

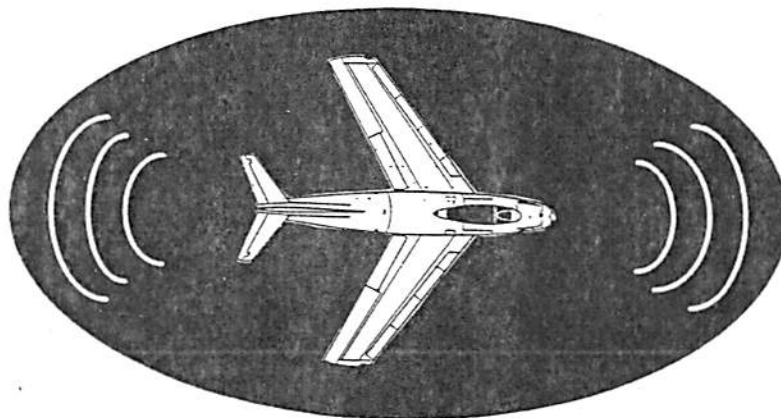
ACUFOE

PROJECT ACUFOE

ACUFOE

# AIRCRAFT UFO ENCOUNTERS

RADAR / VISUAL CASES



VOLUME 5  
1977 - 1998

Dominique Weinstein

<b>ACUFOE</b>	<b>AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES</b>	<b>1977</b>
770121		A/GR

<b>Date</b>	1977/01/21	<b>Country</b>	Colombia
<b>Time</b>	21:00	<b>Location</b>	West of Bogota
<b>Duration</b>		<b>Coordinates</b>	

### AIRCRAFT INFORMATIONS

<b>Type of Aircraft</b>	airliner (n°HK-1273)
<b>Airline or Air Force</b>	Avianca
<b>Flight number or AF Unit</b>	flight 132
<b>Flight origin</b>	Eldorado airport Bogota (Colombia)
<b>Flight destination</b>	Pereira (Colombia)
<b>Altitude</b>	20,000 ft
<b>speed</b>	

### UFO INFORMATIONS (\*)

<b>Number of objects</b>	one
<b>Shape</b>	light (bright)
<b>Size</b>	white / then red
<b>Color</b>	
<b>Altitude (estimation)</b>	
<b>Course</b>	stationary and moving
<b>Speed (estimation)</b>	

(\*) according to pilot(s) estimation

### RADAR INFORMATIONS

<b>Radar set number</b>	
<b>Radar location</b>	ground radar (Control tower at Eldorado airport)
<b>Radar manufacturer / type</b>	
<b>Radar range (mini./maxi.)</b>	
<b>Elevation angle (mini/maxi)</b>	
<b>Radar beam width</b>	
<b>Number of target(s)</b>	one
<b>Target distance</b>	
<b>Target size</b>	three times the size of a normal aircraft
<b>Target altitude</b>	
<b>Target speed</b>	44,000 kph
<b>Target trajectory</b>	zig-zag trajectory
<b>Duration</b>	

<b>EME (on a/c system)</b>	pilot turn off and switch on his lights / UFO replied with flashing green lights
<b>Distance UFO - A/C</b>	25 miles
<b>Weather</b>	clear night full of stars

<b>Witness(es)</b>	Cpt.Gustavo Ferreira pilot) / Pedro Tapias (co-pilot) / Flight engineer and two stewardess Jorge Jiminez (Control tower radar operator)
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<b>Source(s)</b>	(01) List of cases from Richard Hall (03) Project1947, Jan L. Aldrich (U3.1) International UFO Reporter Vol.3 n°1 (F23.2) FSR vol.23 n°2
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## Case summary

(from the Flying Saucer Review Vol.23 n°2)

At 21:00 on January 21, 1977, Captain Gustavo Ferreira, pilot of an Avianca airliner (registration n°HK-1273), took off from Eldorado airport at Bogota, and flew at a height of 20,000 feet. Suddenly, the pilot saw an extremely bright white light heading straight towards his aircraft from the opposite direction. At the same time, Jorge Jimenez, the radar operator at the airport control tower picked up on his screen an unidentified target travelling at 44,000 feet. The size of the object on the screen was three times the size of a normal aircraft, and it was moving on a zig-zag course.

The other crew members were also looking at the object. It was stationary at times, and moving at other times. The pilot put on the landing lights. The night sky was clear and full of stars. The five crew members were in the cabin which was in darkness. Suddenly, the vivid white light changed to red. The pilot turned off his landing lights, so the plane was in total darkness. Then he switched on his landing lights once more, and the object replied by flashing green lights. This exchange of signals had taken about three minutes, after which the object moved away southwards and disappeared rapidly out of sight. In the same time, the radar operator lost it from his screen. It did a 90° turn at a fantastic speed.

<b>ACUFOE</b>	<b>AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES</b>	<b>1977</b>
771227		M/GR

<b>Date</b>	1977/12/27	<b>Country</b>	USA
<b>Time</b>	22:50 LT	<b>Location</b>	Charlotte, North Carolina
<b>Duration</b>		<b>Coordinates</b>	

### AIRCRAFT INFORMATIONS

<b>Type of Aircraft</b>	helicopter « Snooply 2 »
<b>Airline or Air Force</b>	Charlotte Police Department
<b>Flight number or AF Unit</b>	
<b>Flight origin</b>	
<b>Flight destination</b>	
<b>Altitude</b>	1600 ft
<b>speed</b>	130 mph

### UFO INFORMATIONS (\*)

<b>Number of objects</b>	two
<b>Shape</b>	
<b>Size</b>	
<b>Color</b>	silver (radiated an orange glow)
<b>Altitude (estimation)</b>	1800 ft
<b>Course</b>	
<b>Speed (estimation)</b>	

(\*) according to pilot(s) estimation

### RADAR INFORMATIONS

<b>Radar set number</b>	one
<b>Radar location</b>	Douglas Municipal airport Air Traffic control
<b>Radar manufacturer / type</b>	
<b>Radar range (mini./maxi.)</b>	
<b>Elevation angle (mini./maxi)</b>	
<b>Radar beam width</b>	
<b>Number of target(s)</b>	two (+ helicopter)
<b>Target distance</b>	1 miles between the two unknowns
<b>Target size</b>	
<b>Target altitude</b>	1800 ft / 4000 ft
<b>Target speed</b>	230 mph
<b>Target trajectory</b>	
<b>Duration</b>	15 mn

<b>EME (on a/c system)</b>	
<b>Distance UFO - A/C</b>	100 ft (close to one of the objects) / 200 ft above helicopter
<b>Weather</b>	

<b>Witness(es)</b>	Ronald Arey, helicopter pilot (Charlotte Police) 39 years-old Police officer Howard Dellinger Ray Bader (Douglas air traffic controller) 27 years-old
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<b>Source(s)</b>	(03) Project 1947, Jan Aldrich (31) CUFOs files
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## Summary

According to the pilot :

The two police officers were on routine helicopter patrol « Snoopy II » over Charlotte when they spotted two lighted objects they believed to be aircraft in flying formation. As they got closer, they observed there were no navigational lights, no rotating beacons, no strobe light. The pilot climbed for a closer look and he was stunned to see one of the objects suddenly vault from about 1700 ft to about 4000 or 5000 ft in two or three seconds.

The second object was silver looking, bigger than the helicopter and it radiated a strange bright orange glow and had a kind of dome over it. Suddenly, the object swung past and took up a position behind the helicopter. The pilot was circling to the left and the object started circling to the left, about 150 ft behind the helicopter.

As he was playing cat and mouse with the object, the pilot radioed the air traffic control at Douglas Municipal airport. The radar controller confirmed that he had on his radar the helicopter, a light plane and two other unknown targets, very close to each other.

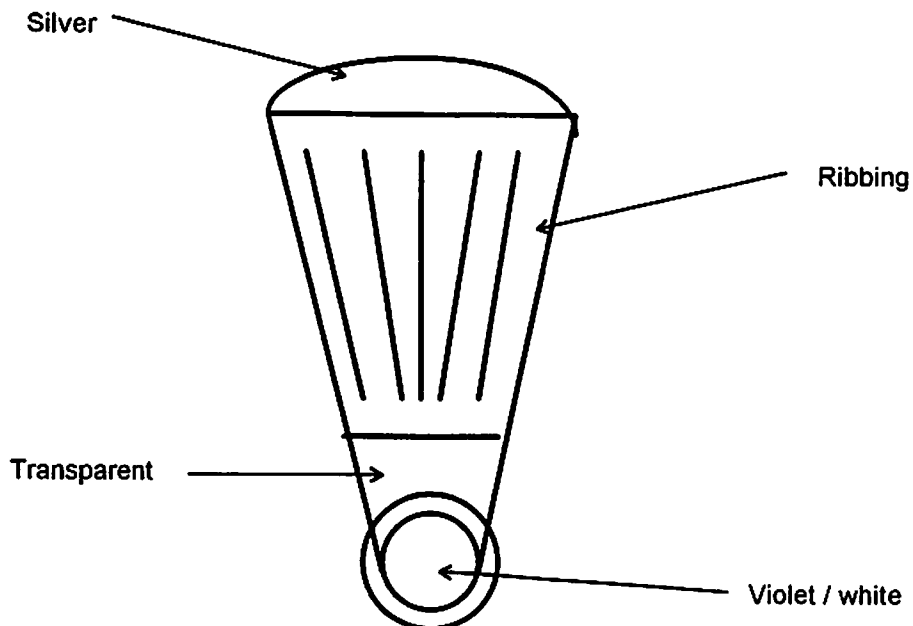
The pilot made a complete 360° turn to have another chance to view the object close up. Suddenly the pilot wheeled the helicopter around in the opposite direction and he caught a brief glimpse of the object again. A ball of fire came out from underneath and dropped down and the object headed off. The pilot gave chase at about 140 mph but the object ran off and left him. Finally all the light went out and the witnesses could not see anything else. The object disappeared at the same time from the radar screen

According to the radar controller :

There were two unknown radar targets, close together then they split up. They were one mile apart laterally on the radar. They were moving and they stayed on the screen

## Drawing of the object

(according to pilot's statement) .



<b>ACUFOE</b>	<b>AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES</b>	<b>1979</b>
		<b>M/GR/AR</b>

<b>Date</b>	1979 May	<b>Country</b>	Chile
<b>Time</b>	noon	<b>Location</b>	Cerro Moreno AFB, SW of Antofagasto coast
<b>Duration</b>		<b>Coordinates</b>	

#### AIRCRAFT INFORMATIONS

<b>Type of Aircraft</b>	two F-5E fighters (only one saw the the UFO)
<b>Airline or Air Force</b>	Chilean Air Force (FACH)
<b>Flight origin</b>	Cerro Moreno Air Force Base
<b>Flight destination</b>	routine flight
<b>Altitude</b>	37,000 ft
<b>speed</b>	1.3 Mach (second plane)

#### UFO INFORMATIONS (\*)

<b>Number of objects</b>	one
<b>Shape</b>	triangle (two little tails)
<b>Size</b>	
<b>Color</b>	black
<b>Altitude (estimation)</b>	
<b>Course</b>	
<b>Speed (estimation)</b>	3 times the speed of sound

#### RADAR INFORMATIONS

<b>Radar type</b>	Ground Radar and Airborne radar
<b>Radar set number</b>	
<b>Radar Location</b>	GR : Cerro Moreno 's control tower and on aircraft
<b>Maximum range</b>	
<b>Number of target(s)</b>	one
<b>Target size</b>	
<b>Target altitude</b>	
<b>Target speed</b>	0.92 Mach
<b>Trajectory</b>	maneuvers / changing direction
<b>Duration</b>	

<b>EME (on a/c system)</b>	
<b>Distance UFO - A/C</b>	1.5 miles
<b>Weather</b>	

<b>Witness(es)</b>	Wing Captain Danilo Catalan Farias (flight instructor on F-5E) Wing Captain Ernesto Gonzalez Yarra (radar operator at Cerro Moreno's control tower)
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<b>Source(s)</b>	(03) Project 1947, Jan Aldrich « El Mercurio », Santiago, May 25 and 27, 1979, translation by Antonio Huneus
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(\*) according to pilot(s) estimation

### **Case summary**

The UFO was detected on ground radar when two F-5E fighters from the FACH were on a routine flight. The two aircraft separated, one North (its pilot did not see the UFO) and the other flew in a southern direction. The UFO was flying at 0.92 Mach.

The second plane was ordered to intercept it. The pilot accelerated to 1.3 Mach and reaching 37,000 ft. The pilot saw a nebulous blot out 2 miles. He saw a kind of black triangle with two little tails. At a distance of 1.5 miles, the UFO made a turn, moved violently in the opposite direction (maneuver detected by the radar in the control tower), speed estimate : three times that of the speed of sound.

This sighting was officially confirmed by General Benjamin Opazo Brun, Wing Commander of ther First Wing

ACUFOE	AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES	1979
		A/P/GR/E

Date	1979/05/26	Country	USA
Time	00:05	Location	Hailey, Idaho
Duration		Coordinates	

**AIRCRAFT INFORMATIONS**

Type of Aircraft	one airliner and one private plane
Airline or Air Force	Braniff Airlines
Flight origine	
Flight destination	
Altitude	
speed	

**UFO INFORMATIONS**

Number	five (in formation)
Shape	
Size	
Color	orange
Altitude (estimation)	
Course	
Speed (estimation)	

**RADAR INFORMATIONS**

Radar type	Ground radar
Number of radar set	
Radar Location	
Number of target(s)	
Target size	
Target altitude	
Target speed	
Trajectory	
Duration	

EME	Compass and automatic direction finder (ADF) malfunctionned)
Distance UFO - A/C	
Weather	

Witness(es)	pilots
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Source(s)	(01) List of cases from Richard Hall (07) Cases from V-J Ballester-Olmos and Joan Plana (Spanish Aircat) (339) Project Delta : a study of multiple UFO, Dr R. Haines, 1994 (M186) MUFON UFO Journal #186
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## Summary

(From Dr Richard F. Haines ' Project Delta)

The pilot of a private plane sighted five orange objects flying in a horizontal line formation. They tilted and spread out. Then they regrouped into a vertical line formation and they got all mixed up. They seemed to come right at the plane as the distance was closing. They lengthened the distance from the pilot out front and went over to his left. At that time the magnetic compass started spinning and the automatic direction finder started spinning. At that stage they were again in a straight line formation just before blinking out. According to the pilot, the radio interception was blocked by static and the engine started running rough. At the same time, ground radar had contacted both the plane and the objects. Finally, a large orange object approached the aircraft at a tremendous speed. The pilot climbed rapidly and did not see the object again.

ACUFOE	AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES	1982
820208		A/GR/X

Date	1982/02/08	Country	Brazil
Time	03:10 LT	Location	Between Petrolina and Rio de Janeiro
Duration	1h22	Coordinates	

#### AIRCRAFT INFORMATIONS

Type of Aircraft	Boeing 727/200
Airline or Air Force	VASP (Viação Aérea Sao Paulo) Brazil
Flight number or AF Unit	Flight 169
Flight origin	Petrolina 01:50
Flight destination	Rio de Janeiro 04:31
Altitude	
Speed	
Heading	220°

#### UFO INFORMATIONS (\*)

Number of objects	one
Shape	light
Size	biger than Venus
Color	red- orange (periphery) / bluish-white (center)
Altitude (estimation)	6,000 ft (at the end of information)
Course	
Speed (estimation)	Mach 0.80

(\*) according to pilot(s) estimation

#### RADAR INFORMATIONS

Radar set number	
Radar location	ground radar : CINDACTA / Airborne : AEROLINHAS Argentinas airplane's radar
Radar manufacturer / type	
Radar range (mini./maxi.)	
Elevation angle (mini/maxi)	
Radar beam width	
Number of target(s)	one
Target distance	8 miles from aircraft (GR)
Target size	
Target altitude	
Target speed	
Target trajectory	
Duration	

EME (on a/c system)	
Distance UFO - A/C	8-9 miles
Weather	CAVU / clear night, full moon

Witness(es)	Commander Gerson Maciel Britto (pilot) / Carlos Alberto (first officer), Fransisco Cezarino (flight engineer) and 151 passengers
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Source(s)	(03) Project 1947, Jan L. Aldrich Official VASP report from February 10, 1982
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### **Case summary**

During a clear night with a full moon, the pilot of VASP B-727/200 and his crew sighted on the left of their aircraft a unidentified light. The light maintained its position alongside the airliner at a speed of Mach 0.80. This light had an intensity bigger than venus changing in color from red to orange in its periphery and bluish-white in the center. It moved vertically and longitudinally. CINDACTA called the pilot informing him that it had detected a point in their 9 hour position and at 8 miles from their aircraft. The light followed the plane alongside, lighting the cabin during their descent. At two miles from Rio de Janeiro airport, the object moved from a lateral position to the front of the airliner, above the end of the bay at about 6,000 ft. The pilot asked the Rio Control tower if they detected the object on their radar, and he received a negative reply.

The light was also seen by the pilot of a TRANSBRASIL plane flight 177 and his crew. He stated that he saw one large light flying at about 8 or 9 miles from the VASP plane. An Aerolinhas Argentinas airplane (flight 169) tracked also the unknown on its radar.

ACUFOE 830706	AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES	1983 M/GR
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Date	1983/07/06	Country	Poland
Time		Location	above the Polish coast
Duration		Coordinates	

#### AIRCRAFT INFORMATIONS

Type of Aircraft	fighter
Airline or Air Force	Polish Air Force
Flight number or AF Unit	
Flight origin	
Flight destination	
Altitude	100 m / 4000 m
Speed	
Heading	

#### UFO INFORMATIONS (\*)

Number of objects	one
Shape	cylindrical (with two rounded ends)
Size	diameter : 2 m. / length : 6 m.
Color	black
Altitude (estimation)	
Course	
Speed (estimation)	500 kph

(\*) according to pilot(s) estimation

#### RADAR INFORMATIONS

Radar set number	
Radar location	several Polish ground radar stations
Radar manufacturer / type	
Radar range (mini./maxi.)	
Elevation angle (mini/maxi)	
Radar beam width	
Number of target(s)	one
Target distance	
Target size	
Target altitude	
Target speed	
Target trajectory	
Duration	

EME (on a/c system)	
Distance UFO - A/C	120 to 900 m.
Weather	

Witness(es)	Captain Zbigniew Praszcakek (pilot) and Wieslaw Jucewicz (co-pilot)
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Source(s)	(L2396) Lumières dans la Nuit, LDLN, #296
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## Case summary

(From Lumières Dans La Nuit, LDLN « 296)

On juillet 6, 1983, the pilot of a Polish Air Force fighter Captain Parszcalek and his co-pilot Jucewicz were scrambled by their head Quarter to intercept an unknown target. He flew at 100 meters high and at 50 km from the seashore. The HQ radioed him to come back at an altitude of 4.000 meters. A few times after, the co-pilot observed a target above the sea. He saw at 3000 meters high a strange object which was flying on the left of the fighter along the seashore following an elliptical trajectory. It looked like a black ellongated cylindrical object (diameter : 2 meters, length : 6 meters) with two rounded ends. It had no wings. As the pilot closed in at 200 or 300 meters, the object turned back and flew toward the aircraft. Immediately, the pilot dived to avoid a collision and prepared to fire, then he made a U-turn to follow the object. Suddenly it turned left at a speed of 500 kph and disappeared from sight. According to the pilot, the distance between his fighter and the object during visual contact was 120 meters to 900 meters. The object was tracked by ground radar station.

<b>ACUFOE</b>	<b>AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES</b>	<b>1988</b>
880721		P/GR

<b>Date</b>	1988/07/21	<b>Country</b>	Australia
<b>Time</b>	sunrise	<b>Location</b>	25 nm. southwest of Wycliffe Well, N.T.
<b>Duration</b>	5 mn	<b>Coordinates</b>	

### AIRCRAFT INFORMATIONS

<b>Type of Aircraft</b>	private
<b>Airline or Air Force</b>	
<b>Flight number or AF Unit</b>	
<b>Flight origin</b>	
<b>Flight destination</b>	Alice Springs, NT
<b>Altitude</b>	5,500 ft
<b>speed</b>	

### UFO INFORMATIONS (\*)

<b>Number of objects</b>	one
<b>Shape</b>	disc
<b>Size</b>	
<b>Color</b>	dull silver
<b>Altitude (estimation)</b>	
<b>Course</b>	
<b>Speed (estimation)</b>	

(\*) according to pilot(s) estimation

### RADAR INFORMATIONS

<b>Radar set number</b>	
<b>Radar location</b>	ground radar Alice Springs
<b>Radar manufacturer / type</b>	
<b>Radar range (mini./maxi.)</b>	
<b>Elevation angle (mini./maxi)</b>	
<b>Radar beam width</b>	
<b>Number of target(s)</b>	one
<b>Target distance</b>	
<b>Target size</b>	
<b>Target altitude</b>	
<b>Target speed</b>	
<b>Target trajectory</b>	
<b>Duration</b>	

<b>EME (on a/c system)</b>	
<b>Distance UFO - A/C</b>	
<b>Weather</b>	clear, good visibility, no wind, no clouds

<b>Witness(es)</b>	pilot
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<b>Source(s)</b>	(03) Project 1947, Jan L. Aldrich « Ufologist » Vol.3 #2
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## Case summary

(From Magazine « Ufologist » Volume 3 #2)

On the morning of July 21st 1988, the pilot of a private plane flying to Alice Springs saw at 400 km north of Alice Springs a dull silver frosty disc or round shaped object flying above the ranges. It was moving quite slowly and the pilot could see an elongated shadow on the ground.

The pilot radioed Alice Springs Flight Service and asked them if they had any known traffic in the area. The strange answer was « we confirmed sighting and position of the other aircraft » which seemed that they have tracked the unknown object.

The pilot was flying over the top of the disc, it suddenly accelerated and was heading towards some ranges 10 km away. Then it vanished in the air.

<b>ACUFOE</b>	<b>AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES</b>	<b>1991</b>
910421		<b>A/GR</b>

<b>Date</b>	1991/04/21	<b>Country</b>	UK
<b>Time</b>	21:00	<b>Location</b>	Lydd, Kent (30 NM south of Biggin VOR)
<b>Duration</b>	3-4 sec.	<b>Coordinates</b>	

#### AIRCRAFT INFORMATIONS

<b>Type of Aircraft</b>	MD80 (identification : I-DAWC)
<b>Airline or Air Force</b>	Alitalia
<b>Flight number or AF Unit</b>	
<b>Flight origin</b>	Milan-Linate airport (Italy)
<b>Flight destination</b>	London-Heathrow airport (UK)
<b>Altitude</b>	22,100 ft
<b>Speed</b>	
<b>Heading</b>	321°

#### UFO INFORMATIONS (\*)

<b>Number of objects</b>	one
<b>Shape</b>	missile (like)
<b>Size</b>	3 meters long
<b>Color</b>	brown
<b>Altitude (estimation)</b>	23,100 ft
<b>Course</b>	heading 110°-120°
<b>Speed (estimation)</b>	

(\*) according to pilot(s) estimation

#### RADAR INFORMATIONS

<b>Radar set number</b>	
<b>Radar location</b>	London Air Traffic Control center
<b>Radar manufacturer / type</b>	
<b>Radar range (mini./maxi.)</b>	
<b>Elevation angle (mini./maxi)</b>	
<b>Radar beam width</b>	
<b>Number of target(s)</b>	one
<b>Target distance</b>	10 NM (behind the MD80)
<b>Target size</b>	
<b>Target altitude</b>	
<b>Target speed</b>	
<b>Target trajectory</b>	
<b>Duration</b>	

<b>EME (on a/c system)</b>	
<b>Distance UFO - A/C</b>	
<b>Weather</b>	

<b>Witness(es)</b>	Captain Achille Zaghetti (pilot)
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<b>Source(s)</b>	(01) List of case from Richard Hall (03) Project 1947, Jan L. Aldrich (255) UFO Magazine (UK), January-february 1995 (413) Beyond Top Secret, Timothy Good, 1997
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**Case summary**

(from the « Near-collision - Air Traffic Incident Report form » filled up by Captain Zaghetti)

During the descent to Heathrow airport, Captain Zaghetti, pilot of an Alitalia MD80, saw for about 3-4 seconds a missile-shaped object. It was light brown colored and flew on an apposite track. The object was 1,000 highe than the aircraft. The co-pilot sighted also the object which crossed their flight path.

On the pilot's request, the London ATC center told him that they have an unknown target 10 nautical miles behind the MD80.

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### NEAR COLLISION - AIR TRAFFIC INCIDENT REPORT FORM

NOTE 1: To be filled in printed characters and in English language.  
2: Shaded boxes contain items to be included in an initial report by radio.  
3: Items marked with \* must be deleted as appropriate.

#### SECTION 1 - GENERAL INFORMATION

TYPE OF INCIDENT	A	INCIDENT (NEAR COLLISION) PROCEDURAL FACILITY *
NAME OF PILOT IN COMMAND	B	ZAGHETTI
OPERATOR	C	ALITALIA
IDENTIFICATION MARKINGS OF AIRCRAFT	D	1-DFWC
AIRCRAFT TYPE	E	MD 80
RADIO CALL SIGN - IN COMMUNICATION WITH - FREQUENCY AT TIME OF INCIDENT	F	AZ 284 - LON 124.1 - AT ~ 2000
AERODROME OF DEPARTURE	G	MILAN - LINATE
AERODROME OF FIRST INTENDED LANDING AND DESTINATION, IF DIFFERENT	H	LONDON - HEATHROW
TYPE OF FLIGHT PLAN	I	IFR
POSITION AT TIME OF INCIDENT - HEADING OR ROUTE - TRUE AIRSPEED	J	~ 30NM SOUTH BIGGIN VOR - HEADING 320° - TAS 380
FL, ALTITUDE OR HEIGHT - ALTIMETER SETTING - ATTITUDE	K	LEVEL FLIGHT CLIMBING (DESCENDING) TURNING * FL 222 - ALT 1013 - RATE 2000
FLIGHT WEATHER CONDITIONS AT TIME OF INCIDENT	L	IMC VMC Distance above below cloud fog haze: VMC 30 Km (NM) Distance horizontally from cloud between cloud layers: Km (NM) In cloud rain snow sleet fog haze: Km (NM) Flying into out of sun: Km (NM) Reported estimated flight visibility: 30 Km (NM)
DATE AND TIME OF INCIDENT IN GMT	M	REPORTED BY RADIO TO LON 124.1 AFIS TWR APP (ACC) FIC AT 04/21/91 ~ 2000

#### SECTION 2 - DETAILED INFORMATION

DESCRIPTION OF OTHER AIRCRAFT, IF RELEVANT Type, high/low wing, N. of engines Radio call sign, registration Markings, colour, lighting Other available details	N	OBJECT SIMILAR MISSILE - WITHOUT EXHAUST FLAME - UNKNOWN LIGHT BROWN - SIMILAR DESERT COLOUR ABOUT 3 METERS LENGTH - ROUND SHAPE
DESCRIPTION OF INCIDENT If desired add comment or suggestion, including your position on the probable route of the incident (In case of near-collision give information on respective flight paths, estimated vertical and horizontal sighting and miss distances between aircraft and avoiding action taken by either pilot)	O	DURING DESCENT, AT FL 222 I SAW FOR ABOUT 3-4 SECONDS A FLYING OBJECT, VERY SIMILAR TO A MISSILE, LIGHT BROWN COLOUR, WITH A TRACK OPPOSITE THEN MINE WHICH WAS 320° - IT WAS HIGHER THAN US ABOUT 1000 ft.  AT ONCE I SAID "LOOK OUT - LOOK OUT" TO MY COPILOT WHO LOOKED OUT AND SAW WHAT I HAD SEEN - AS SOON AS THE OBJECT CROSSED US I ASKED TO THE ACC/OPERATOR IF HE SAW SOMETHING.. ON HIS SCREEN AND HE ANSWERED "I SEE AN UNKNOWN TARGET 10 N.M. BEHIND YOU."

DATE 04/21/91 TIME 8 P.M.	FUNCTION AND SIGNATURE CPT	FUNCTION AND SIGNATURE
PLACE LONDON	OF PERSON SUBMITTING ZAGHETTI	OF PERSON RECEIVING
REPORT	REPORT	REPORT

#### SECTION 3 - SUPPLEMENTARY INFORMATION

HOW REPORT RECEIVED	P	RADIO TELEPHONE TELETYPE/FACSIMILE APP. AFIS TWR APP. ACC. FIC
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<b>ACUFOE</b> 940128	<b>AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES</b>	<b>1994</b> A/GR
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<b>Date</b>	1994/01/28	<b>Country</b>	France
<b>Time</b>	13:14 GMT	<b>Location</b>	above Coulommiers, Seine-et-Marne (Paris area)
<b>Duration</b>	1 minute	<b>coordinates</b>	48°05 N / 3°00 E

#### AIRCRAFT INFORMATIONS

<b>Type of Aircraft</b>	Airbus A320-111 « Ville d'Amsterdam » 0F-GFKG
<b>Airline or Air Force</b>	Air France
<b>Flight number or AF Unit</b>	AFR 3532
<b>Flight origin</b>	Nice, Alpes maritimes (France) 12:56 GMT
<b>Flight destination</b>	London (UK) 14:13 GMT
<b>Altitude</b>	11 700 meters (39,000 ft) FL390
<b>Speed</b>	650 kph (350 kt)
<b>Heading</b>	335°

#### UFO INFORMATIONS (\*)

<b>Number of objects</b>	one
<b>Shape</b>	disc
<b>Size</b>	300 meters (diameter) / 20-30 meters (thick)
<b>Color</b>	brownish - red
<b>Altitude (estimation)</b>	10 500 meters
<b>Course</b>	northeast to southwest / azimuth 240
<b>Speed (estimation)</b>	

(\*) according to pilot(s) estimation

#### RADAR INFORMATIONS

<b>Radar set number</b>	several
<b>Radar location</b>	Cinq-Mars-La Pile, military ground radar (code name « Romi »)
<b>Radar manufacturer / type</b>	
<b>Radar range (mini./maxi.)</b>	
<b>Elevation angle (mini./maxi.)</b>	
<b>Radar beam width</b>	
<b>Number of target(s)</b>	three : object, A-320 and another airliner
<b>Target distance</b>	1 nautical miles (from the aircraft)
<b>Target size</b>	
<b>Target altitude</b>	
<b>Target speed</b>	110 kt / 84 Kt / O (stationary) (185 kph)
<b>Target trajectory</b>	240°
<b>Duration</b>	50 seconds

<b>EME (on a/c system)</b>	no
<b>Distance UFO - A/C (*)</b>	45 kilometers
<b>Weather</b>	clear above cloud layer (alto cumulus) / visibility 180-270 km / NW wind 180 kph temperature : -59° Celsius

<b>Witness(es)</b>	Commandant Jean-Charles Duboc Air France pilot Valerie Chaufour Air France co-pilot one steward
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<b>Source(s)</b>	(01) Author's files (05) Perry Petrakys (SOS-OVNI France) (06) Jean-Jacques Velasco (SEPR/CNES) (441) OVNI's : les preuves scientifiques, VSD, July 1998 (442) Physical evidences related to UFO reports, Dr Peter Sturrock, 1997
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[ UFORV.dot : report form for ACUFOE radar / visual sighting only ]

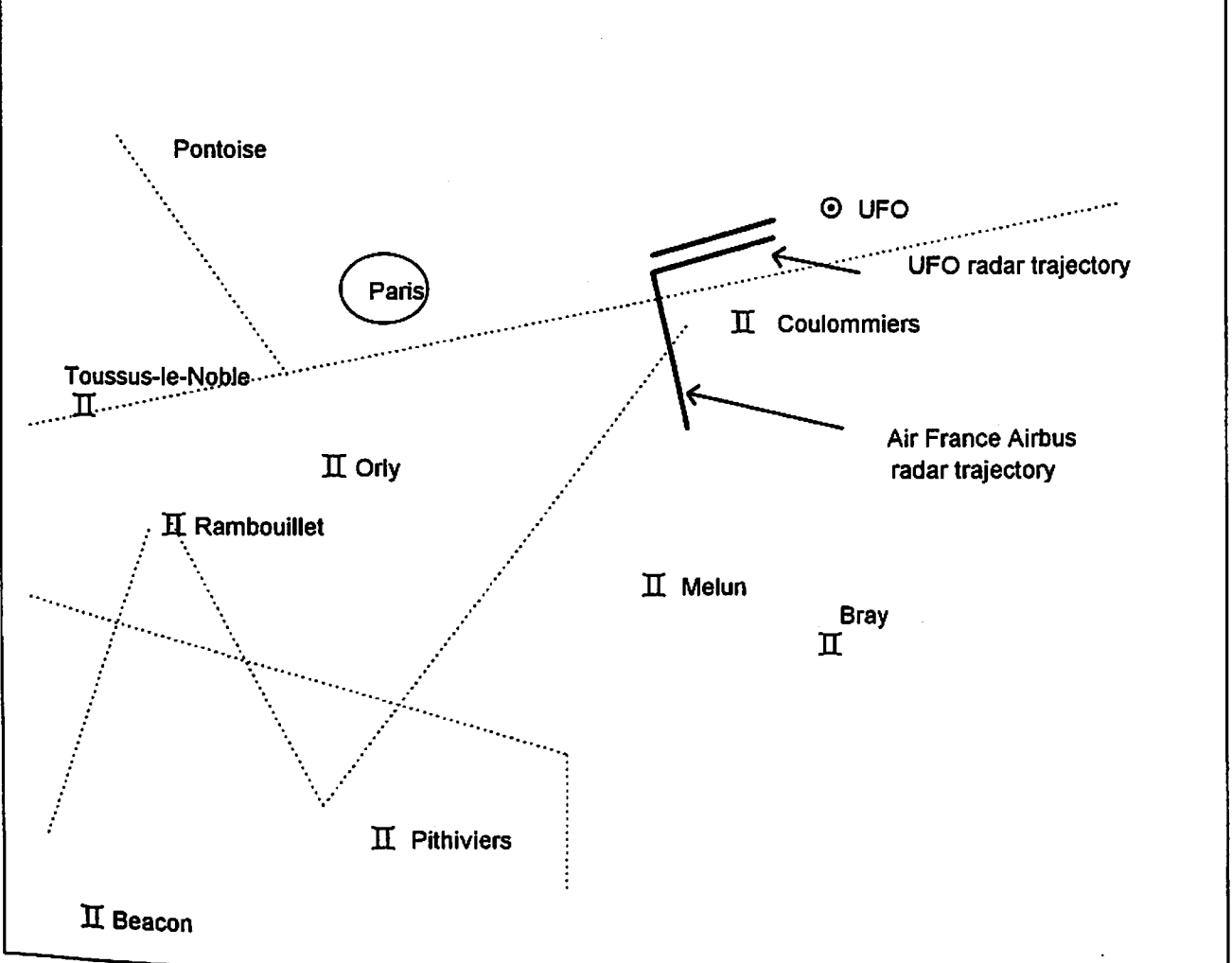
**Case summary :**

On January 28, 1994, the pilot and the crew of an Air France Airbus A320 spotted, at 45 km ahead, a dark bell-shaped object. Then it looked like a gigantic disc, brownish-red in color, with slightly fuzzy edges. The object was at about the same level as the plane, and it crossed the plane's trajectory. It stayed one minute near the airliner, before becoming translucent and disappearing suddenly without moving.

The object was tracked the military radars of Cinq-Mars-La-Pile during 50 seconds at 100 knots (185 km/h) direction West 240. According to the radar calculation, the distance between the aircraft and the unknown target was 1 nautical miles. The CODA ( Centre Opérationnel de la Défense Aérienne / french NORAD) at Taverny Air Base has asked the pilot to report the incident who refused.

The pilot said first that the object was 1000 meters in diameter and 100 meters thick. In a later interview with Jean-Jacques Velasco (CNES/SEPRA), the size was calculated to be 200-300 meters (diameter) and about 20-30 meters (thick).

**January 28, 1994, Air France Flight 3532  
Aircraft and object trajectories**



ACUFOE	AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES	1995
		A/GR

Date	1995/05/25	Country	USA
Time	22:24	Location	near Bovina, Texas
Duration	3-4 mn	Coordinates	

### AIRCRAFT INFORMATIONS

Type of Aircraft	Boeing B-757
Airline or Air Force	America West Airlines
Flight origine	Tampa, Florida (flight 564)
Flight destination	Las Vegas, Nevada
Altitude	39,000 ft
speed	400-450 knots (460-520 mph)

### UFO INFORMATIONS

Number	one
Shape	cigar-shaped
Size	300-400 ft long
Color	black (with a row of white strobe lights)
Altitude (estimation)	30-35,000 ft
Course	
Speed (estimation)	

### RADAR INFORMATIONS

Radar type	Ground radar NORAD
Radar set(s) number	
Radar Location	
Number of target(s)	
Target size	
Target altitude	
Target speed	
Trajectory	
Duration	

EME	
Distance UFO - A/C	15-20 miles to the north of the a/c position
Weather	a thunderstorm at 40,000 ft and 40 to 45 mi NE of the airliner

Witness(es)	Eugene Tollefson (captain), John James Waller (First officer) and Jim Rice (flight intendant)
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Source(s)	(403) America West airlines case : final report, W. Webb, FUFOR, 1996 (M336) MUFON UFO Journal # 336
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### Case summary

At 10:25 (Local time) on May 25, 1995, en route from Tampa to Las Vegas, the crew of an America West B-757 saw a UFO while cruising at 39,000 ft. The object was below their aircraft at between 30,000 and 35,000 feet off their right, and between 15 to 20 miles from the airliner's position. First, the object appeared as a row of bright white lights.

Then the UFO moved in front of an active thundercloud. The frequent lightnings in the clouds showed that the lights were in line along the body of a dark cigar-shaped object. The object was wingless, elongated, about 300-400 meters length. According to the pilot, the object had two very bright white lights, one at each end, and the center lights were blurred together in a left to right sequence. The object disappeared beyond the right window of the cockpit.

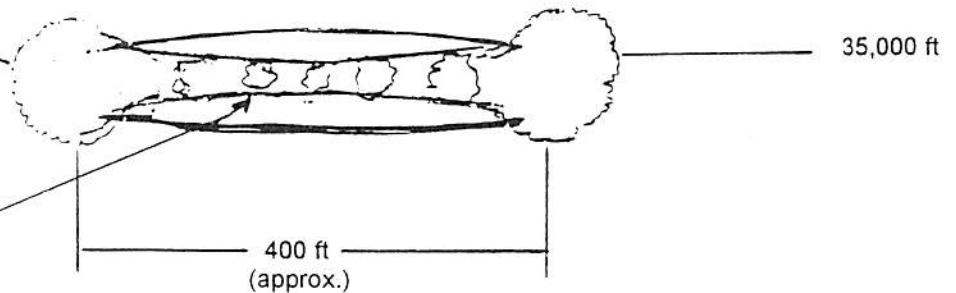
The Albuquerque Air route traffic control did not pick up any unknown target on radar. According to Air Forces bases, there was no military activity at that time. The Albuquerque flight service confirmed that there was no weather balloon.

According to one of the Albuquerque controllers, NORAD / WASD (Western Air Defense Sector) HQ at Tacoma has tracked an unknown target.

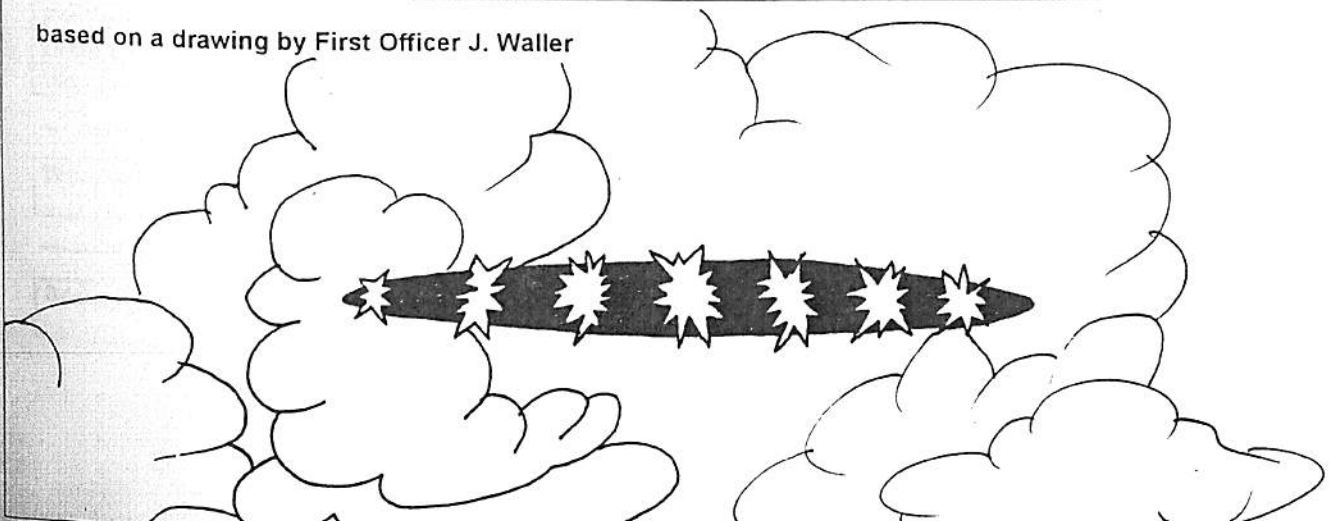
based on a drawing by Captain E. Tollefson

very bright  
white lights  
on each end

center lights  
were blurred  
together somewhat  
in a left to right  
sequence



based on a drawing by First Officer J. Waller



<b>ACUFOE</b> 950726	<b>AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES</b>	<b>1995</b> M/GR/E
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<b>Date</b>	1995/07/26	<b>Country</b>	Costa Rica
<b>Time</b>	08:55	<b>Location</b>	East of San José
<b>Duration</b>		<b>Coordinates</b>	

### AIRCRAFT INFORMATIONS

<b>Type of Aircraft</b>	military (?)
<b>Airline or Air Force</b>	
<b>Flight number or AF Unit</b>	training flight
<b>Flight origin</b>	
<b>Flight destination</b>	
<b>Altitude</b>	
<b>Speed</b>	
<b>Heading</b>	

### UFO INFORMATIONS (\*)

<b>Number of objects</b>	one
<b>Shape</b>	oval-shaped
<b>Size</b>	huge
<b>Color</b>	golden (bright)
<b>Altitude (estimation)</b>	7,000 ft
<b>Course</b>	
<b>Speed (estimation)</b>	

(\*) according to pilot(s) estimation

### RADAR INFORMATIONS

<b>Radar set number</b>	
<b>Radar location</b>	ground radar
<b>Radar manufacturer / type</b>	
<b>Radar range (mini./maxi.)</b>	
<b>Elevation angle (mini/maxi)</b>	
<b>Radar beam width</b>	
<b>Number of target(s)</b>	one
<b>Target distance</b>	
<b>Target size</b>	
<b>Target altitude</b>	
<b>Target speed</b>	
<b>Target trajectory</b>	
<b>Duration</b>	

<b>EME (on a/c system)</b>	
<b>Distance UFO - A/C</b>	
<b>Weather</b>	

<b>Witness(es)</b>	Everado Carmona (pilot) Tobias Bolanas, Gerardo Gimenez et Javier Mayorga (radar operators)
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<b>Source(s)</b>	(L333) Lumières Dans La Nuit, #333
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**Case summary**

On July 26, 1995, Everado Carmona was practicing a training flight when he saw passing below his plane a huge bright golden oval-shaped object at about 7,000 ft high.

Three air traffic controllers were tracking the object on their radar scopes. The pilot had interferences on the aircraft instruments during the time he radioed to the Control Tower.



<b>ACUFOE</b> 961120	<b>AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES</b>	<b>1996</b> A/GR
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<b>Date</b>	1996/11/20	<b>Country</b>	USA
<b>Time</b>	20:45	<b>Location</b>	Gorman VOR, between Los Angeles and Fresno
<b>Duration</b>		<b>Coordinates</b>	

#### AIRCRAFT INFORMATIONS

<b>Type of Aircraft</b>	Jestream 3200
<b>Airline or Air Force</b>	
<b>Flight number or AF Unit</b>	flight 4735 (callsign : Waterski)
<b>Flight origin</b>	Los Angeles, California
<b>Flight destination</b>	Fresno, California
<b>Altitude</b>	10,000 ft
<b>speed</b>	

#### UFO INFORMATIONS (\*)

<b>Number of objects</b>	one
<b>Shape</b>	circular
<b>Size</b>	
<b>Color</b>	amber / White
<b>Altitude (estimation)</b>	
<b>Course</b>	stationnary / oscillating
<b>Speed (estimation)</b>	

(\*) according to pilot(s) estimation

#### RADAR INFORMATIONS

<b>Radar set number</b>	
<b>Radar location</b>	Air traffic control (ATC)
<b>Radar manufacturer / type</b>	
<b>Radar range (mini./maxi.)</b>	
<b>Elevation angle (mini/maxi)</b>	
<b>Radar beam width</b>	
<b>Number of target(s)</b>	one
<b>Target distance</b>	8 miles west of Gorman VOR
<b>Target size</b>	
<b>Target altitude</b>	
<b>Target speed</b>	
<b>Target trajectory</b>	
<b>Duration</b>	

<b>EME (on a/c system)</b>	
<b>Distance UFO - A/C</b>	
<b>Weather</b>	

<b>Witness(es)</b>	pilot and co-pilot
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<b>Source(s)</b>	NUFORC (National UFO Reporting Center) Seattle, Peter Davenport
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### Case summary

(From pilot's report)

On November 20, 1996 the pilot of a Jetstream 3200 was flying from Los Angeles to Fresno, California at an altitude of 10,000 ft. At approximately 20:45 in the vicinity of Gorman VOR, he saw very bright flashing lights in the distance. As he got closer he noticed the object looked circular at the bottom and the lights protruded upward from the base. He requested the Air Traffic Controllers who had a faint primary target on his 10 to 11 o'clock position. The object would dim to a small amber dot then get very bright white. When the object increased intensity the Air Traffic Control confirmed that the primary target became stronger. The pilot continued to get closer and the object would disappear to the small amber light. The object seemed to stay stationary for period, then oscillating to the northeast to the southwest.

ACUFOE 981019	AIRCRAFT / UFO ENCOUNTERS - RADAR / VISUAL CASES	1998 GR/G
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Date	1998/10/19	Country	China
Time		Location	Changzhou, Qing county, Hebei Province
Duration		Coordinates	

### AIRCRAFT INFORMATIONS

Type of Aircraft	Shenyang Jianjiao JJ-6 (chinese MIG 19)
Airline or Air Force	Chinese Air Force
Flight number or AF Unit	
Flight origin	
Flight destination	
Altitude	4000 meters (13,200 ft) - 12 000 meters (39,600 ft)
speed	
bearing	

### UFO INFORMATIONS (\*)

Number of objects	one
Shape	disc (mushromm shaped dome on to and a flat bottom
Size	
Color	bright rotating lights.
Altitude (estimation)	
Course	
Speed (estimation)	

(\*) according to pilot(s) estimation

### RADAR INFORMATIONS

Radar set number	four
Radar location	four ground radar stations in northern Hebei province
Radar manufacturer / type	
Radar range (mini./maxi.)	
Elevation angle (mini./maxi)	
Radar beam width	
Number of target(s)	one
Target distance	
Target size	
Target altitude	
Target speed	
Target trajectory	
Duration	

EME (on a/c system)	
Distance UFO - A/C	
Weather	

Witness(es)	two pilots 140 ground witnesses
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Source(s)	Agence France Presse (quoting Chinese Press) Edoardo Russo (Cisu) / Richard F. Haines / Larry Hatch
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**Case summary :**

On October 19, 1998, the encounter began when four different radar stations in northern Hebei province picked up an unknown moving target in airspace directly above a military flight training base near Changzhou city. To observers at the base, the UFO first appeared like "a small star," and then grew larger and larger, perhaps as it descended to a lower altitude, the report said. They described an object with a mushroom-shaped dome on top and a flat bottom covered with bright, continually rotating lights. A base commander surnamed Li reported to his superiors, who ordered a Jianjiao-6 armed interceptor airborne to pursue the object once checks showed no other civilian or military aircraft in the area. The two pilots aboard said the object closely resembled depictions they had seen in foreign science fiction films. When they got within 4,000 meters (13,200 feet) of the UFO over Qing county, it abruptly shot upward, easily evading subsequent attempts to get closer. According to the pilots, it appeared to be toying with the fighter by repeatedly outdistancing it and then reappearing just above it.

According to the report, he report said a request for permission to fire on the UFO with an onboard cannon was denied by ground command at one point. The interceptor was eventually forced to return to base after it ran out of fuel at an altitude of 12,000 meters (39,600 feet). The UFO then disappeared before two newer-model planes could get airborne.

At least 140 people on the ground also saw the object.