

1

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

Tonight on Unidentified, a startling investigation,

2

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

are UFOs that threaten to the thousands of commercial

3

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

airplanes in our skies, and the millions of passengers

4

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

on board?

5

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

Something was coming up underneath me,

6

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

unverifiable, unidentifiable, but undeniable.

7

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

Airline pilots once afraid to speak out.

8

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

If you even uttered a word of this,

9

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

you were going to lose your career, point blank.

10

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

What are these objects that are being seen?

11

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

It's pulsating too, man.

12

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

That is nuts.

13

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

From the cockpits of America's airlines.

14

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

There's something just passed over.

15

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

If one of these did hit one of our airplanes,

16

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

it most likely would kill everybody on board.

17

00:00:42,000 --> 00:00:47,000

Everything we know about UFOs is changing.

18

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

Thanks to a team led by former Pentagon UFO investigator,

19

00:00:50,000 --> 00:00:51,000

Lou Elizondo.

20

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

That is real, whatever that is.

21

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

And former top intelligence official, Chris Mellon.

22

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

This is a current continuing phenomenon.

23

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

It's happening.

24

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

It continues to happen.

25

00:01:03,000 --> 00:01:05,000

They discovered five unique characteristics

26

00:01:05,000 --> 00:01:08,000

that UFOs have in common, called the UFOs.

27

00:01:08,000 --> 00:01:10,000

They discovered five unique characteristics

28

00:01:10,000 --> 00:01:13,000

that UFOs have in common, called the UFOs.

29

00:01:13,000 --> 00:01:18,000

They also released groundbreaking videos

30

00:01:18,000 --> 00:01:20,000

that forced the Navy to admit its pilots were coming

31

00:01:20,000 --> 00:01:23,000

face to face with unidentified objects.

32

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

The U.S. Navy made a shocking admission today.

33

00:01:26,000 --> 00:01:28,000

Strange flying objects caught on tape

34

00:01:28,000 --> 00:01:32,000

by their own fighter pilots are in fact UFOs.

35

00:01:32,000 --> 00:01:34,000

Now a new wave of military witnesses

36

00:01:34,000 --> 00:01:36,000

is coming out of the shadows.

37

00:01:36,000 --> 00:01:38,000

The U.S. Navy has been working on

38

00:01:38,000 --> 00:01:40,000

the first ever U.S. Navy.

39

00:01:40,000 --> 00:01:42,000

Now a new wave of military witnesses

40

00:01:42,000 --> 00:01:44,000

is coming out of the shadows.

41

00:01:44,000 --> 00:01:46,000

I've never seen anything move like that.

42

00:01:46,000 --> 00:01:49,000

Shape, size, speed, it's clearly unidentified.

43

00:01:49,000 --> 00:01:52,000

The team is united on a new mission,

44

00:01:52,000 --> 00:01:55,000

connect the dots to reveal the truth about UFOs.

45

00:01:55,000 --> 00:01:57,000

This thing had no capability,

46

00:01:57,000 --> 00:01:59,000

like anything on Earth.

47

00:01:59,000 --> 00:02:01,000

And warn the world about the dangers

48

00:02:01,000 --> 00:02:03,000

they might represent.

49

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

Carl Sagan once famously said,

50

00:02:05,000 --> 00:02:07,000

the names require extraordinary proof.

51

00:02:07,000 --> 00:02:10,000

He was absolutely right.

52

00:02:10,000 --> 00:02:13,000

But now we have the proof.

53

00:02:13,000 --> 00:02:28,520

MUSIC

54

00:02:28,520 --> 00:02:31,000

Lou Elizondo is investigating the link

55

00:02:31,000 --> 00:02:35,000

between UFOs and commercial airliners.

56

00:02:35,000 --> 00:02:38,000

From his time in government tracking UFO reports,

57

00:02:38,000 --> 00:02:41,000

he knows commercial pilots are seeing something.

58

00:02:41,000 --> 00:02:43,000

But what?

59

00:02:43,000 --> 00:02:46,600

The question is, is there some sort of underlying interest

60

00:02:46,600 --> 00:02:48,740

that these things have potentially

61

00:02:48,740 --> 00:02:49,840

with commercial aircraft?

62

00:02:52,920 --> 00:02:54,960

If pilots are saying they're seeing these things,

63

00:02:54,960 --> 00:02:56,120

we have to take it seriously.

64

00:03:00,040 --> 00:03:03,240

Today, Elizondo is meeting with Scott Goodnow,

65

00:03:03,240 --> 00:03:06,000

a pilot for a major airline who is coming forward

66

00:03:06,000 --> 00:03:09,920

for the first time with his own shocking encounter.

67

00:03:10,120 --> 00:03:13,320

Scott, thank you very much for spending this afternoon

68

00:03:13,320 --> 00:03:14,640

with me here today.

69

00:03:14,640 --> 00:03:16,320

Sure.

70

00:03:16,320 --> 00:03:21,160

So Scott Goodnow is a captain for a major commercial carrier.

71

00:03:21,160 --> 00:03:22,920

But he also has military experience

72

00:03:22,920 --> 00:03:25,800

with the United States Air Force also flying.

73

00:03:25,800 --> 00:03:29,680

In this particular case, you kind of get best of both worlds.

74

00:03:29,680 --> 00:03:33,640

In October 2016, Goodnow was the pilot of a flight

75

00:03:33,640 --> 00:03:37,000

from Memphis to Los Angeles.

76

00:03:37,000 --> 00:03:42,200

His Airbus 320 was carrying nearly 200 passengers.

77

00:03:42,200 --> 00:03:43,840

It was just beautiful weather out,

78

00:03:43,840 --> 00:03:45,040

nice smooth conditions.

79

00:03:45,040 --> 00:03:46,800

And I was just kind of scanning the sky.

80

00:03:46,800 --> 00:03:50,160

And I was looking back towards the lights of Phoenix.

81

00:03:50,160 --> 00:03:53,600

That's when he says he saw a strange object in the distance.

82

00:03:53,600 --> 00:03:57,080

I noticed a orange spherical shape.

83

00:03:57,080 --> 00:04:00,120

It was brighter than any of the lights on the ground,

84

00:04:00,120 --> 00:04:01,960

and brighter than any of the lights in the sky.

85

00:04:01,960 --> 00:04:03,240

And it was an unusual position.

86

00:04:03,240 --> 00:04:04,720

It was right on the horizon.

87

00:04:04,760 --> 00:04:08,200

It just looked different than anything in the sky.

88

00:04:08,200 --> 00:04:11,400

The center of the aircraft had some sort of an aura around it.

89

00:04:11,400 --> 00:04:13,600

It looked like there was some sort of light

90

00:04:13,600 --> 00:04:16,320

pulsating in the metal case.

91

00:04:16,320 --> 00:04:19,640

Goodnow says the orb suddenly changed course.

92

00:04:19,640 --> 00:04:22,480

It started moving at an angle toward us.

93

00:04:22,480 --> 00:04:23,480

It was getting bigger.

94

00:04:23,480 --> 00:04:26,000

I knew the thing was getting closer.

95

00:04:26,000 --> 00:04:28,400

Eventually, it got close enough that I took my phone out

96

00:04:28,400 --> 00:04:30,320

and took a picture of it.

97

00:04:30,320 --> 00:04:31,800

You can see the Northwest edge.

98

00:04:31,800 --> 00:04:32,560

Holy.

99

00:04:32,560 --> 00:04:33,360

Yeah, there it is.

100

00:04:34,880 --> 00:04:38,360

And if you swipe, oh, man.

101

00:04:38,360 --> 00:04:40,640

That was the second photo I took as it was getting closer.

102

00:04:40,640 --> 00:04:43,720

Last third of the three, that was the closest.

103

00:04:43,720 --> 00:04:47,080

And what looks like an aura, some sort of an aura around it,

104

00:04:47,080 --> 00:04:51,720

the metal you can kind of see, a stripe of some sort.

105

00:04:51,720 --> 00:04:53,760

The UFO that appeared to be coming straight

106

00:04:53,760 --> 00:04:56,080

for Goodnow's plane was exhibiting one

107

00:04:56,080 --> 00:04:59,600

of the five observables, anti-gravity.

108

00:04:59,600 --> 00:05:02,040

These luminous orbs had been described

109

00:05:02,040 --> 00:05:05,160

as having no control surfaces, no flight surfaces,

110

00:05:05,160 --> 00:05:07,800

no apparent means of propulsion.

111

00:05:07,800 --> 00:05:13,640

And you also have this ability to defy Earth's natural gravity.

112

00:05:13,640 --> 00:05:15,600

I know it's hard to explain from a cockpit

113

00:05:15,600 --> 00:05:18,080

the size something is, but how big?

114

00:05:18,080 --> 00:05:21,440

When it got close to us, it looked significantly

115

00:05:21,440 --> 00:05:22,560

bigger than us.

116

00:05:22,560 --> 00:05:26,680

I've seen a lot of airplanes that are somewhat close to us.

117

00:05:26,680 --> 00:05:29,160

And they looked much smaller than this thing.

118

00:05:29,160 --> 00:05:30,160

You're at 36,000 feet.

119

00:05:30,160 --> 00:05:30,920

What was your airspeed?

120

00:05:30,920 --> 00:05:33,640

Well, approximately 500 to 20 miles per hour.

121

00:05:36,400 --> 00:05:39,000

Captain Goodnow called air traffic control,

122

00:05:39,000 --> 00:05:41,440

but they said they couldn't see any object on their radar

123

00:05:41,440 --> 00:05:43,240

near his plane.

124

00:05:43,240 --> 00:05:46,400

Literally as quickly as I saw it, it just disappeared,

125

00:05:46,400 --> 00:05:48,160

like a light in a room being turned off.

126

00:05:54,880 --> 00:05:58,600

Could what Goodnow saw be a conventional object?

127

00:05:58,600 --> 00:06:00,520

Or is it something else?

128

00:06:00,520 --> 00:06:04,120

There are an extraordinary number of drone sightings

129

00:06:04,120 --> 00:06:07,600

being reported these days by commercial airline pilots.

130

00:06:07,600 --> 00:06:12,760

They're typically easy to distinguish from UAP or UFO

131

00:06:12,760 --> 00:06:14,360

reports.

132

00:06:14,360 --> 00:06:18,360

To Chris Mellon, this object was not performing like a drone.

133

00:06:18,360 --> 00:06:21,360

They're typically only a few hundred to a couple of thousand

134

00:06:21,360 --> 00:06:23,240

feet in elevation.

135

00:06:23,240 --> 00:06:25,760

They're a foot or two across.

136

00:06:25,760 --> 00:06:29,440

They're moving at slow speeds.

137

00:06:29,480 --> 00:06:32,400

Elizondo recently investigated a similar object

138

00:06:32,400 --> 00:06:36,760

seen by an airline pilot off the South American coast.

139

00:06:36,760 --> 00:06:39,920

The orb wasn't red, but shared other characteristics

140

00:06:39,920 --> 00:06:42,760

with the one seen by Goodnow.

141

00:06:42,760 --> 00:06:48,320

I saw this bright light, and I was like, OK, what is this?

142

00:06:48,320 --> 00:06:51,480

I got to see this circular shape.

143

00:06:51,480 --> 00:06:54,440

It started moving in a wave pattern,

144

00:06:54,440 --> 00:06:58,520

from left to right, right to left.

145

00:06:58,520 --> 00:07:01,960

You don't see wings and control surfaces and ailerons.

146

00:07:01,960 --> 00:07:04,880

What you see is this object that seems

147

00:07:04,880 --> 00:07:07,960

to be surrounded in this fuzzy glow.

148

00:07:07,960 --> 00:07:12,000

There are enough observations and similarities

149

00:07:12,000 --> 00:07:15,360

that we may be dealing with related technologies.

150

00:07:15,360 --> 00:07:18,080

In fact, what we perceive as visible light

151

00:07:18,080 --> 00:07:20,480

is actually a Doppler shift of energy.

152

00:07:20,480 --> 00:07:24,720

What we are perceiving is a shifting of the light

153

00:07:24,720 --> 00:07:26,120

in the visible spectrum.

154

00:07:26,120 --> 00:07:28,720

And so that's why maybe some of these orbs

155

00:07:28,720 --> 00:07:31,320

have different colors.

156

00:07:31,320 --> 00:07:33,640

There is a legitimate safety issue.

157

00:07:33,640 --> 00:07:35,400

There have been close calls.

158

00:07:35,400 --> 00:07:38,280

The commercial pilots have reported also

159

00:07:38,280 --> 00:07:41,680

the potential for mid-air collisions is increasing.

160

00:07:41,680 --> 00:07:44,520

This stuff needs to be disclosed.

161

00:07:44,520 --> 00:07:47,760

Goodnow is not alone.

162

00:07:47,760 --> 00:07:50,880

Over the past few years, there have been several high-profile

163

00:07:50,880 --> 00:07:56,640

encounters between UFOs and commercial aircraft.

164

00:07:56,640 --> 00:07:59,640

In March 2020, the captain and co-pilot

165

00:07:59,640 --> 00:08:02,400

of an airliner en route to Memphis, Tennessee,

166

00:08:02,400 --> 00:08:05,120

captured video of this unknown object over Mexico.

167

00:08:07,600 --> 00:08:08,760

It's like an orb, man.

168

00:08:08,760 --> 00:08:11,680

Look at that.

169

00:08:11,680 --> 00:08:14,400

And you saw it drop out of the sky and just stop?

170

00:08:14,400 --> 00:08:16,400

That's a huge spark.

171

00:08:16,400 --> 00:08:17,800

That is a spark.

172

00:08:17,800 --> 00:08:21,280

That is a unidentified flying object, bro.

173

00:08:21,280 --> 00:08:24,560

In 2018, in the skies over Arizona,

174

00:08:24,560 --> 00:08:29,600

two pilots reported a mysterious craft racing overhead.

175

00:08:29,600 --> 00:08:32,600

Is anybody above us to pass us like 30 seconds ago?

176

00:08:32,600 --> 00:08:34,440

Yeah, something just passed over us.

177

00:08:34,440 --> 00:08:36,800

I don't know what it was.

178

00:08:36,800 --> 00:08:40,320

Months earlier, two F-15s were scrambled

179

00:08:40,320 --> 00:08:43,920

after multiple commercial pilots reported another fast-moving

180

00:08:43,920 --> 00:08:45,160

unidentified object.

181

00:08:53,040 --> 00:08:56,920

And like many pilots, Goodnow didn't just have one encounter.

182

00:08:56,920 --> 00:08:59,520

He had another sighting years earlier in the skies

183

00:08:59,520 --> 00:09:02,080

over Las Vegas that baffles him to this day.

184

00:09:08,240 --> 00:09:11,200

Scott Goodnow is a former US Air Force pilot

185

00:09:11,200 --> 00:09:13,640

who now flies for a major airline.

186

00:09:13,640 --> 00:09:17,240

His encounter with a UFO raises troubling safety questions

187

00:09:17,240 --> 00:09:19,800

about unidentified objects near passenger planes.

188

00:09:23,280 --> 00:09:26,880

Now, Goodnow reveals he's had more than one encounter.

189

00:09:29,480 --> 00:09:32,560

In December of 2009, he was first officer

190

00:09:32,560 --> 00:09:35,200

on a flight preparing to land in Las Vegas

191

00:09:35,200 --> 00:09:37,720

when another strange object appeared in the sky.

192

00:09:38,720 --> 00:09:41,920

We started descent into Las Vegas.

193

00:09:41,920 --> 00:09:44,040

It was around 11 o'clock PM.

194

00:09:44,040 --> 00:09:48,440

And we had a visual encounter with the only way

195

00:09:48,440 --> 00:09:49,640

it could describe it.

196

00:09:49,640 --> 00:09:52,040

It's like a giant radio antenna.

197

00:09:52,040 --> 00:09:55,480

But this antenna was as high as we were.

198

00:09:55,480 --> 00:09:57,880

We were at 35,000 feet at the time.

199

00:09:57,880 --> 00:09:59,960

And it had droplet lights.

200

00:09:59,960 --> 00:10:01,840

It was stationary.

201

00:10:01,840 --> 00:10:03,280

And I was the first one to see it,

202

00:10:03,280 --> 00:10:06,120

simply because it was right at our 12 o'clock PM.

203

00:10:06,120 --> 00:10:07,920

So straight off the nose.

204

00:10:07,920 --> 00:10:09,960

How many people were with you that day on that flight

205

00:10:09,960 --> 00:10:10,960

in the cockpit?

206

00:10:10,960 --> 00:10:11,960

I just one pilot.

207

00:10:11,960 --> 00:10:15,240

He was pretty concerned because our trajectory was,

208

00:10:15,240 --> 00:10:17,800

we were going right at it.

209

00:10:17,800 --> 00:10:21,120

At 35,000 feet, Goodnow and his pilot

210

00:10:21,120 --> 00:10:24,040

are heading right toward the object.

211

00:10:24,040 --> 00:10:28,840

What was the distance between you and that object that you saw?

212

00:10:28,840 --> 00:10:30,040

Within 20 miles.

213

00:10:30,040 --> 00:10:30,840

OK.

214

00:10:30,840 --> 00:10:32,320

So close enough to really get a piece of it?

215

00:10:32,320 --> 00:10:34,000

Yeah, close enough that we were getting nervous.

216

00:10:34,040 --> 00:10:35,400

OK.

217

00:10:35,400 --> 00:10:37,200

Imagine flying at the speed you guys fly.

218

00:10:37,200 --> 00:10:38,400

20 miles comes up pretty quick.

219

00:10:38,400 --> 00:10:40,760

It does.

220

00:10:40,760 --> 00:10:43,760

He's got to make a split decision as to, first of all,

221

00:10:43,760 --> 00:10:45,960

identify what the hell it is.

222

00:10:45,960 --> 00:10:47,920

And second of all, can I avoid it?

223

00:10:47,920 --> 00:10:49,320

Is it in my way?

224

00:10:49,320 --> 00:10:52,320

He's got the lives of 200 other souls

225

00:10:52,320 --> 00:10:54,440

sitting in the back of his aircraft.

226

00:10:54,440 --> 00:10:57,080

Goodnow and his pilot take a base of action.

227

00:11:00,200 --> 00:11:01,440

They are an aircraft.

228

00:11:02,440 --> 00:11:06,280

They are an aircraft that is not super highly maneuverable.

229

00:11:06,280 --> 00:11:07,760

It's not responsive.

230

00:11:07,760 --> 00:11:10,120

It's not nimble.

231

00:11:10,120 --> 00:11:12,280

It's designed for comfort and safety,

232

00:11:12,280 --> 00:11:16,640

not to take evasive maneuvers and pull a 5G turn

233

00:11:16,640 --> 00:11:18,520

and avoid a collision.

234

00:11:18,520 --> 00:11:22,480

We did get a vector off course from air traffic control

235

00:11:22,480 --> 00:11:24,240

because we didn't want to hit this thing.

236

00:11:24,240 --> 00:11:25,520

That's interesting.

237

00:11:25,520 --> 00:11:28,720

What was their reaction when you radioed into air traffic?

238

00:11:28,720 --> 00:11:30,840

I don't know if he understood what I was asking for

239

00:11:30,880 --> 00:11:32,360

because usually when we ask for radar vectors,

240

00:11:32,360 --> 00:11:33,240

it's because of weather.

241

00:11:33,240 --> 00:11:34,880

What was the atmosphere conditions at that?

242

00:11:34,880 --> 00:11:35,880

Clear skies.

243

00:11:35,880 --> 00:11:37,720

What was your visibility?

244

00:11:37,720 --> 00:11:40,520

Clear and a million.

245

00:11:40,520 --> 00:11:42,240

I got to ask the obvious question.

246

00:11:42,240 --> 00:11:44,760

How do we know that maybe it wasn't just ambient light

247

00:11:44,760 --> 00:11:45,560

and the cockpit?

248

00:11:45,560 --> 00:11:46,360

Sure.

249

00:11:46,360 --> 00:11:49,040

That was reflecting off of the cockpit window,

250

00:11:49,040 --> 00:11:50,520

and that's what you're seeing.

251

00:11:50,520 --> 00:11:51,880

One of the first things we did, we actually

252

00:11:51,880 --> 00:11:54,160

turned all the lights, interior lights, and the cockpit down

253

00:11:54,160 --> 00:11:56,400

to make sure that we could debunk any ambient lights that we

254

00:11:56,400 --> 00:11:58,280

were seeing reflecting off the windshield.

255

00:11:58,280 --> 00:11:59,640

And when we turned all the lights down,

256

00:11:59,640 --> 00:12:01,120

that's when we were able to get a good look

257

00:12:01,120 --> 00:12:04,480

at the lights in front of us that we were looking at.

258

00:12:04,480 --> 00:12:07,880

Some folks may ask, OK, maybe they're helicopters.

259

00:12:07,880 --> 00:12:09,280

First of all, I know that helicopters just

260

00:12:09,280 --> 00:12:10,640

can't get up to 35,000.

261

00:12:10,640 --> 00:12:12,480

Conventional helicopters just can't get that high.

262

00:12:12,480 --> 00:12:13,360

Sure.

263

00:12:13,360 --> 00:12:16,280

And I ended up querying air traffic control about it.

264

00:12:16,280 --> 00:12:19,320

And air traffic control contacted Nellis Air Force Base

265

00:12:19,320 --> 00:12:21,800

approach control because we were close to their airspace.

266

00:12:24,800 --> 00:12:27,840

Nearby Nellis Air Force Base confirms they have nothing

267

00:12:27,840 --> 00:12:28,960

on their scopes.

268

00:12:28,960 --> 00:12:32,800

But then another airplane radios into air traffic control.

269

00:12:32,800 --> 00:12:35,320

Shortly after, an American Airlines flight from the South

270

00:12:35,320 --> 00:12:36,960

asked the same questions.

271

00:12:36,960 --> 00:12:38,240

They made a call to air traffic control

272

00:12:38,240 --> 00:12:40,840

and said that we see the same thing.

273

00:12:40,840 --> 00:12:42,080

And they were coming from the opposite.

274

00:12:42,080 --> 00:12:44,200

So they were south of the object, we were north of the object.

275

00:12:44,200 --> 00:12:45,080

Oh, that's interesting.

276

00:12:45,080 --> 00:12:45,880

OK.

277

00:12:45,880 --> 00:12:48,200

So two different perspectives, same story.

278

00:12:48,200 --> 00:12:52,200

At any time were you or the American Airlines or air traffic

279

00:12:52,200 --> 00:12:54,880

control able to get a radar hit on this thing?

280

00:12:54,880 --> 00:12:56,640

None.

281

00:12:56,640 --> 00:12:57,880

Were any reports filed?

282

00:12:57,920 --> 00:12:59,880

I did file something.

283

00:12:59,880 --> 00:13:01,520

Never heard back.

284

00:13:01,520 --> 00:13:05,280

And I hear from other pilots that did the same thing,

285

00:13:05,280 --> 00:13:08,560

that that's kind of a common thing.

286

00:13:08,560 --> 00:13:12,440

When you make these calls or you file these reports,

287

00:13:12,440 --> 00:13:14,120

there are never follow-ups.

288

00:13:14,120 --> 00:13:15,960

I haven't experienced a follow-up.

289

00:13:15,960 --> 00:13:17,760

I have no people that have done it,

290

00:13:17,760 --> 00:13:19,800

never experienced a follow-up.

291

00:13:19,800 --> 00:13:24,200

I think that's pretty frustrating.

292

00:13:24,200 --> 00:13:27,240

As a pilot responsible for hundreds of passengers,

293

00:13:27,600 --> 00:13:29,760

Goodnow believes there's too much at stake

294

00:13:29,760 --> 00:13:32,040

to stay in the shadows.

295

00:13:32,040 --> 00:13:34,280

If one of these did hit one of our airplanes,

296

00:13:34,280 --> 00:13:36,920

most likely would kill everybody on board.

297

00:13:36,920 --> 00:13:39,400

Goodnow says he doesn't know why no one followed up

298

00:13:39,400 --> 00:13:41,360

on his report.

299

00:13:41,360 --> 00:13:44,760

But what is known is that the Las Vegas area is a hotspot

300

00:13:44,760 --> 00:13:46,000

for UFO sightings.

301

00:13:50,080 --> 00:13:53,760

Las Vegas is less than 100 miles from area 51,

302

00:13:53,760 --> 00:13:56,600

the US government testing ground for highly classified

303

00:13:56,640 --> 00:14:00,040

experimental aircraft.

304

00:14:00,040 --> 00:14:02,640

Could what Goodnow saw have been classified military

305

00:14:02,640 --> 00:14:04,760

technology?

306

00:14:04,760 --> 00:14:09,120

Out in Groom Lake, area 51, there was a lot of new stuff

307

00:14:09,120 --> 00:14:12,160

that had come out in the Black World programs

308

00:14:12,160 --> 00:14:15,520

that were highly classified.

309

00:14:15,520 --> 00:14:18,640

Bill Scott is a former Air Force Flight Test Engineer,

310

00:14:18,640 --> 00:14:22,520

an expert on secret US military technology.

311

00:14:22,520 --> 00:14:25,200

Engineers, scientists had a chance to try a lot

312

00:14:25,200 --> 00:14:26,200

of different things.

313

00:14:26,200 --> 00:14:30,760

So there was a full gamut of objectives, of needs.

314

00:14:30,760 --> 00:14:33,200

So they tried these different shapes.

315

00:14:33,200 --> 00:14:35,880

Mr. Goodnow is describing what looked to him

316

00:14:35,880 --> 00:14:38,560

like some sort of antenna structure.

317

00:14:38,560 --> 00:14:41,200

The question is, was it an antenna?

318

00:14:41,200 --> 00:14:43,480

Or was it something entirely different?

319

00:14:43,480 --> 00:14:46,320

It's not the first time I heard about an antenna-like

320

00:14:46,320 --> 00:14:48,440

structure in the sky.

321

00:14:48,440 --> 00:14:49,760

Are they related?

322

00:14:49,760 --> 00:14:51,400

Because they're in the Black World,

323

00:14:51,400 --> 00:14:53,800

they're still very classified.

324

00:14:53,800 --> 00:14:57,680

And we know for a fact, out in Groom Lake, area 51,

325

00:14:57,680 --> 00:14:59,480

there were tons of sightings.

326

00:14:59,480 --> 00:15:02,120

Could that explain some of the phenomenon that people

327

00:15:02,120 --> 00:15:03,480

are reporting over the years?

328

00:15:08,280 --> 00:15:11,120

Elizondo sits down with fellow team members,

329

00:15:11,120 --> 00:15:14,800

all government insiders, to review his story.

330

00:15:14,800 --> 00:15:18,800

They examined the 2016 encounter with an unidentified orb

331

00:15:18,800 --> 00:15:20,040

over Phoenix.

332

00:15:20,040 --> 00:15:23,600

Within a few minutes, the thing that was parallel with him,

333

00:15:23,600 --> 00:15:24,840

he was here.

334

00:15:24,840 --> 00:15:27,440

And close enough, it was sort of 20 miles away,

335

00:15:27,440 --> 00:15:31,080

is now five miles away, and it's actually passing them up.

336

00:15:31,080 --> 00:15:34,240

What data are we consistently getting from these guys?

337

00:15:34,240 --> 00:15:35,680

So we have a test anomaly.

338

00:15:35,680 --> 00:15:39,360

So we're getting these orbs that pulsate their light.

339

00:15:39,360 --> 00:15:41,360

They disappear like that, either blink out,

340

00:15:41,360 --> 00:15:43,600

or they seem to go to the horizon.

341

00:15:43,600 --> 00:15:45,960

There is this weird aura around them

342

00:15:45,960 --> 00:15:48,800

that we have continued to see over and over and over again

343

00:15:48,800 --> 00:15:50,160

with other reports.

344

00:15:50,160 --> 00:15:51,880

In this particular case, he got a photograph,

345

00:15:51,880 --> 00:15:54,280

of it.

346

00:15:54,280 --> 00:15:59,120

What I'm trying to do for us is try to cast a wide net.

347

00:15:59,120 --> 00:16:02,120

It's great to have folks like a commercial pilot,

348

00:16:02,120 --> 00:16:05,720

who's also military, coming out and saying these things

349

00:16:05,720 --> 00:16:08,800

on camera, who's still a commercial pilot, right now,

350

00:16:08,800 --> 00:16:09,800

flying.

351

00:16:09,800 --> 00:16:11,960

Aware of the dangers in speaking up,

352

00:16:11,960 --> 00:16:14,000

most pilots remain silent.

353

00:16:14,000 --> 00:16:15,560

Can I have a risk for him in a certain sense?

354

00:16:15,560 --> 00:16:16,560

It is a risk.

355

00:16:16,560 --> 00:16:18,080

It is saying, look, there's a lot of taboo.

356

00:16:18,080 --> 00:16:20,400

There's a lot of stigma associated with this.

357

00:16:20,400 --> 00:16:21,800

A lot of guys don't want to come forward,

358

00:16:21,800 --> 00:16:24,360

because they don't want to be taken off flight status.

359

00:16:24,360 --> 00:16:25,360

Would that happen?

360

00:16:25,360 --> 00:16:27,880

They literally reporting this, who could potentially

361

00:16:27,880 --> 00:16:28,880

get taken off flight?

362

00:16:28,880 --> 00:16:29,880

Absolutely, you could.

363

00:16:29,880 --> 00:16:32,680

Crazy thing is, when they made close encounters

364

00:16:32,680 --> 00:16:34,160

of the third kind, and in the beginning,

365

00:16:34,160 --> 00:16:36,000

seeing the other pilots, and they go,

366

00:16:36,000 --> 00:16:36,880

do you want to report it?

367

00:16:36,880 --> 00:16:39,080

And both pilots in the movie say, no.

368

00:16:39,080 --> 00:16:40,080

But here we are.

369

00:16:40,080 --> 00:16:42,920

Pilots are still acting the same way.

370

00:16:42,920 --> 00:16:44,840

While many commercial pilots continue

371

00:16:44,840 --> 00:16:47,800

to report sightings of unidentified objects,

372

00:16:47,800 --> 00:16:49,840

none have ever appeared to come close enough

373

00:16:49,880 --> 00:16:51,640

to strike the plane.

374

00:16:51,640 --> 00:16:54,600

But now, according to one pilot's never-before-heard

375

00:16:54,600 --> 00:16:56,720

testimony, one almost did.

376

00:17:01,720 --> 00:17:03,080

I knew that thing was getting closer.

377

00:17:06,280 --> 00:17:08,720

Eventually, it got close enough that I took my phone out

378

00:17:08,720 --> 00:17:11,920

and took a picture of it.

379

00:17:11,920 --> 00:17:13,840

After interviewing an airline pilot who

380

00:17:13,840 --> 00:17:16,720

had to take evasive action to avoid hitting a UFO.

381

00:17:16,720 --> 00:17:18,320

Thanks for taking the time to be with us today.

382

00:17:18,320 --> 00:17:19,320

Thank you so much.

383

00:17:19,520 --> 00:17:20,640

I really appreciate it.

384

00:17:20,640 --> 00:17:24,080

Lou Elizondo meets a new pilot who claims a UFO intercepted

385

00:17:24,080 --> 00:17:26,880

his plane in one of the closest alleged encounters

386

00:17:26,880 --> 00:17:27,880

on record.

387

00:17:27,880 --> 00:17:28,880

Please have a seat.

388

00:17:34,880 --> 00:17:36,360

So I was pretty experienced captain.

389

00:17:36,360 --> 00:17:37,680

Seen a lot.

390

00:17:37,680 --> 00:17:39,680

In the military, I was a knight instructor.

391

00:17:39,680 --> 00:17:42,160

I had a lot of experience under my belt at that point.

392

00:17:42,160 --> 00:17:45,720

Peter Kiriazes flew multiple aircraft, from fighter jets

393

00:17:45,760 --> 00:17:50,040

to the Boeing 777 for more than 30 years.

394

00:17:50,040 --> 00:17:52,680

This is a guy who winds up joining the Marine Corps

395

00:17:52,680 --> 00:17:56,160

and becoming a Cobra Attack helicopter pilot.

396

00:17:56,160 --> 00:17:58,920

But then makes a decision to move up

397

00:17:58,920 --> 00:18:02,760

to becoming a Marine Corps fighter pilot.

398

00:18:02,760 --> 00:18:04,880

Pete is one of those guys who's trained to actually go

399

00:18:04,880 --> 00:18:08,720

into combat and look for trouble.

400

00:18:08,720 --> 00:18:13,040

In 2003, Captain Kiriazes says he had a UFO encounter that

401

00:18:13,040 --> 00:18:15,400

would haunt him for years and underscore

402

00:18:15,400 --> 00:18:17,640

what's at stake for millions of passengers.

403

00:18:21,960 --> 00:18:24,080

It was a little bit after 9-11.

404

00:18:24,080 --> 00:18:27,680

Everybody was a little sensitive.

405

00:18:27,680 --> 00:18:31,480

So we felt a little more of a bond to our passengers.

406

00:18:31,480 --> 00:18:35,880

It was a beautiful night, no clouds, smooth air.

407

00:18:35,880 --> 00:18:37,720

We blasted off from Dallas-Fort Worth.

408

00:18:37,720 --> 00:18:39,640

We had one leg left to Charlotte.

409

00:18:39,640 --> 00:18:41,520

The airplane was functioning perfectly.

410

00:18:41,520 --> 00:18:44,120

Got up to 35,000 feet and started cruising.

411

00:18:44,160 --> 00:18:47,720

And everybody just relaxed.

412

00:18:47,720 --> 00:18:52,200

And then all of a sudden, I get a radar altimeter display.

413

00:18:52,200 --> 00:18:55,440

And it immediately just pops on.

414

00:18:55,440 --> 00:18:58,120

A radar altimeter is designed to let the pilot know

415

00:18:58,120 --> 00:19:01,200

how close the plane is to the ground.

416

00:19:01,200 --> 00:19:02,880

It's a simple system.

417

00:19:02,880 --> 00:19:06,800

It's just emitting a straight vertical radar beam.

418

00:19:06,800 --> 00:19:11,200

When you transition to land, it'll go 100 feet, 50 feet,

419

00:19:11,200 --> 00:19:13,200

20 feet, 10 feet.

420

00:19:13,240 --> 00:19:15,960

So at 35,000 feet cruising along,

421

00:19:15,960 --> 00:19:20,600

I get a radar altimeter display at 2,500 feet.

422

00:19:20,600 --> 00:19:23,400

It has to bounce off something.

423

00:19:23,400 --> 00:19:26,440

It can't just generate.

424

00:19:26,440 --> 00:19:28,840

Captain Kiryazas is shocked.

425

00:19:28,840 --> 00:19:30,880

The altimeter is telling him something

426

00:19:30,880 --> 00:19:35,120

is only 2,500 feet directly below his plane.

427

00:19:35,120 --> 00:19:38,080

And I'm thinking it's got to be just erroneous.

428

00:19:38,080 --> 00:19:40,440

It's got to be just a mistake.

429

00:19:40,480 --> 00:19:43,600

But then the situation becomes much more serious.

430

00:19:46,960 --> 00:19:54,840

So then it goes 22, 23, 20, 18, 17.

431

00:19:54,840 --> 00:19:55,760

And then it stops.

432

00:19:58,480 --> 00:20:00,600

The first officers and I just immediately

433

00:20:00,600 --> 00:20:02,000

stabbed to attention.

434

00:20:02,000 --> 00:20:05,360

Some object was coming up underneath me,

435

00:20:05,360 --> 00:20:10,800

unverifiable, unidentifiable, but undeniable.

436

00:20:10,800 --> 00:20:13,200

They've called the tower of Tarris as we see nothing.

437

00:20:13,200 --> 00:20:14,800

Radars, nothing on radar.

438

00:20:14,800 --> 00:20:16,160

There's nothing squawking.

439

00:20:16,160 --> 00:20:18,880

Squawking is a term that they use for something

440

00:20:18,880 --> 00:20:22,080

that is pinging with a transponder in a frequency

441

00:20:22,080 --> 00:20:25,720

that we can identify as being a friendly aircraft.

442

00:20:25,720 --> 00:20:27,840

Then as the captain and his co-pilot

443

00:20:27,840 --> 00:20:30,680

continue to monitor the radar altimeter,

444

00:20:30,680 --> 00:20:34,360

the mysterious object makes moves again.

445

00:20:34,360 --> 00:20:39,640

And then it goes 18, 17, 15, 12, and went to 1,000 feet.

446

00:20:39,640 --> 00:20:43,040

It was behaving in a way that wouldn't really

447

00:20:43,040 --> 00:20:46,640

be logical if it was broken.

448

00:20:46,640 --> 00:20:49,280

So at this point, I'm thinking, well, let's make some turns.

449

00:20:49,280 --> 00:20:52,840

You're allowed to make these shallow S turns

450

00:20:52,840 --> 00:20:56,280

without getting air traffic control busy or upset.

451

00:20:56,280 --> 00:20:59,280

So we made some shallow S turns and kind of trying

452

00:20:59,280 --> 00:21:01,720

to look over our wing and below us or behind us

453

00:21:01,720 --> 00:21:02,720

if you couldn't see anything.

454

00:21:04,360 --> 00:21:06,280

He's not willing to jump to any conclusion

455

00:21:06,280 --> 00:21:07,400

of what this might be.

456

00:21:07,400 --> 00:21:10,120

He goes through the necessary process of elimination.

457

00:21:10,120 --> 00:21:11,000

OK, could it be this?

458

00:21:11,000 --> 00:21:11,720

No, could it be that?

459

00:21:11,720 --> 00:21:12,440

No, could it be this?

460

00:21:12,440 --> 00:21:13,520

No.

461

00:21:13,520 --> 00:21:21,240

And then it went 800, 700, 500, 400, 300, and it stopped.

462

00:21:21,240 --> 00:21:24,560

I mean, the worst possible situation to be in as a captain,

463

00:21:24,560 --> 00:21:27,320

your brain says this can't be happening.

464

00:21:27,320 --> 00:21:30,600

But you have to deal in the here and now in the present.

465

00:21:30,600 --> 00:21:33,320

So then it goes 200.

466

00:21:33,320 --> 00:21:34,400

Then it goes 100.

467

00:21:34,400 --> 00:21:37,800

How close is 100 feet when you're flying an aircraft

468

00:21:37,800 --> 00:21:41,840

at 525 miles an hour at 35,000 feet?

469

00:21:41,840 --> 00:21:48,840

100 feet is a thumbnail away from where you're at.

470

00:21:48,840 --> 00:21:52,200

And that distance can be close in literally

471

00:21:52,200 --> 00:21:54,160

a fraction of a second.

472

00:21:54,160 --> 00:21:56,520

The worst case scenario is not even thinkable.

473

00:21:56,520 --> 00:21:59,240

You have the responsibility of all these lives.

474

00:21:59,240 --> 00:22:02,320

You have to make a split second decision coming soon,

475

00:22:02,320 --> 00:22:06,480

and you have nothing to base it on but one bit of information.

476

00:22:06,480 --> 00:22:09,160

If Captain Kiriya's readings are correct,

477

00:22:09,160 --> 00:22:14,760

something is flying directly under his plane and closing in.

478

00:22:14,760 --> 00:22:17,120

With nearly 100 passengers on board,

479

00:22:17,120 --> 00:22:19,800

he readies himself to take control.

480

00:22:19,800 --> 00:22:22,400

If you've ever seen a jet, they've got a little button here.

481

00:22:22,400 --> 00:22:24,320

It's called the autopilot button.

482

00:22:24,320 --> 00:22:27,080

My thumb was hovering over the autopilot button.

483

00:22:27,080 --> 00:22:30,960

I said, if it gets inside 100 feet, I'm going to maneuver.

484

00:22:30,960 --> 00:22:33,080

Captain Kiriayzas keeps his eyes locked

485

00:22:33,080 --> 00:22:36,320

on the altimeter reading of 100 feet.

486

00:22:36,320 --> 00:22:37,240

It just stayed there.

487

00:22:37,240 --> 00:22:39,080

It seems just eternal.

488

00:22:39,080 --> 00:22:40,200

It was just so long.

489

00:22:44,280 --> 00:22:46,960

And then it just went away.

490

00:22:46,960 --> 00:22:51,200

And at that point, our heart rate's going pretty fast.

491

00:22:51,200 --> 00:22:54,640

And we thought, what the heck just happened?

492

00:22:54,640 --> 00:22:57,520

A short time later, the flight lands in Charlotte,

493

00:22:57,520 --> 00:23:01,400

and Captain Kiriayzas begins looking for answers.

494

00:23:01,400 --> 00:23:04,120

I checked the logbook on that airplane.

495

00:23:04,120 --> 00:23:05,880

It never had happened before.

496

00:23:05,880 --> 00:23:09,920

And in all the 30 years of flying with a radar altimeter,

497

00:23:09,920 --> 00:23:11,440

it has never happened.

498

00:23:11,440 --> 00:23:15,480

With anybody I've ever talked to, it's never happened.

499

00:23:15,480 --> 00:23:17,560

Experts are at a loss as to what could

500

00:23:17,560 --> 00:23:20,080

have been beneath the plane.

501

00:23:20,080 --> 00:23:24,440

I've talked to some very brilliant pilots, Air Force Academy,

502

00:23:24,440 --> 00:23:25,760

Naval Academy.

503

00:23:25,760 --> 00:23:28,080

And I've posed this to them many times.

504

00:23:28,080 --> 00:23:31,240

And no one can really give me a good answer.

505

00:23:31,240 --> 00:23:34,400

And so the conclusion is there's something else

506

00:23:34,400 --> 00:23:37,640

with a technology that's much more sophisticated than ours

507

00:23:37,640 --> 00:23:41,360

that's operating with an additional set

508

00:23:41,360 --> 00:23:43,880

of physical laws and rules.

509

00:23:43,880 --> 00:23:46,080

Pilots like Captain Kiriyaas will never

510

00:23:46,080 --> 00:23:47,480

forget what they saw.

511

00:23:47,480 --> 00:23:50,280

And they aren't the only ones seeing UFOs near passenger

512

00:23:50,280 --> 00:23:50,880

airliners.

513

00:23:51,680 --> 00:23:54,720

Air traffic controllers, the eyes on the ground,

514

00:23:54,720 --> 00:23:56,760

are coming forward with chill and testimony.

515

00:24:07,000 --> 00:24:08,800

Howdy, Robert.

516

00:24:08,800 --> 00:24:11,800

Thank you very much for joining us today.

517

00:24:11,800 --> 00:24:14,680

Lou Elizondo is meeting with Robert Schlingker,

518

00:24:14,680 --> 00:24:18,000

an air traffic controller who was trained in the military.

519

00:24:21,640 --> 00:24:23,760

For more than 30 years, Schlingker

520

00:24:23,760 --> 00:24:28,360

has guided thousands of commercial planes to safety.

521

00:24:28,360 --> 00:24:32,760

On May 25, 1995, Schlingker arrived for his shift

522

00:24:32,760 --> 00:24:35,280

in Albuquerque, New Mexico to learn

523

00:24:35,280 --> 00:24:38,160

that an airline pilot had reported to UFO just minutes

524

00:24:38,160 --> 00:24:41,840

earlier to air traffic controllers on the outgoing shift.

525

00:24:41,840 --> 00:24:44,880

The evening shift guy, he gives us a briefing.

526

00:24:44,880 --> 00:24:49,520

He's saying, hey, this guy sees something out there.

527

00:24:49,560 --> 00:24:51,160

Don't know what it is.

528

00:24:51,160 --> 00:24:54,640

Not long after the incident, an independent civilian UFO

529

00:24:54,640 --> 00:24:59,160

organization created a report on a strange encounter.

530

00:24:59,160 --> 00:25:01,920

They also uncovered audio tapes of conversations

531

00:25:01,920 --> 00:25:04,960

between the pilot and air traffic controllers.

532

00:25:13,960 --> 00:25:16,720

The pilot said they had lights in the middle with strobes

533

00:25:16,720 --> 00:25:17,400

on the end.

534

00:25:17,400 --> 00:25:18,720

They were scar-shaped.

535

00:25:20,320 --> 00:25:21,680

It was horizontal.

536

00:25:21,680 --> 00:25:24,360

And it was about 300 to 400 feet long.

537

00:25:36,920 --> 00:25:38,000

There's nothing painting.

538

00:25:38,000 --> 00:25:40,000

Painting is a term that they use.

539

00:25:40,000 --> 00:25:42,600

That if a radar can hit something and get a signature off

540

00:25:42,600 --> 00:25:45,360

of, that object has been painted.

541

00:25:45,360 --> 00:25:48,280

The object is displaying one of the five observables

542

00:25:48,320 --> 00:25:52,120

known as low-observability, the ability for an object

543

00:25:52,120 --> 00:25:54,720

to cloak or conceal itself.

544

00:25:54,720 --> 00:25:56,520

Is something here?

545

00:25:56,520 --> 00:25:58,800

A permanent.

546

00:25:58,800 --> 00:26:01,240

No one knows anything about it.

547

00:26:01,240 --> 00:26:02,640

What's the atmosphere about?

548

00:26:02,640 --> 00:26:03,120

I don't know.

549

00:26:03,120 --> 00:26:04,960

Probably around 30,000 or so.

550

00:26:04,960 --> 00:26:07,680

And it's a pretty drill that starts

551

00:26:07,680 --> 00:26:10,080

going on kind of clockwise.

552

00:26:10,080 --> 00:26:13,240

And the wings are unbelievable.

553

00:26:13,240 --> 00:26:16,480

So you have pilot testimony up here saying,

554

00:26:16,480 --> 00:26:17,640

they're seeing something.

555

00:26:17,680 --> 00:26:20,440

And OK, well, could it be an aircraft?

556

00:26:20,440 --> 00:26:21,840

There are some airships.

557

00:26:21,840 --> 00:26:22,880

There are some dirigibles.

558

00:26:25,440 --> 00:26:27,200

But they do not fly at 30,000 feet.

559

00:26:27,200 --> 00:26:28,880

And they're still not 400 feet long.

560

00:26:31,480 --> 00:26:33,880

Schlingker takes over the shift and continues

561

00:26:33,880 --> 00:26:36,400

to investigate the reported UFO.

562

00:26:36,400 --> 00:26:39,120

Now it's Robert's job to figure out what the hell it is.

563

00:26:39,120 --> 00:26:40,000

So what does he do?

564

00:26:40,000 --> 00:26:41,760

They get on the horn with folks like Norrad.

565

00:26:41,760 --> 00:26:44,760

They say, hey, are you seeing this as well?

566

00:26:44,760 --> 00:26:48,080

Norrad is the North American Air Defense Command.

567

00:26:48,080 --> 00:26:51,640

It's a joint US-Canada Defense Organization established

568

00:26:51,640 --> 00:26:54,880

in 1957 as an early warning system in case

569

00:26:54,880 --> 00:26:56,400

of a Soviet nuclear attack.

570

00:26:59,480 --> 00:27:02,320

So this audio file actually has your voice on it?

571

00:27:02,320 --> 00:27:04,280

Yes.

572

00:27:04,280 --> 00:27:07,240

Schlingker explains to the Norrad operator

573

00:27:07,240 --> 00:27:10,160

exactly what the airline pilot reported seeing.

574

00:27:10,160 --> 00:27:11,360

Where is it at again?

575

00:27:11,360 --> 00:27:12,880

It's at Tukumkuri, New Mexico.

576

00:27:12,920 --> 00:27:18,160

It's about 150 miles to the east of Albuquerque.

577

00:27:18,160 --> 00:27:20,840

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

578

00:27:20,840 --> 00:27:22,600

Yeah, we've tried everybody else.

579

00:27:22,600 --> 00:27:23,920

Nobody else's.

580

00:27:23,920 --> 00:27:25,880

This guy definitely saw it run all the way down

581

00:27:25,880 --> 00:27:27,000

the side of the airplane.

582

00:27:27,000 --> 00:27:28,960

So it was a pretty interesting thing.

583

00:27:28,960 --> 00:27:30,800

OK, it was at 30,000 feet.

584

00:27:30,800 --> 00:27:32,080

30,000 feet.

585

00:27:32,080 --> 00:27:34,040

It was like long.

586

00:27:34,040 --> 00:27:36,480

Yeah, it's right out of the X-Files.

587

00:27:36,480 --> 00:27:39,160

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

588

00:27:39,160 --> 00:27:40,960

Oh, y'all are serious about this.

589

00:27:40,960 --> 00:27:42,840

Yeah, he's real serious about it.

590

00:27:42,840 --> 00:27:45,440

He says, yeah, like Fox Mulder X-Files UFO.

591

00:27:45,440 --> 00:27:48,600

It does not fit any normal profile or characteristic

592

00:27:48,600 --> 00:27:50,920

of any known aircraft.

593

00:27:50,920 --> 00:27:52,560

How long did he think it was?

594

00:27:52,560 --> 00:27:54,560

He said he was 300 to 400 foot long.

595

00:27:54,560 --> 00:27:57,360

Oh, no.

596

00:27:57,360 --> 00:27:59,240

The Norrad operator tells Schlingker

597

00:27:59,240 --> 00:28:01,760

they don't see anything on their radar.

598

00:28:01,760 --> 00:28:05,280

But then, a short time later, he gets a call.

599

00:28:05,280 --> 00:28:08,160

Yeah, we had some a call here earlier about a pilot

600

00:28:08,160 --> 00:28:10,840

spotting an unidentified flying object.

601

00:28:10,840 --> 00:28:11,840

Yeah, that's us.

602

00:28:11,840 --> 00:28:15,040

OK, well, hey, we're tracking a search-only track kind of

603

00:28:15,040 --> 00:28:16,480

where that might have happened.

604

00:28:16,480 --> 00:28:19,240

It's about 10 degrees off of what you gave me before

605

00:28:19,240 --> 00:28:21,120

and about 80 miles off.

606

00:28:21,120 --> 00:28:22,960

It's tracking about 390 knots.

607

00:28:22,960 --> 00:28:25,440

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

608

00:28:25,440 --> 00:28:26,680

That means to be going that fast,

609

00:28:26,680 --> 00:28:28,080

we've got to be up kind of high.

610

00:28:28,080 --> 00:28:30,000

And you got no code on it, huh?

611

00:28:30,000 --> 00:28:32,560

Nope, it's search-only.

612

00:28:32,560 --> 00:28:34,680

Search-only means the object wasn't

613

00:28:34,680 --> 00:28:37,800

emitting a transponder code, which is used to identify

614

00:28:37,840 --> 00:28:42,840

aircraft and help avoid mid-air crashes.

615

00:28:42,840 --> 00:28:48,400

And ultimately, the mysterious cigar-shaped UFO disappears.

616

00:28:48,400 --> 00:28:51,400

It wasn't the only time civilian air traffic controllers

617

00:28:51,400 --> 00:28:54,160

guiding commercial airliners turned to Norrad

618

00:28:54,160 --> 00:28:56,880

when tracking an object on their scopes they can't identify.

619

00:28:59,760 --> 00:29:01,640

Hey, Jim, how are you?

620

00:29:01,640 --> 00:29:02,760

I'm doing wonderful, Chris.

621

00:29:02,760 --> 00:29:04,600

Nice to see you.

622

00:29:04,600 --> 00:29:07,120

Colonel Jim Cobb was the senior command director

623

00:29:07,240 --> 00:29:13,120

at Norrad's Cheyenne Mountain in Colorado from 2004 to 2008.

624

00:29:13,120 --> 00:29:17,600

Norrad is responsible for North American airspace.

625

00:29:17,600 --> 00:29:21,360

They have a network of sensors and resources,

626

00:29:21,360 --> 00:29:23,840

millions of tracks a year.

627

00:29:23,840 --> 00:29:26,720

If there's any single one that is unidentified,

628

00:29:26,720 --> 00:29:30,440

they try to account for it.

629

00:29:30,440 --> 00:29:33,560

Cheyenne Mountain is a critical part of Norrad's airspace

630

00:29:33,560 --> 00:29:36,000

surveillance operations.

631

00:29:36,000 --> 00:29:38,400

The command center is carved deep into the rock

632

00:29:38,400 --> 00:29:42,640

to protect the United States against a nuclear attack.

633

00:29:42,640 --> 00:29:45,400

I think it's very significant that Colonel Cobb is willing

634

00:29:45,400 --> 00:29:49,360

to speak because this kind of phenomenon is very real

635

00:29:49,360 --> 00:29:53,240

and warrants more attention than it's getting.

636

00:29:53,240 --> 00:29:56,360

In 2008, Colonel Cobb arrived for duty

637

00:29:56,360 --> 00:29:58,600

and found the command center pulsing with activity.

638

00:30:01,560 --> 00:30:03,480

As I walked into the command center,

639

00:30:03,480 --> 00:30:05,640

the track had already been detected.

640

00:30:05,640 --> 00:30:07,680

The feeling from the command center

641

00:30:07,680 --> 00:30:12,920

was that it was in the extreme northeast of the Norrad airspace

642

00:30:12,920 --> 00:30:16,080

and gained interest to the civilians.

643

00:30:16,080 --> 00:30:18,840

Civilian air traffic controllers in the northeast

644

00:30:18,840 --> 00:30:21,960

had picked up an unidentified object on their radar scopes

645

00:30:21,960 --> 00:30:26,920

near the coast of Canada, heading south into American airspace.

646

00:30:26,920 --> 00:30:29,120

It's on a path not far from the one taken

647

00:30:29,120 --> 00:30:33,200

by dozens of passenger planes coming from Europe to the US.

648

00:30:33,200 --> 00:30:34,720

The entire room was standing.

649

00:30:34,760 --> 00:30:38,040

It's not unusual to have an unknown track.

650

00:30:38,040 --> 00:30:41,360

And it's usually, the vast majority of the time,

651

00:30:41,360 --> 00:30:43,440

resolved fairly quickly.

652

00:30:43,440 --> 00:30:47,000

Some kind of equipment degradation,

653

00:30:47,000 --> 00:30:49,840

or you can piece together where they are,

654

00:30:49,840 --> 00:30:51,440

where they may be going.

655

00:30:51,440 --> 00:30:53,400

This had none of that.

656

00:30:53,400 --> 00:30:57,200

Was the track following a conventional flight

657

00:30:57,200 --> 00:31:01,160

profile in terms of speed, altitude, direction?

658

00:31:01,160 --> 00:31:06,080

No, it was essentially east coast, north to south.

659

00:31:06,080 --> 00:31:11,160

It did not have any electronic encoding

660

00:31:11,160 --> 00:31:13,960

that if it was a civilian airliner,

661

00:31:13,960 --> 00:31:16,400

you would get feedback from their transponder.

662

00:31:16,400 --> 00:31:21,120

Do you recall by chance what altitude or speed

663

00:31:21,120 --> 00:31:22,880

this object was moving?

664

00:31:22,880 --> 00:31:24,880

It did not give any readout.

665

00:31:24,880 --> 00:31:27,680

And I was not privy to the ground speed.

666

00:31:27,680 --> 00:31:33,200

It did not paint an altitude or any identifying features.

667

00:31:33,200 --> 00:31:36,240

So that's all we had to go.

668

00:31:36,240 --> 00:31:39,520

As this unknown object continued down the east coast,

669

00:31:39,520 --> 00:31:43,160

NORAD commanders are confronted with the question,

670

00:31:43,160 --> 00:31:48,240

is this UFO a threat to the US or other air traffic?

671

00:31:48,240 --> 00:31:50,040

And if so, how to respond?

672

00:31:50,480 --> 00:31:56,120

In 2008, Colonel Jim Cobb was on duty at NORAD's command

673

00:31:56,120 --> 00:31:57,600

center in Colorado.

674

00:31:57,600 --> 00:32:01,560

When a UFO was tracked in the US airspace along the east coast,

675

00:32:01,560 --> 00:32:03,520

not far from a busy corridor used

676

00:32:03,520 --> 00:32:06,520

by dozens of commercial airlines flying in from Europe

677

00:32:06,520 --> 00:32:07,880

each day.

678

00:32:07,880 --> 00:32:11,000

After repeated attempts to identify the target failed,

679

00:32:11,000 --> 00:32:13,960

NORAD commanders were left with only one choice.

680

00:32:13,960 --> 00:32:16,560

Commander NORAD initiated a scramble.

681

00:32:16,600 --> 00:32:19,160

Commander NORAD initiated a scramble.

682

00:32:19,160 --> 00:32:23,440

And as such, the alert forces in the northeast

683

00:32:23,440 --> 00:32:26,840

launched in pursuit of the unknown train

684

00:32:26,840 --> 00:32:31,120

to chase it or to identify it down the coast.

685

00:32:31,120 --> 00:32:34,600

The fighter jets are scrambled, but can't find the target.

686

00:32:34,600 --> 00:32:37,920

After the initial assets were launched,

687

00:32:37,920 --> 00:32:41,200

subsequent alert fighters down the coast

688

00:32:41,200 --> 00:32:45,120

were also launched in an attempt to gain some kind

689

00:32:45,120 --> 00:32:47,400

of identification of the track.

690

00:32:47,400 --> 00:32:49,600

Every squadron that's searched along the coast

691

00:32:49,600 --> 00:32:51,680

for the target comes up empty.

692

00:32:51,680 --> 00:32:55,440

Were they able to get a visual or radar lock on at any point?

693

00:32:55,440 --> 00:32:57,240

No, not at all.

694

00:32:57,240 --> 00:32:59,320

What do you attribute that to?

695

00:32:59,320 --> 00:33:02,000

Range, speed, possibly altitude.

696

00:33:02,000 --> 00:33:06,120

Again, from a group of interceptors all the way down,

697

00:33:06,120 --> 00:33:08,120

nobody caught it.

698

00:33:08,120 --> 00:33:11,800

And then it exited out over the Caribbean, is that right?

699

00:33:11,800 --> 00:33:13,800

Yes, that is correct.

700

00:33:13,800 --> 00:33:16,360

It went all the way down the eastern seaboard

701

00:33:16,360 --> 00:33:19,400

until it exited the airspace that is

702

00:33:19,400 --> 00:33:21,200

civilian tour monitoring.

703

00:33:21,200 --> 00:33:24,040

And then all of a sudden, the room got real quiet.

704

00:33:24,040 --> 00:33:31,680

And a lot of people were going, no clue, no clue what it is.

705

00:33:31,680 --> 00:33:35,280

No one was ever able to find an explanation for the incident.

706

00:33:35,280 --> 00:33:38,200

But what Elizondo and Chris Mellon are discovering

707

00:33:38,200 --> 00:33:41,080

is that these UFO sightings are often near heavily

708

00:33:41,080 --> 00:33:44,680

trafficked commercial flight paths.

709

00:33:44,680 --> 00:33:46,840

On the west coast, most commercial flights

710

00:33:46,840 --> 00:33:48,880

make the journey to Asia on a route that

711

00:33:48,880 --> 00:33:51,600

takes them over the northwest in Alaska.

712

00:33:51,600 --> 00:33:53,360

By the way, we've had reports in the past

713

00:33:53,360 --> 00:33:56,200

that Alaska does tend to be a hotspot for UFOs.

714

00:33:56,200 --> 00:33:59,480

With so many airlines flying that Pacific corridor,

715

00:33:59,480 --> 00:34:04,560

is there potential for a mid-air impact with a UFO?

716

00:34:04,560 --> 00:34:06,680

To gather more data, Elizondo is meeting

717

00:34:06,680 --> 00:34:09,680

with a civilian contractor who saw something

718

00:34:09,680 --> 00:34:13,960

while working in Alaska, but still works closely

719

00:34:13,960 --> 00:34:18,560

with a government agency and wants to remain anonymous.

720

00:34:18,560 --> 00:34:20,680

I do know that there are consequences

721

00:34:20,680 --> 00:34:22,720

for coming on camera.

722

00:34:22,720 --> 00:34:26,360

They are still involved with a US federal agency in aviation,

723

00:34:26,360 --> 00:34:28,440

and they've got a lot to lose.

724

00:34:28,440 --> 00:34:32,760

In 1999, this unnamed witness and two other workers

725

00:34:32,760 --> 00:34:34,240

were sent to Repair and Navigation

726

00:34:34,240 --> 00:34:40,120

Beach near Cold Bay in Alaska's remote Aleutian Islands.

727

00:34:40,120 --> 00:34:45,560

The navigation system at Cold Bay is very, very critical.

728

00:34:45,560 --> 00:34:47,720

And so when that navigation source is down,

729

00:34:47,720 --> 00:34:50,160

it can lead to a lot of delays.

730

00:34:50,160 --> 00:34:52,720

And plus, it's used as a waypoint for flights

731

00:34:52,720 --> 00:34:56,640

that are overheading Cold Day as well.

732

00:34:56,640 --> 00:34:59,320

It was our very first day going out there for this retrofit.

733

00:34:59,320 --> 00:35:02,280

And you could see volcanoes and glaciers

734

00:35:02,280 --> 00:35:04,320

everywhere, not a cloud in the sky.

735

00:35:04,320 --> 00:35:06,840

The over 9,000-foot tall Mount Shashalden

736

00:35:06,840 --> 00:35:08,440

towered on the horizon.

737

00:35:08,440 --> 00:35:11,080

My coworker and I are parked in the truck

738

00:35:11,080 --> 00:35:16,320

looking at the Shashalden volcano when a silver, metallic,

739

00:35:16,320 --> 00:35:19,600

shiny disk came at a high rate of speed approaching

740

00:35:19,600 --> 00:35:21,320

from the right.

741

00:35:21,320 --> 00:35:24,120

We watched it probably for about five miles.

742

00:35:24,120 --> 00:35:26,120

It took just seconds to cover that distance,

743

00:35:26,120 --> 00:35:27,880

and then it came to an abrupt, sudden stop

744

00:35:27,880 --> 00:35:29,800

at the base of Shashalden.

745

00:35:29,800 --> 00:35:31,520

They say they gazed in astonishment

746

00:35:31,520 --> 00:35:34,960

at the stationary, shiny disk for over a minute.

747

00:35:34,960 --> 00:35:38,080

The disk then makes another rapid move.

748

00:35:38,080 --> 00:35:41,560

Suddenly, it shot vertically up in the air

749

00:35:41,560 --> 00:35:43,120

towards the top of the volcano.

750

00:35:43,120 --> 00:35:46,600

And again, it stopped there abruptly for a minute,

751

00:35:46,600 --> 00:35:48,560

maybe two minutes.

752

00:35:48,560 --> 00:35:52,160

And then it zoomed off and didn't leave no contrail.

753

00:35:52,160 --> 00:35:53,520

I mean, it was just gone.

754

00:35:53,520 --> 00:35:57,000

I don't know how the object did what it did,

755

00:35:57,000 --> 00:35:58,720

but I seen with my own two eyes.

756

00:35:59,720 --> 00:36:01,720

Now, I've heard this before.

757

00:36:01,720 --> 00:36:03,720

And as he's telling me this, I'm actually

758

00:36:03,720 --> 00:36:07,200

starting to get chills because I am now reliving

759

00:36:07,200 --> 00:36:09,720

several other events where people have told me

760

00:36:09,720 --> 00:36:11,720

the exact same thing.

761

00:36:11,720 --> 00:36:15,160

I think the observables here are instantaneous acceleration.

762

00:36:15,160 --> 00:36:17,720

I think it's hypersonic velocity.

763

00:36:17,720 --> 00:36:19,720

And maybe even trans-medium travel,

764

00:36:19,720 --> 00:36:23,720

if it did indeed wind up going from an atmospheric environment

765

00:36:23,720 --> 00:36:24,720

to a near-vacuum environment.

766

00:36:24,720 --> 00:36:27,720

Eventually, we looked at it and we

767

00:36:27,720 --> 00:36:30,720

looked at each other and said, did you see what I just saw?

768

00:36:30,720 --> 00:36:31,720

And we both agreed.

769

00:36:31,720 --> 00:36:35,720

We'd seen what we saw and went on about our business.

770

00:36:35,720 --> 00:36:38,720

The technicians also agreed to stay quiet.

771

00:36:38,720 --> 00:36:42,720

We've talked about it amongst ourselves over the years,

772

00:36:42,720 --> 00:36:46,720

but we've never talked to anybody else for a fear of retribution

773

00:36:46,720 --> 00:36:49,720

or getting our clearances pulled or something such as that.

774

00:36:49,720 --> 00:36:52,720

There's no potential upside.

775

00:36:52,720 --> 00:36:55,720

Many people until they've experienced it or witnessed it

776

00:36:55,720 --> 00:36:58,720

themselves are disbelievers.

777

00:36:58,720 --> 00:37:00,720

They think you're crazy or something.

778

00:37:00,720 --> 00:37:04,720

But having seen it, that certainly made me a believer.

779

00:37:04,720 --> 00:37:08,720

Elizondo believes the time has come for all civilian pilots

780

00:37:08,720 --> 00:37:14,720

and contractors who have witnessed UFOs to come out of the shadows.

781

00:37:14,720 --> 00:37:17,720

But can he get anyone to take action?

782

00:37:18,720 --> 00:37:20,720

LOOL

783

00:37:22,720 --> 00:37:25,720

Loo Elizondo has been investigating the connection between UFOs

784

00:37:25,720 --> 00:37:28,720

and commercial aircraft,

785

00:37:28,720 --> 00:37:33,720

speaking to commercial pilots about their harrowing encounters.

786

00:37:33,720 --> 00:37:38,720

And I noticed a orange spherical type shape that just caught my eye.

787

00:37:38,720 --> 00:37:43,720

When it got close to us, it looked significantly bigger than us.

788

00:37:43,720 --> 00:37:47,720

There was an object coming up underneath my aircraft rapidly.

789

00:37:47,720 --> 00:37:50,720

Your brain says this can't be happening,

790

00:37:50,720 --> 00:37:53,720

but you have to deal in the here and now, in the present.

791

00:37:53,720 --> 00:37:58,720

When you go up into a situation where you have nothing to go on

792

00:37:58,720 --> 00:38:00,720

and you have to kind of make it up as you go,

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00:38:00,720 --> 00:38:02,720

that's not a good place to be.

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00:38:02,720 --> 00:38:07,720

With tens of thousands of commercial flights taking off around the world each day,

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00:38:07,720 --> 00:38:12,720

will more pilots come forward with accounts of UFO sightings?

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00:38:14,720 --> 00:38:17,720

I've had information from other pilots

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00:38:17,720 --> 00:38:20,720

given to me about things that they've seen and done

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00:38:20,720 --> 00:38:23,720

that it just seems to be just overwhelming.

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00:38:23,720 --> 00:38:26,720

It's getting to the point now where this isn't a surprise.

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00:38:26,720 --> 00:38:28,720

It's a brave new world, guys.

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00:38:28,720 --> 00:38:31,720

There are all sorts of things in our skies that we don't know what they are,

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00:38:31,720 --> 00:38:34,720

and I think they could pose an issue for flight safety.

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00:38:34,720 --> 00:38:36,720

Commercial pilots are getting concerned.

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00:38:36,720 --> 00:38:41,720

They have sometimes hundreds of people, litter their life is in their hands.

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00:38:41,720 --> 00:38:45,720

You have in the back of that aircraft families and husbands and wives

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00:38:45,720 --> 00:38:48,720

and children and brothers and sisters and sons and daughters.

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00:38:48,720 --> 00:38:52,720

It is an increasingly prominent issue,

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00:38:52,720 --> 00:38:57,720

so it is important for pilots to report this information

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00:38:57,720 --> 00:38:59,720

so that action can be taken.

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00:38:59,720 --> 00:39:02,720

But Elizondo still wants to know,

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00:39:02,720 --> 00:39:05,720

are UFOs specifically targeting commercial aircraft?

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00:39:05,720 --> 00:39:08,720

And if so, why?

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00:39:08,720 --> 00:39:11,720

Is there an inherent interest, as we have seen,

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00:39:11,720 --> 00:39:17,720

between UFO activity and, let's say, our nuclear capabilities or our military aircraft?

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00:39:17,720 --> 00:39:22,720

And is that connection the same between UFOs and commercial aircraft?

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00:39:22,720 --> 00:39:24,720

I really don't know.

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00:39:24,720 --> 00:39:26,720

The more data we have,

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00:39:26,720 --> 00:39:31,720

the more we will have to work with to hopefully determine an answer

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00:39:31,720 --> 00:39:34,720

to find a solution of what these things really are.

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00:39:34,720 --> 00:39:35,720

But at the same time,

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00:39:35,720 --> 00:39:38,720

we're not going to find out what these are unless they report it.

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00:39:38,720 --> 00:39:42,720

While airline pilots like Scott Goodnow and Peter Kuriazas

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00:39:42,720 --> 00:39:45,720

have come forward to report what they've seen,

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00:39:45,720 --> 00:39:48,720

many still feel afraid to speak out.

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00:39:48,720 --> 00:39:54,720

I think the airlines is really where the issue is for most commercial pilots

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00:39:54,720 --> 00:39:56,720

concerned about their career.

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00:39:56,720 --> 00:40:02,720

It's clear that they haven't had a culture that encourages reporting in candor on this topic.

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00:40:02,720 --> 00:40:06,720

Too often, unfortunately, the climate has not been favorable

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00:40:06,720 --> 00:40:09,720

simply to telling the truth and reporting what you're seeing.

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00:40:09,720 --> 00:40:13,720

There's a certain persona, especially major airline pilots.

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00:40:13,720 --> 00:40:18,720

We want to be seen as pragmatic, logical, calculating, predictable.

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00:40:18,720 --> 00:40:24,720

And some of these things move into an area that might have some people think

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00:40:24,720 --> 00:40:29,720

that's a little more of a fancy and maybe there's a little bit of a stigma to it.

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00:40:29,720 --> 00:40:32,720

You know, like, oh, I got this crazy pilot, you know.

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00:40:32,720 --> 00:40:35,720

Whether you're American Airlines or Delta or any other carrier,

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00:40:35,720 --> 00:40:40,720

you should encourage your pilots to report something if they don't know what it is.

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00:40:40,720 --> 00:40:44,720

There are more commercial aircraft over the lower 48 states

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00:40:44,720 --> 00:40:46,720

than there are military aircraft at any given time.

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00:40:46,720 --> 00:40:49,720

So commercial pilots are really our eyes in the sky.

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00:40:49,720 --> 00:40:53,720

They should feel enabled to report that information

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00:40:53,720 --> 00:40:56,720

without fear of retribution or consequences.

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00:40:57,720 --> 00:41:00,720

I had an opportunity to come in and talk about something that I think is very important.

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00:41:00,720 --> 00:41:01,720

It's the safety of flight.

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00:41:01,720 --> 00:41:09,720

It's an issue of safety when it comes to these objects coming as close as they do to these civilian airplanes.

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00:41:09,720 --> 00:41:10,720

The public doesn't know.

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00:41:10,720 --> 00:41:11,720

Oh, the public doesn't know.

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00:41:11,720 --> 00:41:13,720

It was very scary.

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00:41:13,720 --> 00:41:19,720

Yeah, because when you have an object within 50 feet of an aircraft moving at 35,000 feet at 550 knots,

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00:41:19,720 --> 00:41:23,720

at 50 feet, that's not good.

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00:41:23,720 --> 00:41:26,720

It's a significant thing where I can never forget it.

851

00:41:26,720 --> 00:41:31,720

There's 15 minutes out of a 30-year career that will forever last in your head.

