

384

00:38:49,286 --> 00:38:53,288

The stabilized image makes the airplane appear frozen in space.

385

00:38:53,288 --> 00:38:59,292

The object's actual flight path and movement past the airplane can now be accurately measured.

386

00:38:59,292 --> 00:39:06,297

It looks like in about one second of video, it's traveling what appears to be about two lengths of wing tip to wing tip.

387

00:39:06,297 --> 00:39:13,302

It's doing about 350 to 400 feet per second, which gets us to 500 miles per hour.

388

00:39:13,302 --> 00:39:16,304

Ted estimates that if the object is on the plane,

389

00:39:16,304 --> 00:39:19,306

it is moving roughly 500 miles per hour.

390

00:39:19,306 --> 00:39:26,310

If it is closer, it travels a shorter distance in the same amount of time, meaning it is slower.

391

00:39:26,310 --> 00:39:32,314

But if it is in the distance, it could be traveling faster than anything built by humans.

392

00:39:34,316 --> 00:39:35,316

So we have a contradiction here.

393

00:39:35,316 --> 00:39:37,318

If it were a new plane, it could be a new object,

394

00:39:37,318 --> 00:39:40,320

but if it was a new plane, it could be a new object.

395

00:39:40,320 --> 00:39:42,321

We have a contradiction here.

396

00:39:42,321 --> 00:39:47,324

If it were near to us and within a reasonable speed, we should be able to see the structure.

397

00:39:47,324 --> 00:39:52,328

Now if it's very far away from us, we wouldn't be able to see the structure, which we can't.

398

00:39:52,328 --> 00:39:56,330

But the math tells us that the speed would be beyond any aircraft that we have.

399

00:40:02,334 --> 00:40:07,338

Terrence is also able to prove that the object is moving away from the camera.

400

00:40:08,338 --> 00:40:11,340

Clearly, it's disappearing in the distance.

401

00:40:11,340 --> 00:40:15,343

It's being affected by the atmospheric distortion, the haze.

402

00:40:15,343 --> 00:40:16,343

It's fading off.

403

00:40:16,343 --> 00:40:18,345

You see the color saturation goes down.

404

00:40:18,345 --> 00:40:21,347

It's all consistent with an object moving away in distance.

405

00:40:23,348 --> 00:40:26,350

This rules out military jets are helicopters,

406

00:40:26,350 --> 00:40:31,353

because they would be closer and identifiable earlier in the video.

407

00:40:31,353 --> 00:40:36,357

And another characteristic also eliminates anything from the camera.

408

00:40:37,357 --> 00:40:38,358

It's not conventional.

409

00:40:38,358 --> 00:40:42,361

When the object should supposedly be extremely close to us, it looks like a single orb.

410

00:40:42,361 --> 00:40:47,364

When it's in the midfield, it does look like two distinct point sources of light very close together.

411

00:40:47,364 --> 00:40:50,366

And then as it fades away, they merge into one point.

412

00:40:50,366 --> 00:40:53,368

Why would it go from being a single orb when it's the closest?

413

00:40:53,368 --> 00:40:58,371

And when it's in the midfield, it would be a double, and then further away, it's back to a single again.

414

00:40:58,371 --> 00:40:59,372

That's not really consistent.

415

00:40:59,372 --> 00:41:04,375

We still don't know what this is, and I'm not sure we'll ever be able to get a conclusive decision on this.

416

00:41:08,378 --> 00:41:14,382

In both Chicago and Japan, the identity of these objects remains elusive.

417

00:41:14,382 --> 00:41:23,388

One evades radar and supposedly uses more power than a 747 to blow through 8,000 feet of cloud cover.

418

00:41:23,388 --> 00:41:30,393

While another remains invisible and could be traveling at speeds beyond any known aircraft.

419

00:41:30,393 --> 00:41:35,396

If technology like this cannot be identified in sensitive airspace,

420

00:41:36,397 --> 00:41:39,399

what are the repercussions?

421

00:41:41,400 --> 00:41:46,403

Bill meets with former British Ministry of Defence official, Nick Pope,

422

00:41:46,403 --> 00:41:52,407

who was responsible for investigating and researching UFOs for the British government.

423

00:41:52,407 --> 00:41:55,409

It doesn't matter what UFOs are.

424

00:41:55,409 --> 00:41:58,411

It doesn't matter whether you're a sceptical or a believer.

425

00:41:58,411 --> 00:42:07,417

If you've got something unidentified operating in the controlled restricted airspace, then it's an

air safety issue.

426

00:42:11,420 --> 00:42:16,423

Alarmed by the FAA's refusal to investigate the incident at O'Hare,

427

00:42:16,423 --> 00:42:20,426

Pope writes an op-ed piece in The New York Times entitled,

428

00:42:20,426 --> 00:42:25,429

Unidentified Flying Threats in July 2008.

429

00:42:25,429 --> 00:42:33,434

A healthy skepticism about extraterrestrial space travellers leads people to disregard UFO sightings without a moment's thought.

430

00:42:33,434 --> 00:42:39,438

But in the United States, this translates into over-dependence on radar data

431

00:42:40,439 --> 00:42:44,442

and indifference to all kinds of unidentified aircraft.

432

00:42:46,443 --> 00:42:52,447

Whatever these objects are, because they're in commercial airspace,

433

00:42:52,447 --> 00:42:56,450

we have to take something seriously if we're not interested in something,

434

00:42:56,450 --> 00:43:04,455

and unless it behaves like a conventional aircraft, it makes us vulnerable both to terrorism and to espionage.

435

00:43:11,460 --> 00:43:16,463

A commercial airliner on final approach to land is probably one of the most dangerous phases of flight

436

00:43:16,463 --> 00:43:24,468

and the potential of some sort of interference hitting an aircraft at that phase of flight is actually an extreme danger.

437

00:43:25,469 --> 00:43:32,474

If pilots and ground crew whose job it is to protect the safety of the aircraft,

438

00:43:32,474 --> 00:43:37,477

if they say they see something, their testimony should be taken as rock solid.

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00:43:38,478 --> 00:43:40,479

This may actually be working against us.

440

00:43:40,479 --> 00:43:48,484

By keeping this UFO phenomenon a secret, pilots themselves are in a danger of not knowing what to do when they encounter a UFO.

441

00:43:48,484 --> 00:43:54,488

The FAA or the government or someone needs to really put in place some kind of protocol.

442

00:44:00,492 --> 00:44:07,497

As the UFO phenomenon continues to be denied, technological capabilities seem to be escalating.

443

00:44:07,497 --> 00:44:17,504

And with no official policy or investigation into these events, can we really consider our skies to be safe?

