

1

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

There are 50 million commercial flights every year around the world.

2

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

Most are routine, but a few have reported very strange phenomena.

3

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

Two traffic, one mile.

4

00:00:13,000 --> 00:00:20,000

1986, a 747 encounters something unexplainable, 35,000 feet above Alaska.

5

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

Twice the size of an aircraft carrier.

6

00:00:23,000 --> 00:00:30,000

1995, a flight crew reports strange lights over Albuquerque, New Mexico, and in 2007.

7

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

The object is now plain to see without any binoculars.

8

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

A commuter plane over the English Channel reports a UFO in broad daylight.

9

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

Government reports reveal the inner workings of their investigations.

10

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

The report was secret, UKIs only.

11

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

Sightings from pilots are rare, but they are riveting, and they often throw officials off guard.

12

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

We are not in the UFO business.

13

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

Are we sharing our friendly skies with something we don't understand?

14

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

Unidentified flying objects.

15

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

They've been reported in our skies for decades.

16

00:01:04,000 --> 00:01:08,000

Thousands of UFO sightings have been documented in official government files.

17

00:01:08,000 --> 00:01:16,000

Most have logical, scientific explanations, yet some cases remain unexplained, classified, unidentified.

18

00:01:16,000 --> 00:01:21,000

Can newly released files reveal the truth behind these UFO encounters?

19

00:01:21,000 --> 00:01:23,000

Yes.

20

00:01:25,000 --> 00:01:33,000

November 1986, soaring through dark, fall skies above Alaska, is Japan Airlines Flight 1628.

21

00:01:33,000 --> 00:01:42,000

A 747 cargo plane en route from Paris to Tokyo with a scheduled stop in Anchorage.

22

00:01:42,000 --> 00:01:50,000

At the controls is Captain Kenji Terauchi, also in the cockpit, a first officer and flight engineer.

23

00:01:50,000 --> 00:02:00,000

He's cruising at an altitude of 35,000 feet, when suddenly Captain Terauchi reports unusual lights dead ahead.

24

00:02:00,000 --> 00:02:08,000

They were flying over the Fairbanks area around 5.15 in the afternoon when some strange things started to happen.

25

00:02:08,000 --> 00:02:14,000

Investigative reporter and author Leslie Kane has written extensively on UFO phenomena.

26

00:02:14,000 --> 00:02:21,000

At first, Captain Terauchi looked out and saw some lights in the distance, and the co-pilot and the engineer saw them as well.

27

00:02:21,000 --> 00:02:27,000

He wasn't sure what they were, so he radioed in to ask whether there was any traffic in the area that he should know about.

28

00:02:27,000 --> 00:02:29,000

Japan Air 1628.

29

00:02:29,000 --> 00:02:34,000

Captain Terauchi contacts Anchorage air traffic controller, Carl Henley.

30

00:02:34,000 --> 00:02:36,000

Do you have any traffic?

31

00:02:36,000 --> 00:02:42,000

Do you have any traffic? It's a question no air traffic controller wants to hear.

32

00:02:42,000 --> 00:02:51,000

And when a controller hears these magic words, you have traffic for me, usually cold sweat breaks out because it means he's missed something.

33

00:02:51,000 --> 00:02:59,000

In 1986, John Callahan was the Federal Aviation Administration's division chief of accidents and investigations.

34

00:02:59,000 --> 00:03:05,000

The pilot's asking, is there somebody out here in front of me that I should know about or you know about?

35

00:03:05,000 --> 00:03:10,000

He's in positive airspace, which means nobody else can fly unless air traffic approves it.

36

00:03:11,000 --> 00:03:16,000

Captain Terauchi believes something is in his airspace.

37

00:03:19,000 --> 00:03:21,000

Japan Air 1628.

38

00:03:21,000 --> 00:03:28,000

This is the actual Anchorage air traffic control recordings that document the unusual events of the night.

39

00:03:29,000 --> 00:03:32,000

Anchorage air, Japan Air 1628.

40

00:03:32,000 --> 00:03:34,000

Do you have any traffic?

41

00:03:34,000 --> 00:03:36,000

Do you have any traffic?

42

00:03:37,000 --> 00:03:43,000

The controller checks the scope real fast, he sees no traffic and he says negative.

43

00:03:43,000 --> 00:03:45,000

Japan Air 1628, every negative.

44

00:03:45,000 --> 00:03:54,000

Henley can see the JAL 1628 transponder signal on his radar screen, but sees no other aircraft.

45

00:03:54,000 --> 00:04:02,000

The transponder is just another radio that the aircraft sends out a signal, says this is May, and it's where I am.

46

00:04:02,000 --> 00:04:10,000

Japan Air 1628, Roger, and we set two traffic, from the bus, one mile south.

47

00:04:12,000 --> 00:04:21,000

The JAL pilot now reports two objects that appear to be only a mile away, dangerously close when traveling 600 miles per hour.

48

00:04:21,000 --> 00:04:24,000

Japan Air 1628, do you identify the aircraft?

49

00:04:24,000 --> 00:04:28,000

No, we're the control.

50

00:04:29,000 --> 00:04:33,000

The next thing the controller says, can you see any markings on it?

51

00:04:33,000 --> 00:04:36,000

Sir, if you're able to identify the type of aircraft and...

52

00:04:36,000 --> 00:04:42,000

Can you tell me if it's military, if it's civilian, can you see any numbers on it, anything at all to identify it?

53

00:04:42,000 --> 00:04:46,000

Yes, sir, we can identify the aircraft.

54

00:04:46,000 --> 00:04:53,000

Captain Teruuchi cannot identify the aircraft, but reports what he calls navigation and strobe lights in the distance.

55

00:04:53,000 --> 00:04:59,000

When a pilot encounters the unknown, and if that unknown presents a threat to that pilot, seconds count.

56

00:04:59,000 --> 00:05:03,000

Dr. Todd Curtis is an aviation safety analyst and author.

57

00:05:03,000 --> 00:05:07,000

Every day there are over 50,000 takeoffs and landings.

58

00:05:07,000 --> 00:05:11,000

Just about every one of those takeoffs and landings are perfectly routine.

59

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

But on occasion, they're extraordinary.

60

00:05:14,000 --> 00:05:25,000

There's something that happens in that flight that could be never before seen by that pilot, and sometimes could represent a danger to the aircraft and everyone on it.

61

00:05:25,000 --> 00:05:31,000

If that pilot reacts in a way that puts that aircraft in danger, it's a concern to all of us.

62

00:05:31,000 --> 00:05:41,000

Teruuchi reports an unidentified aircraft dangerously close to his 747, but Henley cannot see them on his radar.

63

00:05:41,000 --> 00:05:46,000

He contacts the military controllers at nearby Elmendorf Air Force Base.

64

00:05:46,000 --> 00:05:47,000

Uh, yeah.

65

00:05:47,000 --> 00:05:51,000

Air traffic control and anchorage ask the people at the military base.

66

00:05:51,000 --> 00:05:56,000

Verify that you do not have any military aircraft in the area.

67

00:05:56,000 --> 00:06:00,000

Do you have anything up there? Could this be some kind of unusual experimental craft of yours or something?

68

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

That is a firm. We do not have anybody up there right now.

69

00:06:04,000 --> 00:06:11,000

ATC Anchorage asks Elmendorf controllers if the objects appear on their more sensitive radar scope.

70

00:06:11,000 --> 00:06:17,000

Yeah, could you look approximately 40 miles south for Yukon?

71

00:06:17,000 --> 00:06:26,000

Elmendorf radar spots JAL 1628 on their scope, and then something else.

72

00:06:26,000 --> 00:06:28,000

It looks like I'm getting a primary return.

73

00:06:28,000 --> 00:06:34,000

The military controller can see something on his radar, but can't confirm it's another aircraft.

74

00:06:34,000 --> 00:06:38,000

I don't know if it's erroneous.

75

00:06:38,000 --> 00:06:43,000

Anchorage ATC now adjusts their radar to a more sensitive setting.

76

00:06:43,000 --> 00:06:50,000

And air traffic controller Henley picks up a second object on radar, flying behind the 747.

77

00:06:50,000 --> 00:06:52,000

Japan Air 1628 heavy.

78

00:06:52,000 --> 00:06:59,000

Stopping at the hit on the radar approximately 5 miles into of your 6-part position. Do you concur?

79

00:06:59,000 --> 00:07:03,000

Negative. 11 o'clock. 8 miles.

80

00:07:03,000 --> 00:07:11,000

The Anchorage readings contradict Captain Teruji. Radar shows something behind him, not in front of him.

81

00:07:11,000 --> 00:07:15,000

Now, radars are pretty good evidence. I mean, that's measurable evidence.

82

00:07:15,000 --> 00:07:20,000

But on the other hand, radars are also subject to uncertainties.

83

00:07:20,000 --> 00:07:24,000

Is the radar reading accurate, or is it all an illusion?

84

00:07:24,000 --> 00:07:32,000

As Captain Teruji considers his next move, he reports an intense light bursting right in front of him.

85

00:07:32,000 --> 00:07:41,000

In fact, he described being able to feel the heat on his face, literally feel the heat physically from these objects.

86

00:07:41,000 --> 00:07:51,000

In Captain Teruji's FAA statement, he claims the bright light fades and drops off to the left of the 747, leaving behind a pale, white light.

87

00:07:51,000 --> 00:07:56,000

But the Anchorage radar still shows something not beside, but behind him.

88

00:07:56,000 --> 00:08:01,000

Japan Air 1628 heavy. Sir, does your traffic appear to be staying with you?

89

00:08:01,000 --> 00:08:07,000

Captain Teruji now looks to his left and reports seeing something unlike anything he has ever seen.

90

00:08:07,000 --> 00:08:13,000

The silhouette of a giant mysterious craft, twice the size of an aircraft carrier.

91

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

Japan Air 1628.

92

00:08:15,000 --> 00:08:21,000

The frightened Captain requests an altitude change to put some distance between his 747 and the object.

93

00:08:21,000 --> 00:08:23,000

We first 310.

94

00:08:23,000 --> 00:08:31,000

Japan Air 1628 heavy. Understand requesting flight level 310.

95

00:08:31,000 --> 00:08:38,000

The pilot goes from 35 down to 31,000 thinking that maybe he can lose this guy and it's descent.

96

00:08:38,000 --> 00:08:44,000

Anchorage air traffic control waits for the altitude change and then checks in.

97

00:08:44,000 --> 00:08:48,000

Japan Air 1628 heavy. Do you still have your traffic?

98

00:08:48,000 --> 00:08:55,000

The UFO ends up chasing the 747. It's always within six or eight miles of them.

99

00:08:55,000 --> 00:09:02,000

Then Anchorage air traffic controller Carl Henley asks Captain Teruji to do something extraordinary.

100

00:09:02,000 --> 00:09:05,000

I'm going to request that you make a right turn.

101

00:09:05,000 --> 00:09:08,000

You right turn three, six, four, three, six, three, three, four.

102

00:09:08,000 --> 00:09:11,000

This is a highly unusual maneuver.

103

00:09:11,000 --> 00:09:17,000

When a 747 makes a 360 degree turn, it's not like you're turning around in the parking lot.

104

00:09:17,000 --> 00:09:21,000

He takes up a lot of airspace making this great big circle.

105

00:09:22,000 --> 00:09:29,000

Henley wants Teruji to double back on the object to get a better look.

106

00:09:29,000 --> 00:09:36,000

The Japanese pilots thinking, well, it's all right because why would this guy following me make a 360?

107

00:09:36,000 --> 00:09:38,000

Right turn 360.

108

00:09:38,000 --> 00:09:44,000

They initiated the turn and part way through it, Teruji was looking out the window and he didn't see the lights anymore.

109

00:09:44,000 --> 00:09:47,000

He didn't see the object.

110

00:09:47,000 --> 00:09:52,000

So he sort of breathed the sigh of relief and thought maybe it was gone, kept going around the turn.

111

00:09:52,000 --> 00:09:53,000

It disappeared.

112

00:09:53,000 --> 00:10:00,000

Then as Teruji continues his 360 degree turn, he reports seeing something beyond belief.

113

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

He describes it as a silhouette of a giant spaceship.

114

00:10:07,000 --> 00:10:11,000

Okay, and is he following him?

115

00:10:11,000 --> 00:10:17,000

For the first time, radar appears to confirm Teruji's experience.

116

00:10:17,000 --> 00:10:19,000

Japan Air 1628.

117

00:10:19,000 --> 00:10:25,000

Sir, the military radio advises they do have a primary target in trail of view at this time.

118

00:10:25,000 --> 00:10:33,000

Connected only by the crackle of radio, nobody really knows what is real, what is not, and what to do next.

119

00:10:33,000 --> 00:10:52,000

The Japan Air Line 1628 incident is one of the most debated encounters between a commercial airliner and unidentified phenomena.

120

00:10:52,000 --> 00:10:58,000

But with 13,000 aircraft in the sky at any given moment, there are bound to be others.

121

00:10:58,000 --> 00:11:07,000

So when it comes to unusual phenomena in the sky, it makes sense that airline pilots are often the people who see these things.

122

00:11:07,000 --> 00:11:27,000

Some objects reported as UFOs over the years include the space shuttle, military planes, rocket launches, weather balloons, birds, lightning storms, even wayward helium balloons that escape the child's grasp.

123

00:11:27,000 --> 00:11:35,000

In imperfect conditions, while moving at terrific speed, pilots can be excused for not recognizing what something might really be.

124

00:11:35,000 --> 00:11:38,000

Pilot sightings are interesting for a couple of reasons.

125

00:11:38,000 --> 00:11:45,000

One, we think that they're going to be better perceivers of lights in the sky because this is what they do for a living.

126

00:11:45,000 --> 00:11:47,000

They fly up there and they see stuff.

127

00:11:47,000 --> 00:11:52,000

Michael Schurmer is a science author and publisher of Skeptic Magazine.

128

00:11:52,000 --> 00:12:05,000

But in fact, they're not trained to look at lights any differently than you and I would be because the point of flying an airplane commercially or militarily isn't to look for UFOs.

129

00:12:05,000 --> 00:12:13,000

Yet pilots may be hesitant to report strange incidents for fear of being ridiculed or even losing their jobs.

130

00:12:13,000 --> 00:12:21,000

Generally speaking, both commercial and military pilots are extremely reluctant to make a UFO report.

131

00:12:21,000 --> 00:12:26,000

Nick Pope was a UFO investigator for the UK Ministry of Defense.

132

00:12:26,000 --> 00:12:31,000

This is not career enhancing, quite the opposite. It can kill careers.

133

00:12:31,000 --> 00:12:38,000

You're a commercial airline pilot, a military pilot, whatever, and you see something you don't understand, you might have some reluctance to report that.

134

00:12:38,000 --> 00:12:45,000

Seth Schaustach looks for aliens for a living at SETI, the search for extraterrestrial intelligence.

135

00:12:45,000 --> 00:12:50,000

But he knows that it takes a certain amount of bravery to make a UFO claim.

136

00:12:50,000 --> 00:12:54,000

Because people will start laughing, oh yeah, you saw the aliens, you know, that kind of thing.

137

00:12:54,000 --> 00:13:00,000

I mean, there's certainly a giggle factor associated with some reports and I suspect that that does bias the reporting.

138

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

But Ray Beure saw something he couldn't explain and came forward.

139

00:13:05,000 --> 00:13:10,000

I started commercially flying in 1989.

140

00:13:10,000 --> 00:13:19,000

In 2007, Beure pilots Orrany Airlines Flight 544 from Southampton to the British island of Alderney.

141

00:13:19,000 --> 00:13:25,000

This day, he has eight passengers aboard his small commuter plane.

142

00:13:25,000 --> 00:13:34,000

A senior pilot for 18 years, Beure has flown this route from the mainland to the Channel Islands thousands of times.

143

00:13:34,000 --> 00:13:44,000

Weather is fine, smooth conditions, overcast around about 12,000 feet, so no direct sunshine, but very clear conditions.

144

00:13:44,000 --> 00:13:50,000

Visibility is so good, Captain Beure can see his island destination.

145

00:13:50,000 --> 00:13:55,000

Then, he spots something else.

146

00:13:55,000 --> 00:14:03,000

Well, the first thing I saw really was effectively a yellow line in the air, which I considered to be dead ahead.

147

00:14:03,000 --> 00:14:10,000

Following protocol, he contacts Jersey Tower, the Air Traffic Control Center for the Channel Islands.

148

00:14:10,000 --> 00:14:13,000

I chose the zone's A9-544.

149

00:14:13,000 --> 00:14:19,000

Do you have any traffic? I can't really say how far, but my 12 o'clock level.

150

00:14:19,000 --> 00:14:26,000

On duty is Paul Kelly, the controller responsible to keep Flight 544's airspace safe.

151

00:14:26,000 --> 00:14:32,000

I'm looking at a piece of airspace which is approximately 100 miles by 100 miles.

152

00:14:33,000 --> 00:14:36,000

No traffic at all at your 12 o'clock.

153

00:14:36,000 --> 00:14:40,000

Ahead of Ray's aircraft, there was nothing for 40 miles.

154

00:14:40,000 --> 00:14:46,000

But Captain Beure still thinks he sees something out of the ordinary dead ahead of his aircraft.

155

00:14:46,000 --> 00:14:50,000

Very flat form, looking at it through binoculars as we speak.

156

00:14:50,000 --> 00:14:56,000

He came straight back to say that he was observing an object.

157

00:14:56,000 --> 00:15:00,000

I've got a very bright object.

158

00:15:00,000 --> 00:15:05,000

Extremely bright, yellow, orange object straight ahead.

159

00:15:05,000 --> 00:15:12,000

He started describing the object as a flat cigar shaped object.

160

00:15:12,000 --> 00:15:18,000

A very bright yellow object looking well, like a cigar.

161

00:15:18,000 --> 00:15:24,000

There was no indication to me that there was an aircraft in the area.

162

00:15:24,000 --> 00:15:33,000

Baffled and concerned for safety, Kelly contacts a jet flying overhead to see if its crew can see the object Beure is reporting.

163

00:15:33,000 --> 00:15:39,000

This other aircraft was climbing way above, but it did pass directly over the area.

164

00:15:39,000 --> 00:15:43,000

But they looked down, they couldn't see anything at all.

165

00:15:43,000 --> 00:15:47,000

But Beure still sees it and asks his own passengers to confirm.

166

00:15:47,000 --> 00:15:51,000

All the A544 to confirm, all the passengers can see this.

167

00:15:51,000 --> 00:15:59,000

I noticed that the pilot was turning and talking to the passenger just behind him, and he passed binoculars back.

168

00:15:59,000 --> 00:16:07,000

Well, of course, this meant there was something interesting, so I looked out the window and I saw a

very, very bright light.

169

00:16:07,000 --> 00:16:12,000

The light didn't vary, it was quite steady, that was quite unusual.

170

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

Then Captain Beure radio's back with stunning news.

171

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

I'm looking through binoculars as I am now.

172

00:16:18,000 --> 00:16:22,000

This is second one that's just appeared behind the first one.

173

00:16:25,000 --> 00:16:34,000

Well, about five minutes into the sighting, a second object, absolutely identical, appeared beyond it and slightly above to the left.

174

00:16:34,000 --> 00:16:41,000

It's fully visible, there it is, there's the other one beyond it, further away.

175

00:16:41,000 --> 00:16:44,000

Surely there must be something on radar now.

176

00:16:45,000 --> 00:16:50,000

Then Jersey Tower controller Paul Kelly sees something on his radar.

177

00:16:50,000 --> 00:16:55,000

Hello A544, I do have a primary contact now, a very faint primary contact.

178

00:16:55,000 --> 00:17:05,000

The only indication I had on the radar was this solitary primary contact that seemed to be in the area that Ray was describing.

179

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

The second one appears to be beyond the first from where I am, exactly the same cylindrical object, very bright yellow,

180

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

and there's a gap in the light about two-thirds away along it.

181

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

Faced with something unknown, Beare must decide if it's a threat to the safety of Flight A544.

182

00:17:26,000 --> 00:17:30,000

This is not the first report of something strange in the skies over Britain.

183

00:17:30,000 --> 00:17:34,000

For decades, a small but consistent number of sightings piled up.

184

00:17:34,000 --> 00:17:39,000

The British government finally conducted a secret three-year study to analyze them.

185

00:17:39,000 --> 00:17:44,000

It was called Project Condine, a military investigation into these phenomena.

186

00:17:44,000 --> 00:17:54,000

For many years, we never acknowledged to the public that there was any military intelligence interest in UFOs at all.

187

00:17:54,000 --> 00:17:58,000

Clearly as these documents show, there was.

188

00:17:59,000 --> 00:18:06,000

Nick Pope worked for the Ministry of Defense in the 1990s, conducting investigations of UFO incidents.

189

00:18:09,000 --> 00:18:16,000

The Condine report took a sober and scientific look at these sightings, casting aside the moniker UFO,

190

00:18:16,000 --> 00:18:21,000

which had become synonymous with flying saucers and replacing it with UAP.

191

00:18:21,000 --> 00:18:26,000

UAP, as we called it, unidentified aerial phenomena.

192

00:18:28,000 --> 00:18:35,000

Researchers reviewed over 10,000 UAP incidents and gave earthly explanations for all but a handful.

193

00:18:36,000 --> 00:18:40,000

But that handful remained mysteries to this day.

194

00:18:40,000 --> 00:18:45,000

Seven of them are airliner sightings classified as near-missings.

195

00:18:48,000 --> 00:18:54,000

January 1995, an airliner is on descent into Manchester Airport.

196

00:18:54,000 --> 00:19:01,000

When the pilot describes a small, black, wedge-shaped fast-moving object flying within a few meters of the aircraft.

197

00:19:02,000 --> 00:19:06,000

So close, the first officer instinctively ducks.

198

00:19:06,000 --> 00:19:13,000

An object nearly grazing the plane's hull would pose a huge threat to the passengers and crew.

199

00:19:15,000 --> 00:19:22,000

Ministry of Defense investigators concluded that it was not a stealth aircraft or any known experimental plane.

200

00:19:22,000 --> 00:19:25,000

They declared the incident unresolved.

201

00:19:26,000 --> 00:19:33,000

Overall, Project Condine's mission was to find out what, if anything, was penetrating British airspace.

202

00:19:33,000 --> 00:19:38,000

So as investigations continued, military secrecy was in order.

203

00:19:38,000 --> 00:19:42,000

The final report was completed in the year 2000.

204

00:19:42,000 --> 00:19:45,000

The report was secret, UKIs only.

205

00:19:45,000 --> 00:19:53,000

Only a handful of copies of the final report of Project Condine were ever produced.

206

00:19:53,000 --> 00:20:00,000

And it was on an extremely limited circulation in the Ministry of Defense at a very high level of classification.

207

00:20:00,000 --> 00:20:06,000

Project Condine only became known to the public when it was declassified in 2006.

208

00:20:06,000 --> 00:20:14,000

The authors write that UAP exists is indisputable and some sightings were unexplainable.

209

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

In the case of one American jet, it was unforgettable.

210

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

May 25, 1995.

211

00:20:24,000 --> 00:20:34,000

America West Flight 564 is a Boeing 757 en route from Dallas, Texas to Las Vegas, Nevada with a full cabin of passengers.

212

00:20:34,000 --> 00:20:41,000

Captain Eugene Tollison is at cruising altitude when a flight attendant sees something strange.

213

00:20:41,000 --> 00:20:43,000

There's some of those lights at our three o'clock.

214

00:20:43,000 --> 00:20:45,000

They've been following them for a while.

215

00:20:45,000 --> 00:20:53,000

In the morning of the morning of clouds, the crew reports strange lights in the distance.

216

00:20:53,000 --> 00:20:58,000

Concerned co-pilot John Waller contacts the ATC in Albuquerque, New Mexico.

217

00:20:58,000 --> 00:21:01,000

Yeah, on to our three o'clock.

218

00:21:01,000 --> 00:21:03,000

Stroke's up there.

219

00:21:03,000 --> 00:21:06,000

Can you see off what it is?

220

00:21:06,000 --> 00:21:13,000

The following transcript is the audio recording between First Officer Waller and Albuquerque Control.

221

00:21:13,000 --> 00:21:17,000

What's the data? What? That's something right now. I don't know what it is right now.

222

00:21:17,000 --> 00:21:19,000

Yeah, thank God.

223

00:21:19,000 --> 00:21:22,000

Hold on, let me see if anybody else knows around here.

224

00:21:22,000 --> 00:21:28,000

None of the controllers see anything on radar, but they take the pilot's report seriously.

225

00:21:28,000 --> 00:21:33,000

Anything out of the ordinary is reason for caution.

226

00:21:33,000 --> 00:21:35,000

Cactus 564.

227

00:21:35,000 --> 00:21:39,000

Talking to the three or four guys around here, no one knows what that is. We've never heard about that.

228

00:21:39,000 --> 00:21:44,000

Air Traffic Control asks the pilot for any details about what he sees.

229

00:21:44,000 --> 00:21:46,000

Uh, nothing here.

230

00:21:46,000 --> 00:21:49,000

A moment.

231

00:21:49,000 --> 00:21:52,000

What's the altitude about?

232

00:21:52,000 --> 00:21:58,000

I don't know, probably right around 30,000 or so.

233

00:21:58,000 --> 00:22:03,000

There's a strobe and it's going counterclockwise.

234

00:22:03,000 --> 00:22:05,000

Then a flash of lightning.

235

00:22:05,000 --> 00:22:11,000

And Waller says the object he sees is massive.

236

00:22:11,000 --> 00:22:19,000

He says the object appears to be as big as a jumbo jet, but there are none in the area according to Air Traffic Control.

237

00:22:19,000 --> 00:22:25,000

If it is an aircraft undetected by radar, it is a dangerous situation.

238

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

When a flight crew reports a possible UFO over the radio in real time,

239

00:22:31,000 --> 00:22:36,000

their colleagues on the ground are often skeptical but diligent.

240

00:22:36,000 --> 00:22:42,000

So at 9.30 p.m., Albuquerque contacts the control tower at nearby Cannon Air Force Base

241

00:22:42,000 --> 00:22:46,000

to see if they have any military aircraft in the skies.

242

00:22:46,000 --> 00:22:47,000

Cannon 21.

243

00:22:47,000 --> 00:22:48,000

Cannon, go ahead.

244

00:22:48,000 --> 00:22:51,000

The guy at 39,000 says he's seen something at 30,000.

245

00:22:51,000 --> 00:22:54,000

The length is unbelievable and it has a strobe on it.

246

00:22:54,000 --> 00:22:55,000

Uh-huh. What does that mean?

247

00:22:55,000 --> 00:22:57,000

I don't know. It's a UFO or something.

248

00:22:57,000 --> 00:22:58,000

No, we haven't seen something like that.

249

00:22:58,000 --> 00:23:00,000

Okay, keep your eyes open.

250

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

The operator at Cannon Air Force Base sees only one signal, America West 564.

251

00:23:07,000 --> 00:23:14,000

Okay, it's 564. We checked with Cannon and they don't have any weather balloons or anything up there tonight.

252

00:23:14,000 --> 00:23:17,000

Nobody up front knows any idea about that.

253

00:23:17,000 --> 00:23:19,000

You still see it?

254

00:23:19,000 --> 00:23:22,000

They look again and don't see it.

255

00:23:22,000 --> 00:23:29,000

Negative, it was between the weather and the wind as lightning, G48 starts off 6.

256

00:23:31,000 --> 00:23:33,000

It's pretty eerie looking.

257

00:23:33,000 --> 00:23:36,000

The incident remains a mystery.

258

00:23:36,000 --> 00:23:42,000

Flight 564's experience bears comparison to that of Japan Airlines 1628,

259

00:23:42,000 --> 00:23:48,000

whose crew reported the strange lights of a possible UFO in 1986.

260

00:23:48,000 --> 00:23:51,000

Captain Kenj■ Teruji.

261

00:23:51,000 --> 00:23:53,000

Japan Air 1628.

262

00:23:53,000 --> 00:24:00,000

With 10,000 career flight hours, reported something completely outside of his experience.

263

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

Sir, if you are able to identify the type of aircraft, can you tell, is it military or civilian?

264

00:24:08,000 --> 00:24:10,000

I think it's a...

265

00:24:10,000 --> 00:24:14,000

He's having a hard time saying it's something from outer space.

266

00:24:14,000 --> 00:24:18,000

It's not one of us, never seen it before. It's not a military.

267

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

The Japanese Air Traffic Controller, Carl Henley, enlisted another nearby airliner to have a look.

268

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

They have a United 69 coming in from the south.

269

00:24:29,000 --> 00:24:38,000

And they asked the United 69 if they could swing them over to the left a little bit so we can see

if there's anything following this 747.

270

00:24:38,000 --> 00:24:46,000

Japan Air 1628. Roger, I'm going to have a United Aircraft get close to you and take a look, see if you can identify the traffic.

271

00:24:46,000 --> 00:24:48,000

Roger that. Thank you.

272

00:24:48,000 --> 00:24:54,000

Sometimes the pilot's eyes are the only way that that Air Traffic Controller can know if there's traffic in the area.

273

00:24:54,000 --> 00:24:58,000

United 69 heavy. Turn. 10 degrees left.

274

00:24:58,000 --> 00:25:07,000

Now when they get close enough, the United says the weather is so clear up here, the United says you can see till next Tuesday.

275

00:25:07,000 --> 00:25:10,000

I don't see anybody around here, but I'll send you the number.

276

00:25:10,000 --> 00:25:13,000

I'm sure I'll see you on the other airplane.

277

00:25:17,000 --> 00:25:26,000

JAL Flight 1628 landed at Anchorage and the pilot filed a report with the FAA.

278

00:25:26,000 --> 00:25:30,000

Following its own protocol, it did not publicize the incident.

279

00:25:30,000 --> 00:25:37,000

But within a few weeks, Terauchi told his story to the media against JAL's orders.

280

00:25:37,000 --> 00:25:47,000

Papers around the world picked it up, publishing details not found anywhere in Terauchi's own radio transmissions to air traffic control.

281

00:25:47,000 --> 00:25:52,000

With the media clamoring for answers, the FAA opened an investigation.

282

00:25:52,000 --> 00:25:57,000

I got a call from the Alaskan Ranch that said they had a problem and they did not handle it.

283

00:25:57,000 --> 00:26:04,000

And I asked him what the problem was. He says the halls are full of reporters. He needs to know what to tell them.

284

00:26:04,000 --> 00:26:08,000

I said, what are they there for? He says, for the UFO thing.

285

00:26:08,000 --> 00:26:14,000

I said, what UFO thing? Oh, he says, I mean, who believes in UFOs?

286

00:26:15,000 --> 00:26:24,000

On January 2nd, six weeks after the sighting, FAA area manager Richard Gordon interviewed the flight crew of Japan Air 1628.

287

00:26:24,000 --> 00:26:29,000

They were eyewitnesses who gave very detailed responses about what they saw.

288

00:26:30,000 --> 00:26:35,000

With the help of an interpreter, Terauchi told his story with greater detail.

289

00:26:41,000 --> 00:26:47,000

Terauchi said the objects in front of his plane released an energy as bright as a space shuttle lipped off.

290

00:26:51,000 --> 00:26:55,000

He claimed the lights then split and moved behind the plane.

291

00:26:56,000 --> 00:27:02,000

During those interviews, he drew a series of drawings of what he had seen. We have copies of them here.

292

00:27:03,000 --> 00:27:06,000

Terauchi's drawing shows an immense craft.

293

00:27:07,000 --> 00:27:14,000

He saw something that looked to him like a gigantic walnut-shaped ship of some sort.

294

00:27:16,000 --> 00:27:23,000

It was suspended in the sky with rotating lights around the perimeter. And he described it as really, really large.

295

00:27:23,000 --> 00:27:28,000

He says, well, it's twice the size of an aircraft carrier.

296

00:27:28,000 --> 00:27:35,000

Then, Terauchi made a startling statement. He referred to the giant object as a mother ship.

297

00:27:37,000 --> 00:27:43,000

And he said that the two lights seen in front of the plane returned to the ship as if they were reconnaissance craft.

298

00:27:46,000 --> 00:27:51,000

With this description, plus an intermittent radar blip detected from the ground.

299

00:27:52,000 --> 00:27:54,000

I'm picking up a hit on the radar.

300

00:27:54,000 --> 00:27:59,000

The JAL-1628 mystery was growing and getting top-level attention.

301

00:27:59,000 --> 00:28:04,000

He said, don't talk to anybody about this until I get back to you. I gotta go see President Reagan.

302

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

In January 1987, two months after the Japan Air Incident,

303

00:28:16,000 --> 00:28:21,000

the Federal Aviation Administration assigned investigator John Callahan to the case.

304

00:28:23,000 --> 00:28:32,000

I requested all the data, the computer data, voice data, the tapes, the video data, everything that they had

305

00:28:32,000 --> 00:28:38,000

to be packed up and shipped to the FAA Tech Center in Alang City, New Jersey.

306

00:28:38,000 --> 00:28:41,000

And I wanted it there by 8 o'clock in the morning.

307

00:28:42,000 --> 00:28:45,000

Callahan's team had plenty to work with.

308

00:28:45,000 --> 00:28:52,000

All the dialogue was being recorded between the pilots, the air traffic controllers, the military controllers,

309

00:28:54,000 --> 00:29:03,000

anybody else that the controller talked to at the time, all the other pilots that were involved that were going to fly up there to check out this 747.

310

00:29:03,000 --> 00:29:05,000

All that information is recorded.

311

00:29:06,000 --> 00:29:12,000

FAA technicians created a virtual reconstruction of the 747's 31-minute encounter.

312

00:29:15,000 --> 00:29:22,000

He took the audio tapes, which was all the conversations between Captain Tarachi and Ground Control, which had been saved,

313

00:29:22,000 --> 00:29:27,000

and the visual shots of the radar scope. He synchronized them together.

314

00:29:28,000 --> 00:29:31,000

Can you say the opposite of the conference?

315

00:29:32,000 --> 00:29:36,000

It shows the radar. Is this the view of sitting there working traffic yourself?

316

00:29:36,000 --> 00:29:40,000

You're looking at the same thing, the controller seen at the time.

317

00:29:40,000 --> 00:29:46,000

After I had him play it back three times up there at the Tech Center, I recorded it on the last time.

318

00:29:46,000 --> 00:29:54,000

Callahan returned to FAA headquarters in Washington, D.C. with a videotape of the radar recording synced with the radio transmissions.

319

00:29:55,000 --> 00:29:59,000

He showed it to the head of the FAA, Admiral Donald Engin.

320

00:30:02,000 --> 00:30:09,000

And then when it was over, he got up and he said, don't talk to anybody about this until I get back to you. I got to go see President Reagan.

321

00:30:12,000 --> 00:30:16,000

Well, when anybody looks at the tape I have, you'll see the same tape to the Admiral's scene.

322

00:30:16,000 --> 00:30:23,000

You should get the same feeling that he did, that there is something there and it's moving too fast to be a regular airplane.

323

00:30:23,000 --> 00:30:27,000

An unidentified radar blip so close to the Soviet border.

324

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

A confused captain relaying stories of an unknown aircraft.

325

00:30:38,000 --> 00:30:41,000

The FAA administrator took notice and called a meeting.

326

00:30:42,000 --> 00:30:48,000

The administrator calls down and says, you're going to have three guys from Reagan's scientific study team.

327

00:30:48,000 --> 00:30:53,000

You'll have three guys in the CIA, two or three guys from the FBI.

328

00:30:53,000 --> 00:30:58,000

John Callahan claims he had a meeting with senior U.S. intelligence officers at the FAA.

329

00:30:58,000 --> 00:31:06,000

So the next morning, I brought up with me all the experts that you could find in the FAA at the time.

330

00:31:06,000 --> 00:31:09,000

I didn't want to be embarrassed and not saying I don't know the answer to any question.

331

00:31:12,000 --> 00:31:14,000

Gordon Callahan, CIA.

332

00:31:14,000 --> 00:31:15,000

John Callahan, the copy.

333

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

There were about 20 people in the room and he was very taken by how interested the CIA was in this data.

334

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

So what we've done is we've put a video together.

335

00:31:25,000 --> 00:31:33,000

The video is going to show exactly what the air traffic controllers saw that evening in real time.

336

00:31:33,000 --> 00:31:42,000

You don't have to know a lot about air traffic, but once we point out that this slash is the airplane and this dot is something that doesn't belong there.

337

00:31:42,000 --> 00:31:44,000

Let's roll a video.

338

00:31:46,000 --> 00:31:54,000

747 shows up here and then right in front of him is the target, a dot.

339

00:31:54,000 --> 00:31:55,000

He's right here.

340

00:31:55,000 --> 00:31:59,000

Six seconds later, this guy ends up behind him.

341

00:31:59,000 --> 00:32:03,000

He's going 16, 17 miles in the blink of an eye.

342

00:32:03,000 --> 00:32:06,000

That's a pretty fast airplane.

343

00:32:06,000 --> 00:32:12,000

But the way radar works leaves it open to interpretation, especially when it comes to speed.

344

00:32:13,000 --> 00:32:18,000

Radar works because it sweeps a beam of energy out into the sky.

345

00:32:18,000 --> 00:32:26,000

Between two sweeps, there's a certain amount of time and based on the difference in return, they can take those differences and figure out the speed.

346

00:32:26,000 --> 00:32:33,000

One thing you certainly have to be careful when you interpret radar data, you know, the kind of false alarms we've actually seen in astronomy too,

347

00:32:33,000 --> 00:32:40,000

where you see something in this direction and then you see something in that direction and there's a temptation to assume it's the same thing

348

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

and it's obviously moving at, you know, half the speed of light or something very fast because to get from here to there, it would have to do that.

349

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

But it may be that those are two unrelated phenomena that just happen to light up sequentially.

350

00:32:51,000 --> 00:32:55,000

So, you know, it's easy to make a mistake.

351

00:32:58,000 --> 00:33:09,000

So according to this radar data of JAL 1628, either some aircraft was shifting positions with otherworldly velocity or it was a false reading.

352

00:33:11,000 --> 00:33:14,000

Can we see that again, please?

353

00:33:14,000 --> 00:33:17,000

Yes, you can.

354

00:33:17,000 --> 00:33:25,000

But as the radar data unfolds with the cockpit recording in real time, it appears very convincing.

355

00:33:25,000 --> 00:33:29,000

So I turned to the guy and I said, what do you think it was?

356

00:33:29,000 --> 00:33:32,000

What are we talking? Stealth problem?

357

00:33:32,000 --> 00:33:35,000

He says, oh no, oh no, it was a UFO.

358

00:33:35,000 --> 00:33:38,000

He says it was a UFO.

359

00:33:38,000 --> 00:33:46,000

Did the CIA agent mean he thought the incident was truly an extraterrestrial sighting or simply something unidentified?

360

00:33:46,000 --> 00:33:55,000

The FAA's final report on the incident will soon reveal the government's official explanation and ignite a debate that continues today.

361

00:33:58,000 --> 00:34:06,000

March 5th, 1987, almost four months after Japan Airlines Flight 1628 made headlines around the world.

362

00:34:06,000 --> 00:34:09,000

This is a photograph of the flight path which came down here.

363

00:34:09,000 --> 00:34:14,000

Federal Aviation Administration spokesman Paul Stoik holds a press conference.

364

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

You've got something reported at 35,000 feet under our air traffic control and you've got somebody flying an aircraft that size and they report seeing something eight miles away from them.

365

00:34:24,000 --> 00:34:26,000

We take that very seriously.

366

00:34:27,000 --> 00:34:32,000

The FAA released their final report on JAL 1628.

367

00:34:32,000 --> 00:34:39,000

They conclude that there was no UFO over the skies in Alaska, but that the problem was strictly a technical issue.

368

00:34:39,000 --> 00:34:49,000

They believe that the radar picked up a split signal caused by the aircraft and transponders

sending separate information appearing as two targets.

369

00:34:49,000 --> 00:34:55,000

The radar is interpreting the physical return as one signal and the transponder is coming from a different location.

370

00:34:55,000 --> 00:35:01,000

So it looks to the radar operator as though there are two objects out there, when in fact there are only one.

371

00:35:01,000 --> 00:35:05,000

But what about the eyewitness testimony of the flight crew?

372

00:35:05,000 --> 00:35:08,000

It turns out their stories did not match up well.

373

00:35:08,000 --> 00:35:14,000

According to their interviews with the FAA, two of the three crewmen saw only strange lights.

374

00:35:14,000 --> 00:35:18,000

Only Captain Teruuchi claimed to see an actual ship.

375

00:35:18,000 --> 00:35:24,000

When shown his drawing of the walnut-shaped aircraft, the co-pilot denied seeing anything like it.

376

00:35:26,000 --> 00:35:30,000

Teruuchi's testimony must be put into context.

377

00:35:30,000 --> 00:35:34,000

It turns out he is what is called a UFO repeater.

378

00:35:34,000 --> 00:35:37,000

He has reported UFOs five times.

379

00:35:37,000 --> 00:35:42,000

That is considered a red flag even for seasoned UFO investigators.

380

00:35:44,000 --> 00:35:51,000

Using the term mother ship in his interview seemed to foretell his preconceptions of what the lights were.

381

00:35:51,000 --> 00:35:56,000

In his FAA statement, Teruuchi said he felt there was a living creature in it

382

00:35:56,000 --> 00:36:00,000

and he hoped that we humans will meet them in the near future.

383

00:36:02,000 --> 00:36:05,000

His employer JAL apparently had enough.

384

00:36:07,000 --> 00:36:17,000

The pilot of JAL 1628 was actually grounded for about a year, simply as a result of speaking out about his UFO sighting.

385

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

He embarrassed the Japanese nation by saying he saw a UFO.

386

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

That's the nature of the game at that time.

387

00:36:27,000 --> 00:36:33,000

John Callahan still thinks the FAA's final conclusions of what happened that night are off the mark.

388

00:36:36,000 --> 00:36:39,000

The first time we read that report, we kind of laughed.

389

00:36:39,000 --> 00:36:46,000

We wondered who could put it together because it can't be a radar control involved saying these things.

390

00:36:46,000 --> 00:36:52,000

I have no doubt in my mind after reading the FAA's report from the West Coast

391

00:36:52,000 --> 00:37:00,000

that it was nothing more than a cover-up so that the American public wouldn't be worried about the UFOs visiting our Earth.

392

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

No one else ever claimed any kind of cover-up and John Callahan is on the record with his beliefs that aliens have visited our planet.

393

00:37:10,000 --> 00:37:18,000

He's not alone. One-third of all Americans believe that extraterrestrials have visited and a full three-quarters believe it's at least possible.

394

00:37:21,000 --> 00:37:26,000

But in the case of the JAL incident, there are more Earthbound explanations to consider.

395

00:37:27,000 --> 00:37:31,000

For one, the Cold War was a daily reality in 1986.

396

00:37:31,000 --> 00:37:36,000

Soviet and American bombers were a constant presence in the skies over the Arctic.

397

00:37:36,000 --> 00:37:40,000

Could the stray radar signal have been a secret Soviet plane?

398

00:37:40,000 --> 00:37:45,000

When the Soviets would fly aircraft near Alaska, they wouldn't have transponders on.

399

00:37:45,000 --> 00:37:47,000

They wouldn't announce their presence.

400

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

They would make the air traffic controllers and make the Air Force work to figure out where they were.

401

00:37:52,000 --> 00:37:59,000

But no evidence has ever emerged that the phenomenon reported by JAL 1628 was a Soviet craft.

402

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

Another theory comes from noted UFO skeptic Phil Klass.

403

00:38:05,000 --> 00:38:14,000

He calculated the position of planets during the flight and noted that a very bright Jupiter would have been off to the left where Terra Uchi first reported the UFO.

404

00:38:14,000 --> 00:38:20,000

And at just 10 degrees above the horizon at twilight, it would appear roughly at his altitude.

405

00:38:22,000 --> 00:38:27,000

The kinds of things that can fool even, I think, trained pilots are, for example, bright planets.

406

00:38:27,000 --> 00:38:32,000

And for people who are not paying attention to the night sky very much, it's a little startling.

407

00:38:33,000 --> 00:38:40,000

Celestial bodies could have also played a role in America West Flight 564 over New Mexico in 1995.

408

00:38:40,000 --> 00:38:45,000

Off our three o'clock, we've got some strobes going out there. Could you tell us what it is?

409

00:38:47,000 --> 00:38:54,000

From 30,000 feet, a distant planet or star can appear to strobe, giving the illusion of a UFO.

410

00:38:54,000 --> 00:38:58,000

There's a strobe and it's going counterclockwise.

411

00:38:58,000 --> 00:39:03,000

Can this rare stellar anomaly be what America West 564 saw?

412

00:39:03,000 --> 00:39:10,000

There are extensive records of military pilots and commercial pilots seeing things in the sky that aren't identified.

413

00:39:10,000 --> 00:39:16,000

Dr. Michael D. Robertis is a professor of astronomy at York University in Toronto.

414

00:39:16,000 --> 00:39:23,000

Some of the brightest stars can give an illusion that they're strobing, that it's changing brightness really rapidly.

415

00:39:23,000 --> 00:39:30,000

D. Robertis believes some pilots simply get fooled by phenomena most people rarely see and have never studied.

416

00:39:31,000 --> 00:39:40,000

As much as we respect our commercial and military pilots, part of their training does not include courses in astronomy and astrophysics.

417

00:39:40,000 --> 00:39:46,000

The sky is filled with a lot of apparitions and mystery, but not all of them are UFOs.

418

00:39:47,000 --> 00:39:52,000

With only eyewitness reports to go on, there is little to investigate or confirm.

419

00:39:52,000 --> 00:39:59,000

I've talked to people who claim to have seen things, including astronauts, and you listen to their stories and they're not terribly convincing.

420

00:39:59,000 --> 00:40:04,000

And those are stories nonetheless. I mean, those are stories. But it doesn't convince me of the science.

421

00:40:04,000 --> 00:40:10,000

Isaac Newton didn't resort to stories to prove his theories of gravity, and that isn't what it takes.

422

00:40:11,000 --> 00:40:15,000

But one story does remain firmly in the realm of unsolved mystery.

423

00:40:15,000 --> 00:40:21,000

Orney Airlines Flight 544. The encounter was in broad daylight over the English Channel.

424

00:40:21,000 --> 00:40:26,000

It was really getting a little late for descent, so we had to go start going down.

425

00:40:26,000 --> 00:40:31,000

Frankly, I was quite glad of that, because these things were now fully visible without the use of any binoculars.

426

00:40:31,000 --> 00:40:37,000

As Boeier descends, air traffic controller Paul Kelly still sees an object intermittently on his radar.

427

00:40:39,000 --> 00:40:42,000

He contacts other aircraft in the area to take a look.

428

00:40:43,000 --> 00:40:49,000

Scala 597 Papa, some previous traffic into Alderney reported seeing some unidentified objects.

429

00:40:49,000 --> 00:40:51,000

Could you advise me if you see anything?

430

00:40:52,000 --> 00:40:56,000

Yeah, we'll do. Sounds very strange. Maybe you're first in the area.

431

00:40:56,000 --> 00:40:59,000

Then Paul Kelly's radio crackles.

432

00:40:59,000 --> 00:41:01,000

I'll choose you, B-Liner A32.

433

00:41:02,000 --> 00:41:04,000

Another pilot has seen something.

434

00:41:05,000 --> 00:41:11,000

North-North-East towards Alderney, he could see an object matching the description that Ray had given.

435

00:41:11,000 --> 00:41:14,000

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

436

00:41:15,000 --> 00:41:26,000

Once I'd heard the second pilot apparently confirm the sighting from an opposite direction, that's where it became really quite strange.

437

00:41:26,000 --> 00:41:37,000

This was important for Paul Kelly because this eliminated a lot of explanations of an optical illusion or reflection that would have been possible had there only been one person looking at it.

438

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

But Kelly's radar wasn't giving him the whole picture.

439

00:41:41,000 --> 00:41:46,000

Paul Kelly's radar had a filter that blocked out slow-moving radar returns.

440

00:41:47,000 --> 00:41:50,000

Kelly reexamines the data without the filter.

441

00:41:50,000 --> 00:42:00,000

What we do see on here with the raw data are two definite tracks here of objects slow-moving, but definite contacts.

442

00:42:01,000 --> 00:42:09,000

Now Kelly sees the entire picture. Ray Boyer's aircraft is on the right. The second plane is on the left.

443

00:42:10,000 --> 00:42:16,000

So when the pilot said they saw these objects, they were moving slowly, and the radar didn't pick them up, that doesn't surprise me.

444

00:42:17,000 --> 00:42:23,000

Kelly's radar would not have picked up the slow-moving but extremely large signal between the planes.

445

00:42:23,000 --> 00:42:30,000

When Paul Kelly looked at the radar returns, it indicated that there was something out there reflecting radar energy back to that radar.

446

00:42:31,000 --> 00:42:40,000

It only backs up what Ray was describing in terms of the parent scale. He described at one point the object possibly being Boeing 737 sized.

447

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

Boyer did not shy away from reporting exactly what he saw, and he did so as soon as he landed.

448

00:42:49,000 --> 00:42:56,000

I thought this must be reported immediately. I went into our operations department, made an

official report.

449

00:42:56,000 --> 00:43:03,000

The information Boyer provided is so immediate, it remains one of the most thorough UFO reports ever filed.

450

00:43:04,000 --> 00:43:08,000

The report includes drawings of what Boyer says he saw that day.

451

00:43:09,000 --> 00:43:13,000

Was it something in the sky, a natural phenomenon that would be reflecting radar energy?

452

00:43:13,000 --> 00:43:19,000

Or was it something that can't really be interpreted or explained by clouds or other natural phenomena?

453

00:43:20,000 --> 00:43:25,000

There are no clear answers to this sighting. It remains a well-documented mystery.

454

00:43:27,000 --> 00:43:35,000

Project Condine was Britain's recently declassified three-year investigation into unidentified

aerial phenomena, or UAPs.

455

00:43:36,000 --> 00:43:40,000

Amid the thousands of cases reviewed were other sightings from commercial pilots.

456

00:43:41,000 --> 00:43:45,000

Most were scientifically explained, and a few were not.

457

00:43:46,000 --> 00:43:51,000

But the report gave all pilots clear direction on how to handle UAPs.

458

00:43:51,000 --> 00:44:06,000

In relation to air safety, Project Condine stated pilots intercepting UFOs should exercise extreme caution, and should not try to engage these objects.

459

00:44:07,000 --> 00:44:13,000

The report warns that the biggest safety threat is not the UAP, but how a pilot reacts to the UAP.

460

00:44:13,000 --> 00:44:21,000

Sudden maneuvers to avoid or chase something, real or imagined, are far more likely to jeopardize passengers and crew.

461

00:44:22,000 --> 00:44:28,000

If a pilot is in a situation where they're dealing with something unknown, they might take some kind of impulsive action.

462

00:44:29,000 --> 00:44:35,000

Project Condine discussed extensively the issue of pilot encounters with UFOs.

463

00:44:35,000 --> 00:44:43,000

The message seemed clear. Although there was no apparent hostile intent, there was certainly the perception of danger.

464

00:44:44,000 --> 00:44:54,000

In America, the FAA's official policy for pilots who want to report a UFO sighting is to contact an unexplained phenomena reporting data collection center.

465

00:44:55,000 --> 00:45:05,000

So it is not discouraging reports of unidentified flying objects, but, at least officially, the FAA is out of the UFO investigation business.

466

00:45:09,000 --> 00:45:12,000

Three aircraft, three experienced crews.

467

00:45:13,000 --> 00:45:15,000

First time in 15 years I've ever seen anything like this.

468

00:45:15,000 --> 00:45:19,000

Each reporting phenomena beyond their experience and training.

469

00:45:19,000 --> 00:45:25,000

Sometimes with radar, appearing to back them up.

470

00:45:25,000 --> 00:45:27,000

Plain to see now without any binoculars.

471

00:45:28,000 --> 00:45:31,000

But it's not enough to confirm alien spacecraft.

472

00:45:31,000 --> 00:45:38,000

If you have an extraordinary explanation for it, you also have to have an extraordinary amount of proof to back that up.

473

00:45:38,000 --> 00:45:47,000

UFO sightings by pilots are rare. Most can be explained, but the few that cannot may forever remain unidentified.

474

00:45:47,000 --> 00:45:55,000

I think science will have answers for us someday, but I may not live long enough to hear those answers.