



1
00:00:05,570 --> 00:00:02,389
in this video I'm going to share an

2
00:00:07,849 --> 00:00:05,580
assortment of stories of pilots in

3
00:00:10,129 --> 00:00:07,859
midair on a collision course with the

4
00:00:12,530 --> 00:00:10,139
UFO

5
00:00:14,570 --> 00:00:12,540
I can't even imagine being a pilot let

6
00:00:19,849 --> 00:00:14,580
alone being on a collision course with

7
00:00:23,810 --> 00:00:21,830
and what are these UFOs doing are they

8
00:00:26,390 --> 00:00:23,820
trying to hurt the pilots are they

9
00:00:30,109 --> 00:00:26,400
teasing the pilots are they simply

10
00:00:32,990 --> 00:00:30,119
showing off their technology

11
00:00:35,630 --> 00:00:33,000
simply to say we could do something bad

12
00:00:37,490 --> 00:00:35,640
if we wanted to

13
00:00:40,430 --> 00:00:37,500

and I don't know the answer to that

14

00:00:42,830 --> 00:00:40,440

question but

15

00:00:46,130 --> 00:00:42,840

it's pure and simple fact

16

00:00:48,529 --> 00:00:46,140

Pilots have had harrowing encounters

17

00:00:49,910 --> 00:00:48,539

with unidentified flying objects and

18

00:00:52,910 --> 00:00:49,920

we're about to go through some of those

19

00:00:55,970 --> 00:00:52,920

cases these cases span the Decades of

20

00:00:58,610 --> 00:00:55,980

the 40s 50s 60s and 70s and by no means

21

00:01:01,310 --> 00:00:58,620

did it end there recently we've been

22

00:01:03,709 --> 00:01:01,320

made aware of military encounters and

23

00:01:06,289 --> 00:01:03,719

Pilots such as Alex Diedrich David

24

00:01:08,030 --> 00:01:06,299

fravor and Ryan Graves

25

00:01:10,130 --> 00:01:08,040

who've had their own encounters with

26

00:01:12,230 --> 00:01:10,140

UFOs

27

00:01:13,250 --> 00:01:12,240

but this has been going on for a long

28

00:01:17,630 --> 00:01:13,260

time

29

00:01:23,030 --> 00:01:20,090

and I don't pretend to have any answers

30

00:01:25,310 --> 00:01:23,040

for UFOs and what they are

31

00:01:27,050 --> 00:01:25,320

but I do know they're real

32

00:01:29,330 --> 00:01:27,060

and I can't imagine being in the shoes

33

00:01:30,649 --> 00:01:29,340

with these Pilots we're about to talk

34

00:01:32,570 --> 00:01:30,659

about

35

00:01:34,690 --> 00:01:32,580

as they were on a collision course with

36

00:01:37,490 --> 00:01:34,700

the UFO

37

00:01:42,830 --> 00:01:37,500

I have an assortment of media prepared

38

00:01:48,770 --> 00:01:46,190

and where testimony isn't available via

39

00:01:51,050 --> 00:01:48,780

that Medium I read from actual Project

40

00:01:55,850 --> 00:01:51,060

Blue Book documents

41

00:02:01,789 --> 00:01:58,429

so I hope you enjoy the video

42

00:02:04,789 --> 00:02:01,799

it's just a small sample

43

00:02:08,089 --> 00:02:04,799

of truly harrowing Tales

44

00:02:17,390 --> 00:02:08,099

Northwest of Bethel Alaska

45

00:02:24,350 --> 00:02:20,630

incident number 58 project Grudge August

46

00:02:26,150 --> 00:02:24,360

4th 1947 Sunset near Bethel Alaska a

47

00:02:28,070 --> 00:02:26,160

pilot and his co-pilot observed a black

48

00:02:31,070 --> 00:02:28,080

object of the design and approximate

49

00:02:33,410 --> 00:02:31,080

dimensions of a c-54 fuselage

50

00:02:35,750 --> 00:02:33,420

flying it 500 to a thousand feet

51

00:02:37,610 --> 00:02:35,760

altitude Northwest

52

00:02:40,010 --> 00:02:37,620

the object crossed their path at right

53

00:02:42,589 --> 00:02:40,020

angle but they pulled up to 1200 feet to

54

00:02:44,809 --> 00:02:42,599

avoid a collision subject matters of

55

00:02:48,170 --> 00:02:44,819

national interest to commanding officer

56

00:02:50,449 --> 00:02:48,180

Alaska Communication System

57

00:02:51,770 --> 00:02:50,459

the following report is submitted on a

58

00:02:54,410 --> 00:02:51,780

matter which may become of national

59

00:02:56,809 --> 00:02:54,420

interest captain and his co-pilot have

60

00:02:58,430 --> 00:02:56,819

stated that on August 4th 1947 they

61

00:03:01,550 --> 00:02:58,440

cited and followed a flank saucer

62

00:03:03,710 --> 00:03:01,560

Northwest of Bethel Alaska

63

00:03:06,110 --> 00:03:03,720

this object was bigger than the Douglas

64

00:03:08,089 --> 00:03:06,120

DC3 they were flying crossed their

65

00:03:10,130 --> 00:03:08,099

course at right angles to them

66

00:03:11,390 --> 00:03:10,140

who's flying at an altitude of one

67

00:03:13,430 --> 00:03:11,400

thousand feet

68

00:03:16,790 --> 00:03:13,440

they swung in behind it and followed it

69

00:03:19,970 --> 00:03:16,800

at an airspeed of 170 miles per hour but

70

00:03:22,009 --> 00:03:19,980

it was out of sight in four minutes

71

00:03:23,809 --> 00:03:22,019

State the object was smooth surfaced and

72

00:03:26,990 --> 00:03:23,819

streamlined with no visible means of

73

00:03:29,030 --> 00:03:27,000

propulsion whatsoever

74

00:03:31,009 --> 00:03:29,040

it is realized that the fourth Air Force

75

00:03:33,830 --> 00:03:31,019

claims there are no such things but

76

00:03:38,809 --> 00:03:33,840

Captain is Chief pilot for flag services

77

00:03:40,850 --> 00:03:38,819

and is a man not given to exaggeration

78

00:03:42,170 --> 00:03:40,860

in view of the excellent reputation of

79

00:03:45,050 --> 00:03:42,180

Captain

80

00:03:47,330 --> 00:03:45,060

and the fact that no one here doubts in

81

00:03:50,210 --> 00:03:47,340

the least but that he actually saw this

82

00:03:54,170 --> 00:03:50,220

object this report is turned in for any

83

00:03:56,390 --> 00:03:54,180

action deemed necessary by your office

84

00:03:59,930 --> 00:03:56,400

signed Harold D Johnston

85

00:04:08,210 --> 00:03:59,940

signal corpse operator in charge

86

00:04:12,170 --> 00:04:10,130

what is your full name Captain Captain

87

00:04:15,229 --> 00:04:12,180

Willis Sperry along with American

88

00:04:18,710 --> 00:04:15,239

Airlines 17 years what was the date of

89

00:04:21,590 --> 00:04:18,720

sighting May the 29th 1950 and the time

90

00:04:25,550 --> 00:04:21,600

of citing 9 30 in the evening

91

00:04:26,930 --> 00:04:25,560

origin of signing 60 miles Southwest of

92

00:04:29,629 --> 00:04:26,940

Washington DC

93

00:04:32,450 --> 00:04:29,639

and the destination Nashville Tennessee

94

00:04:36,830 --> 00:04:32,460

what was the visibility it was unlimited

95

00:04:39,469 --> 00:04:36,840

what was your altitude 7 500 feet oh the

96

00:04:41,749 --> 00:04:39,479

crew first saw the object the co-pilot

97

00:04:44,330 --> 00:04:41,759

called it to my attention as I had

98

00:04:47,689 --> 00:04:44,340

turned to reach for a map the object was

99

00:04:49,969 --> 00:04:47,699

flying head on at us it was 50 times the

100

00:04:52,610 --> 00:04:49,979

magnitude of the brightest star

101
00:04:55,070 --> 00:04:52,620
I immediately made an Abrupt turn to

102
00:04:58,070 --> 00:04:55,080
avoid Collision as I looked to my left

103
00:05:00,950 --> 00:04:58,080
the object appeared to come to a stop

104
00:05:03,650 --> 00:05:00,960
can you describe the shape of the object

105
00:05:06,409 --> 00:05:03,660
it appeared as a perfectly streamlined

106
00:05:09,170 --> 00:05:06,419
object without wings or tail section as

107
00:05:11,270 --> 00:05:09,180
it was silhouetted against the full moon

108
00:05:13,790 --> 00:05:11,280
at all times it had a brilliant

109
00:05:16,730 --> 00:05:13,800
shimmering blue light in the nose it was

110
00:05:18,650 --> 00:05:16,740
traveling at Fantastic speed and

111
00:05:21,409 --> 00:05:18,660
although it had passed off our left wing

112
00:05:23,810 --> 00:05:21,419
tip it circled us in a matter of seconds

113
00:05:26,689 --> 00:05:23,820

and appeared off our right wing

114

00:05:28,909 --> 00:05:26,699

there again it stopped and we watched it

115

00:05:31,610 --> 00:05:28,919

for several seconds when again it

116

00:05:33,590 --> 00:05:31,620

started It reversed its direction we

117

00:05:36,350 --> 00:05:33,600

washed it for several more seconds until

118

00:05:38,210 --> 00:05:36,360

it disappeared in the East out of cycle

119

00:05:41,090 --> 00:05:38,220

have you ever seen any other similar

120

00:05:42,469 --> 00:05:41,100

object Captain never before or since we

121

00:05:44,930 --> 00:05:42,479

would later find out that there was

122

00:05:46,070 --> 00:05:44,940

another witness to Captain Sperry's UFO

123

00:05:48,770 --> 00:05:46,080

sighting

124

00:05:51,469 --> 00:05:48,780

a pilot who would eventually become the

125

00:05:53,990 --> 00:05:51,479

pilot for President Truman

126

00:05:56,510 --> 00:05:54,000

actually saw a brilliant blue white

127

00:06:00,710 --> 00:05:56,520

light in the sky that very

128

00:06:09,969 --> 00:06:00,720

well might have been the same UFO

129

00:06:19,010 --> 00:06:15,770

at about 10 000 feet this was at night

130

00:06:22,909 --> 00:06:19,020

I happened to observe a little bit off

131

00:06:24,670 --> 00:06:22,919

of the bow about 10 or 15 degrees on the

132

00:06:27,469 --> 00:06:24,680

water below the Horizon

133

00:06:30,170 --> 00:06:27,479

a yellow glow that appeared as though we

134

00:06:32,870 --> 00:06:30,180

were approaching a city at night

135

00:06:35,150 --> 00:06:32,880

since we were over 300 miles from

136

00:06:37,189 --> 00:06:35,160

argetio I knew that it couldn't be a

137

00:06:41,029 --> 00:06:37,199

city that maybe possibly were some ships

138

00:06:42,770 --> 00:06:41,039

laid up and that there were ships in the

139

00:06:44,870 --> 00:06:42,780

area that we didn't know about I asked

140

00:06:47,689 --> 00:06:44,880

the Navigator and he said no there were

141

00:06:49,070 --> 00:06:47,699

no ship plots and that we were not close

142

00:06:51,230 --> 00:06:49,080

to land

143

00:06:54,050 --> 00:06:51,240

so I observed it for a while called it

144

00:06:56,090 --> 00:06:54,060

to the attention of Lieutenant Kingdom

145

00:06:58,189 --> 00:06:56,100

that was sitting in the co-pilot seat he

146

00:07:00,710 --> 00:06:58,199

observed it for a while

147

00:07:03,050 --> 00:07:00,720

as we got close within about 30 or 35

148

00:07:05,150 --> 00:07:03,060

miles the lights seemed to have a

149

00:07:07,450 --> 00:07:05,160

pattern they were elongated but it was

150

00:07:09,950 --> 00:07:07,460

not a circular type pattern

151
00:07:12,469 --> 00:07:09,960
possibly the length of a couple of ships

152
00:07:14,590 --> 00:07:12,479
or two aircraft carriers and the width

153
00:07:18,050 --> 00:07:14,600
of two aircraft carriers

154
00:07:20,870 --> 00:07:18,060
after observing this for a while we got

155
00:07:22,969 --> 00:07:20,880
within a range of say 30 miles

156
00:07:25,370 --> 00:07:22,979
the Lights Went Out

157
00:07:27,170 --> 00:07:25,380
and all we saw in the water was a small

158
00:07:33,110 --> 00:07:27,180
Halo

159
00:07:35,270 --> 00:07:33,120
towards us turned to an orange to fiery

160
00:07:37,309 --> 00:07:35,280
red to almost a purplish

161
00:07:43,610 --> 00:07:37,319
red

162
00:07:45,290 --> 00:07:43,620
feet below us it stopped its its

163
00:07:47,150 --> 00:07:45,300

movement I had already disengaged the

164

00:07:48,710 --> 00:07:47,160

autopilot in order to try to go under

165

00:07:50,650 --> 00:07:48,720

this crap because it looked like we were

166

00:07:53,689 --> 00:07:50,660

on could at least in chorus

167

00:07:55,129 --> 00:07:53,699

and at that time I noticed that it was

168

00:07:57,350 --> 00:07:55,139

not sitting level

169

00:07:59,629 --> 00:07:57,360

the craft was sitting at an angle about

170

00:08:00,890 --> 00:07:59,639

45 degrees off the bow and it was

171

00:08:03,350 --> 00:08:00,900

staying with us

172

00:08:04,850 --> 00:08:03,360

so it continued to move with us for a

173

00:08:08,270 --> 00:08:04,860

few seconds

174

00:08:10,550 --> 00:08:08,280

and of course behind me the additional

175

00:08:13,189 --> 00:08:10,560

crew was standing and they they

176
00:08:15,830 --> 00:08:13,199
scattered all over the cockpit a couple

177
00:08:18,170 --> 00:08:15,840
were injured

178
00:08:19,490 --> 00:08:18,180
then it started moving away from us and

179
00:08:22,129 --> 00:08:19,500
at that time I could tell it was an

180
00:08:23,809 --> 00:08:22,139
intelligent craft of some kind guided it

181
00:08:26,390 --> 00:08:23,819
came up to take a look at us and then it

182
00:08:28,070 --> 00:08:26,400
started this movement away from us at

183
00:08:30,350 --> 00:08:28,080
that time some other crew members came

184
00:08:32,209 --> 00:08:30,360
up and it looked at what we were

185
00:08:35,210 --> 00:08:32,219
observing

186
00:08:38,209 --> 00:08:35,220
I put the autopilot back on

187
00:08:42,110 --> 00:08:38,219
[Music]

188
00:08:45,410 --> 00:08:42,120

set my course and walk back aft and Dr

189

00:08:47,509 --> 00:08:45,420

Moser was sitting back there and he was

190

00:08:49,250 --> 00:08:47,519

a commander in the Navy at the time and

191

00:08:51,949 --> 00:08:49,260

I asked him I said doc did you see what

192

00:08:54,650 --> 00:08:51,959

we saw he says yes he says it was a

193

00:08:56,590 --> 00:08:54,660

flying saucer I didn't look at it

194

00:08:59,150 --> 00:08:56,600

because I don't believe in such things

195

00:09:01,190 --> 00:08:59,160

so at that time I rushed back to the

196

00:09:03,530 --> 00:09:01,200

cockpit and I told Lieutenant Jones who

197

00:09:05,269 --> 00:09:03,540

had taken my seat I said I always says

198

00:09:07,370 --> 00:09:05,279

whatever you do don't tell anybody that

199

00:09:08,930 --> 00:09:07,380

we saw a flying saucer because they

200

00:09:11,810 --> 00:09:08,940

would probably lock us up when we land

201
00:09:14,570 --> 00:09:11,820
so he said well it's too late that I had

202
00:09:17,870 --> 00:09:14,580
called Gander control to see if they had

203
00:09:19,370 --> 00:09:17,880
anything on the radar so at that time we

204
00:09:31,370 --> 00:09:19,380
knew that

205
00:09:38,090 --> 00:09:34,250
this next report is a perfect example of

206
00:09:40,370 --> 00:09:38,100
how the United States Air Force put in

207
00:09:43,490 --> 00:09:40,380
an effort to discredit pilots who had

208
00:09:45,290 --> 00:09:43,500
UFO sightings three men one of which is

209
00:09:47,449 --> 00:09:45,300
Ernie steadvik were on a live weather

210
00:09:49,449 --> 00:09:47,459
reporting flight for a local radio

211
00:09:52,370 --> 00:09:49,459
station when they had an intense

212
00:09:55,130 --> 00:09:52,380
encounter with the UFO

213
00:09:57,230 --> 00:09:55,140

now Ernie was a veteran pilot who flew

214

00:09:59,030 --> 00:09:57,240

bombers for the United States Air Force

215

00:10:00,949 --> 00:09:59,040

in World War II

216

00:10:03,470 --> 00:10:00,959

at the time of the sighting he also

217

00:10:05,030 --> 00:10:03,480

owned and operated his own Aviation

218

00:10:06,530 --> 00:10:05,040

company

219

00:10:09,829 --> 00:10:06,540

unfortunately

220

00:10:12,110 --> 00:10:09,839

Ernie passed away in 2021 but not before

221

00:10:14,990 --> 00:10:12,120

he earned the highest Aviation award

222

00:10:17,930 --> 00:10:15,000

given out by the FAA

223

00:10:20,870 --> 00:10:17,940

called the master pilot award

224

00:10:23,570 --> 00:10:20,880

and that was after 50 years of safe

225

00:10:26,750 --> 00:10:23,580

flying on July 4th 1961 Ernie and the

226

00:10:29,930 --> 00:10:26,760

boys were flying over Akron to the

227

00:10:32,509 --> 00:10:29,940

Cleveland Hopkins airport on this night

228

00:10:34,790 --> 00:10:32,519

Ernie says that they noticed a green and

229

00:10:36,530 --> 00:10:34,800

white light suspended in the air to

230

00:10:39,350 --> 00:10:36,540

their one o'clock position

231

00:10:40,730 --> 00:10:39,360

the object dived at them on a collision

232

00:10:43,250 --> 00:10:40,740

course

233

00:10:46,430 --> 00:10:43,260

then it made a sharp turn and shot

234

00:10:48,530 --> 00:10:46,440

upwards at tremendous speed

235

00:10:49,730 --> 00:10:48,540

Ernie saw the object again the next

236

00:10:51,829 --> 00:10:49,740

night

237

00:10:55,970 --> 00:10:51,839

when it flashed up in front of them it

238

00:10:58,970 --> 00:10:55,980

again shot up and left the Press did

239

00:11:01,610 --> 00:10:58,980

pick up on this UFO report and they

240

00:11:04,190 --> 00:11:01,620

stated that the operational supervisor

241

00:11:05,990 --> 00:11:04,200

at Hopkins airport said at the time of

242

00:11:09,170 --> 00:11:06,000

the sighting they did get an object

243

00:11:12,829 --> 00:11:09,180

flash up on radar and Fade Out in a

244

00:11:19,490 --> 00:11:16,670

now we have major Robert friend head of

245

00:11:23,810 --> 00:11:19,500

blue book that went to the press and

246

00:11:26,569 --> 00:11:23,820

stated the object was nothing other than

247

00:11:30,410 --> 00:11:26,579

the star cappella and a refraction of it

248

00:11:32,810 --> 00:11:30,420

now what I'm about to read to you is

249

00:11:34,370 --> 00:11:32,820

Ernie's statement back to Major Robert

250

00:11:36,889 --> 00:11:34,380

friend

251
00:11:40,310 --> 00:11:36,899
regarding his comments to the press and

252
00:11:42,230 --> 00:11:40,320
the object he saw being cappella

253
00:11:46,630 --> 00:11:42,240
he wrote this statement to the UFO

254
00:11:52,250 --> 00:11:49,670
this is my statement in reply to the

255
00:11:54,410 --> 00:11:52,260
statement released by Major friend of

256
00:11:55,610 --> 00:11:54,420
the UFO project at Wright-Patterson

257
00:11:57,590 --> 00:11:55,620
field

258
00:11:59,569 --> 00:11:57,600
my first reaction upon hearing the

259
00:12:01,130 --> 00:11:59,579
statement made by a man with a rather

260
00:12:02,449 --> 00:12:01,140
sketchy knowledge of what actually

261
00:12:05,509 --> 00:12:02,459
happened was

262
00:12:07,550 --> 00:12:05,519
who are they trying to kid

263
00:12:09,350 --> 00:12:07,560

why didn't this Air Force man take the

264

00:12:11,269 --> 00:12:09,360
time to investigate further before

265

00:12:13,069 --> 00:12:11,279
making any statement at all his

266

00:12:15,230 --> 00:12:13,079
supposition that myself and two other

267

00:12:18,050 --> 00:12:15,240
pilots on the first night and one other

268

00:12:19,910 --> 00:12:18,060
on the second night saw a refraction of

269

00:12:24,050 --> 00:12:19,920
the Stark capella

270

00:12:27,290 --> 00:12:24,060
was strictly a grabbing for straws deal

271

00:12:29,150 --> 00:12:27,300
I've been flying since 1942 both day and

272

00:12:31,130 --> 00:12:29,160
night and currently owned and operate a

273

00:12:35,030 --> 00:12:31,140
flag business that requires us to fly

274

00:12:38,750 --> 00:12:36,889
over the years I've seen many falling

275

00:12:41,210 --> 00:12:38,760
stars and other phenomena associated

276

00:12:42,949 --> 00:12:41,220

with atmospheric or meteorological

277

00:12:46,009 --> 00:12:42,959

phenomena

278

00:12:48,889 --> 00:12:46,019

the object we saw dived at us on a

279

00:12:50,569 --> 00:12:48,899

collision course to the extent that I

280

00:12:53,449 --> 00:12:50,579

actually called out to my passengers

281

00:12:56,090 --> 00:12:53,459

that the object was going to ram us

282

00:12:58,250 --> 00:12:56,100

after the object came at us It reversed

283

00:13:00,530 --> 00:12:58,260

course and climbed rapidly into a clear

284

00:13:02,569 --> 00:13:00,540

night sky this happened again the next

285

00:13:04,490 --> 00:13:02,579

night when the object flashed up in

286

00:13:05,810 --> 00:13:04,500

front of us and again climbed into a

287

00:13:08,269 --> 00:13:05,820

clear sky

288

00:13:10,490 --> 00:13:08,279

and both instances the object climbed at

289

00:13:13,490 --> 00:13:10,500

tremendous speeds leveled off and

290

00:13:15,829 --> 00:13:13,500

disappeared to the northwest

291

00:13:18,590 --> 00:13:15,839

and I will end my statement

292

00:13:21,590 --> 00:13:18,600

to wit that I have never seen a star

293

00:13:24,290 --> 00:13:21,600

climb and maneuver and I doubt that

294

00:13:26,329 --> 00:13:24,300

anyone else has either the object we saw

295

00:13:30,949 --> 00:13:26,339

was no stir

296

00:13:38,329 --> 00:13:30,959

nor was it a refraction October 18 1973

297

00:13:42,769 --> 00:13:41,150

approximately eight miles east of

298

00:13:45,470 --> 00:13:42,779

Mansfield

299

00:13:47,810 --> 00:13:45,480

our crew chief Sergeant Robert yanacek

300

00:13:49,910 --> 00:13:47,820

observed a red light on the East Horizon

301
00:13:51,790 --> 00:13:49,920
all right you gentlemen see the same red

302
00:13:54,829 --> 00:13:51,800
light yes I did

303
00:13:57,410 --> 00:13:54,839
our helicopter was flying on a Northerly

304
00:14:00,650 --> 00:13:57,420
heading we were applying at an altitude

305
00:14:02,870 --> 00:14:00,660
of 2 500 feet

306
00:14:05,870 --> 00:14:02,880
he indicated that the lights seemed to

307
00:14:07,430 --> 00:14:05,880
be facing the helicopter moving along in

308
00:14:10,069 --> 00:14:07,440
a parallel Direction with our aircraft

309
00:14:13,490 --> 00:14:10,079
which direction from the helicopter was

310
00:14:16,250 --> 00:14:13,500
the edge moving it was it was to our

311
00:14:19,190 --> 00:14:16,260
rights to the right side of the

312
00:14:21,829 --> 00:14:19,200
helicopter and it was moving with us as

313
00:14:24,769 --> 00:14:21,839

we were heading north towards Cleveland

314

00:14:26,930 --> 00:14:24,779

at this time uh he indicated that the

315

00:14:29,569 --> 00:14:26,940

light changes Direction was coming

316

00:14:31,610 --> 00:14:29,579

directly after helicopter at the same

317

00:14:35,870 --> 00:14:31,620

altitude

318

00:14:38,389 --> 00:14:35,880

and as the helicopter was

319

00:14:40,790 --> 00:14:38,399

maintaining a speed of 90 knots

320

00:14:42,889 --> 00:14:40,800

the object came at a terrific speed from

321

00:14:45,590 --> 00:14:42,899

The Horizon we estimated 15 miles

322

00:14:47,750 --> 00:14:45,600

visibility was reported 15 miles that

323

00:14:49,790 --> 00:14:47,760

night did you gentleman see the object

324

00:14:52,670 --> 00:14:49,800

at this time after it had been pointed

325

00:14:55,069 --> 00:14:52,680

out by the sergeant no not at that time

326

00:14:57,350 --> 00:14:55,079

I was flying left Cedar co-pilot and

327

00:14:58,670 --> 00:14:57,360

this ability from that seed from an

328

00:15:01,009 --> 00:14:58,680

optic approaching from the right is

329

00:15:03,590 --> 00:15:01,019

rather limited so I was having a

330

00:15:05,509 --> 00:15:03,600

difficulty seeing the doctor and it was

331

00:15:07,189 --> 00:15:05,519

that for that reason the major Point did

332

00:15:08,990 --> 00:15:07,199

take the aircraft load of control from

333

00:15:10,730 --> 00:15:09,000

me I grabbed the controls from

334

00:15:13,269 --> 00:15:10,740

Lieutenant Jesse because I thought it

335

00:15:15,829 --> 00:15:13,279

was going to hit us I braced for impact

336

00:15:17,569 --> 00:15:15,839

with that I pushed the collective down

337

00:15:18,590 --> 00:15:17,579

to get the helicopter to start to

338

00:15:20,509 --> 00:15:18,600

descend

339

00:15:23,150 --> 00:15:20,519

I then looked at the altimeter it was

340

00:15:25,370 --> 00:15:23,160

showing 1700 feet descending a thousand

341

00:15:28,189 --> 00:15:25,380

feet a minute

342

00:15:30,769 --> 00:15:28,199

began to descend and as this object came

343

00:15:32,689 --> 00:15:30,779

at the helicopter it seemed to descend

344

00:15:34,610 --> 00:15:32,699

with the helicopter when the helicopter

345

00:15:36,829 --> 00:15:34,620

went down the object came down but it

346

00:15:38,449 --> 00:15:36,839

still came directly at our broadside as

347

00:15:40,250 --> 00:15:38,459

if to hit the helicopter from the right

348

00:15:42,650 --> 00:15:40,260

side anyone else see the object at this

349

00:15:44,750 --> 00:15:42,660

time yes I was watching it come on out

350

00:15:46,670 --> 00:15:44,760

of the East to Rising

351
00:15:48,710 --> 00:15:46,680
the only thing I felt was when the

352
00:15:50,870 --> 00:15:48,720
skipper took over the controls and we

353
00:15:52,069 --> 00:15:50,880
started to auto rotate down and I've

354
00:15:53,810 --> 00:15:52,079
never been involved in the mid-air

355
00:15:56,990 --> 00:15:53,820
Collision so I was just watching this

356
00:16:00,829 --> 00:15:57,000
thing come at us it was at this time

357
00:16:02,810 --> 00:16:00,839
Light Came swung 90 degrees from the UFO

358
00:16:04,910 --> 00:16:02,820
towards the helicopter and it came in

359
00:16:06,650 --> 00:16:04,920
through the front of the plexiglass and

360
00:16:08,090 --> 00:16:06,660
the entire cabinet side turned green

361
00:16:10,069 --> 00:16:08,100
from the light

362
00:16:12,170 --> 00:16:10,079
a pyramid-shaped type of light that

363
00:16:13,550 --> 00:16:12,180

being down and came through the front of

364

00:16:16,129 --> 00:16:13,560

the helicopter

365

00:16:17,629 --> 00:16:16,139

how long was your aircraft bathed in

366

00:16:20,350 --> 00:16:17,639

this beam

367

00:16:22,790 --> 00:16:20,360

the light that came in the cockpit

368

00:16:25,009 --> 00:16:22,800

apparently lasted only for a few seconds

369

00:16:27,889 --> 00:16:25,019

but it was enough time

370

00:16:29,750 --> 00:16:27,899

I observed the red instrument panel

371

00:16:32,030 --> 00:16:29,760

lights utilized for night flying to be

372

00:16:33,230 --> 00:16:32,040

absorbed by the green light was it

373

00:16:34,850 --> 00:16:33,240

possible for you to determine the

374

00:16:36,050 --> 00:16:34,860

outline of this object against the star

375

00:16:39,829 --> 00:16:36,060

background

376

00:16:43,009 --> 00:16:39,839

yes sir it was a cigar-shaped object

377

00:16:46,249 --> 00:16:43,019

like a symmetrical airfoil with the Dome

378

00:16:48,670 --> 00:16:46,259

on it it was a solid object too it was a

379

00:16:52,730 --> 00:16:48,680

metallic structure to it

380

00:16:54,710 --> 00:16:52,740

and you could see lights reflecting off

381

00:16:57,170 --> 00:16:54,720

the structure because and you could not

382

00:17:00,410 --> 00:16:57,180

see any of the stars or

383

00:17:02,509 --> 00:17:00,420

behind the object itself well while all

384

00:17:05,569 --> 00:17:02,519

this was going on what was the attitude

385

00:17:07,970 --> 00:17:05,579

of the helicopter apparently when we

386

00:17:10,730 --> 00:17:07,980

were supposed to be descending at 2 000

387

00:17:13,789 --> 00:17:10,740

feet a minute at 100 knots

388

00:17:15,230 --> 00:17:13,799

we were climbing at a thousand feet a

389

00:17:17,270 --> 00:17:15,240
minute

390

00:17:19,429 --> 00:17:17,280
with the controls still established for

391

00:17:23,329 --> 00:17:19,439
a descent

392

00:17:27,350 --> 00:17:23,339
and it we went from 1700 feet up to 3

393

00:17:29,090 --> 00:17:27,360
500 feet and topped out at 3 800 feet

394

00:17:30,710 --> 00:17:29,100
I would like to stress one important

395

00:17:33,590 --> 00:17:30,720
fact

396

00:17:35,930 --> 00:17:33,600
and that is there is approximately 20

397

00:17:38,510 --> 00:17:35,940
years of Army Aviation experience

398

00:17:40,789 --> 00:17:38,520
between the four men on board the

399

00:17:42,409 --> 00:17:40,799
helicopter that night

400

00:17:45,350 --> 00:17:42,419
we have been trained to follow

401
00:17:48,350 --> 00:17:45,360
procedures and regulations in reporting

402
00:17:49,490 --> 00:17:48,360
incidences regardless of how they're

403
00:17:52,610 --> 00:17:49,500
accepted

404
00:17:55,130 --> 00:17:52,620
and we try to follow those procedures

405
00:17:56,330 --> 00:17:55,140
and we reported the incident as it

406
00:17:58,669 --> 00:17:56,340
occurred

407
00:18:01,430 --> 00:17:58,679
and have avoided any speculation on the

408
00:18:03,710 --> 00:18:01,440
subject thanks for watching I do hope

409
00:18:05,510 --> 00:18:03,720
you enjoyed the video now remember we

410
00:18:07,549 --> 00:18:05,520
just went over five accounts of

411
00:18:09,470 --> 00:18:07,559
near-misses with UFOs there have been

412
00:18:13,370 --> 00:18:09,480
many more over the course of several

413
00:18:15,049 --> 00:18:13,380

decades I did however pay some links to

414

00:18:17,270 --> 00:18:15,059

government documents in the description

415

00:18:20,390 --> 00:18:17,280

of this video if you want to check out

416

00:18:23,690 --> 00:18:20,400

those additional cases yourself and by

417

00:18:26,690 --> 00:18:23,700

no means are we limited to even those

418

00:18:29,150 --> 00:18:26,700

cases either so I do encourage you to do

419

00:18:31,010 --> 00:18:29,160

your own research please like this video