# AERIAL UAP INTERCEPTIONS

REVISED EDITION

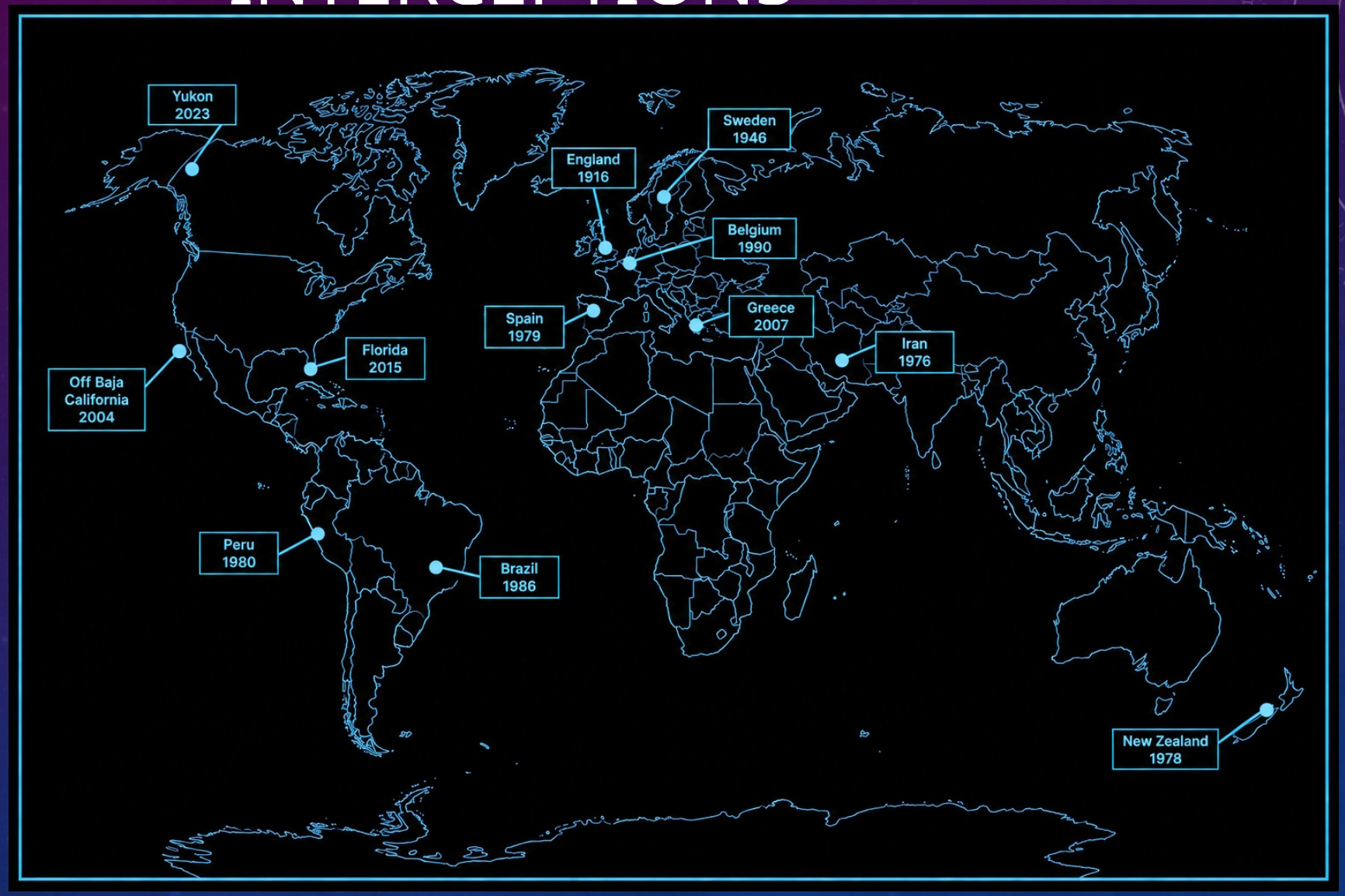
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# WHO AM I?

- Former Department of the Air Force employee; historian assigned to HQ Air Force Reserve, Robins AFB and HQ Space and Missile Systems Center, Los Angeles AFB (1995-1998).
- Received classified briefing on UAP incident in 1996.
- Interviewed by Defense Department's All-domain Anomaly Resolution Office (AARO), 17 May 2023.
- Guest lecturer, "UAP and Homeland Security" course, Farmingdale State College SUNY.

# AERIAL UAP INTERCEPTIONS



# ENGLAND: FIRST CONTACT?

JANUARY 1916



# THE GREAT WAR

- During the First World War, Britain was under threat from German Zeppelin raids.
- On 31 January 1916, Royal Naval Air Service Flight Sub-Lieutenant John Emil Morgan took off from Rochford, Essex, on an anti-Zeppelin patrol.
- Morgan was flying a B.E.2c at approximately 5,000 feet.
- At ~2045, he reported seeing an object slightly above and ahead of his aircraft.



# THE ENCOUNTER

- Morgan reported seeing, approximately 100 feet away on his right, a row of lights resembling the illuminated windows of a railway carriage with its blinds drawn.
- Morgan believed that he had encountered a German Zeppelin.
- He fired his Webley & Scott service pistol at the object.
- According to the account derived from Morgan’s report, the lights then “rose rapidly” and disappeared.



# MORGAN CRASHES

- While attempting to return to base, Morgan became disoriented and crashed into the marshes at Thames Haven.
- He was uninjured and the aircraft was recovered.
- Four aircraft from Yarmouth and two from Castle Bromwich subsequently searched the area without finding the object.



John Emil Morgan killed in action 30.03.1917 aged 27. R.I.P.

# WHAT IS IN THE BRITISH MILITARY RECORD?

- Morgan's original report has not been located in the surviving Royal Naval Air Service records examined by later researchers.
- However, the incident was preserved in Joseph Morris's 1925 account of the German air raids.
- Morris's account states that it was based upon Morgan's report.
- David Clarke located a Rochford aerodrome station log recording Morgan's flight with the notation "Zepp."



# THE ZEPPELIN QUESTION

- The encounter occurred during an actual German Zeppelin raid against Britain.
- Morgan himself believed he had encountered a hostile Zeppelin.
- Other British airmen reported unusual lights during the same night’s defensive operations.
- One later report described a Zeppelin-like object seen in searchlights over London.
- However, the surviving operational record does not establish that Morgan encountered one of the German airships.

# NEW ZEALAND

JANUARY 1979



# THE KAIKŌURA LIGHTS

- Beginning on the night of 20-21 December 1978, crews of SAFE Air Argosy freighters reported unusual lights along New Zealand's east coast near Kaikōura.
- Wellington Air Traffic Control simultaneously reported unidentified radar returns in the same general area.
- On December 30–31, additional reports followed when another SAFE Air Argosy crew encountered unusual lights during the Wellington–Christchurch–Blenheim route.
- The repeated visual and radar reports attracted international media attention.



# RNZAF INVESTIGATION

- The repeated sightings attracted the attention of the New Zealand Government and Defence authorities.
- The Royal New Zealand Air Force was asked to investigate the reports.
- Wing Commander J. B. Clements was assigned to examine the incidents and interview the aircrew involved.
- As the reports continued, Defence considered conducting an aerial investigation of the area.



# ORION MISSION

- On the night 2–3 January 1979, the Royal New Zealand Air Force conducted a dedicated surveillance flight over the Kaikōura area.
- The aircraft for the flight was a Lockheed P-3B Orion of No. 5 Squadron RNZAF, based at RNZAF Base Auckland at Whenuapai, with Squadron Leader R. J. Carran in command.
- Wellington Air Traffic Control continued to monitor unusual radar activity during the operation.
- Wellington ATC directed the P-3B toward positions where unidentified radar returns had been reported.
- The reported contacts disappeared before the Orion could reach them.

Air 39/3/3 11th January 1979

REPORT ON UNIDENTIFIED VISUAL AND
RADAR SIGHTINGS EAST COAST SOUTH ISLAND
DECEMBER 1978

Introduction

1. On the nights of 20/21 December 78 and 30/31 December 78 Wellington ATC Radar, and the crews of SAFE Argosy aircraft (both visually and on radar) made many unidentified sightings off the east coast of the South Island. The first sightings gave rise to much publicity by the media and eventual involvement of the RNZAF when it was decided to conduct an Orion surveillance of the area on the night of 2/3 January 79. At that time it was decided to start a Defence investigation and this report is submitted in accordance with DCAS instructions to provide a report on the events surrounding the various sightings.

2. Air Staff was first advised by Civil Aviation Division of Ministry of Transport (CADMOT) of these events mid-morning 21 December 78. Historically, Defence has adopted a 'low profile' in connection with reports of unidentified sightings. Thus CADMOT has not normally reported unusual sightings to Defence. However, because of the number and nature of reports on the night 20/21 December 78 the Director of Civil Aviation specifically instructed his staff to advise Defence. On the basis of the information received Air Staff decided that should any further similar instances occur we would, if possible, carry out an investigation by the most appropriate aircraft available over the Christmas period. CADMOT were advised to contact the Defence Duty Officer in the event of any more sightings. As it transpired the memorandum from CADMOT Head Office to the ATC Centre was not delivered, thus the events of 30/31 December 78 were not reported to Air Staff until the next day.

3. Other Government agencies, notably DSIR and NZ Meteorological Services, are conducting their own investigations and have provided relevant input to this report. The report is confined to the events of 21 and 31 December 78. It does not take into account the film made by TV1 on 3 January 79 which is now being examined by DSIR and will most probably prove to be a film of Venus and Jupiter rising.

4. When interviewing witnesses it was pointed out to them that this was not a judicial enquiry. The credibility of witnesses' statements was taken at face value. However, witnesses were not necessarily interviewed separately because it was considered that, with a fairly emotive issue such as 'UFOs', corrob-

# RNZAF CONCLUSIONS

- The RNZAF investigation considered several conventional explanations for the reported phenomena.
- These included anomalous radar propagation, astronomical objects, and lights from vessels at sea.
- Investigators also examined the possibility that atmospheric conditions affected both radar and visual observations.
- The investigation did not establish a single explanation for every observation.

# SWEDEN

AUGUST 1946



# “GHOST ROCKETS”

- Beginning in May 1946, Sweden experienced a wave of reports of unexplained “flying projectiles,” later known as the “ghost rockets.”
- The Swedish Defence Staff maintained a dedicated file of reports concerning “flying projectiles” and subsequent investigations.



# THE ENCOUNTER

- On 14 August 1946, at ~1002, during a navigation training flight in a Swedish Air Force B18A, pilot Löjtnant Gunnar Irholm and his observer/signaler, Furir Erwin Möller, were flying from F 1 (Västerås) → Malingsbo → Krylbo → F 1.
- Between Malingsbo and Krylbo, they noticed an aircraft-shaped object ahead and to their left, moving on a southeasterly course.
- Irholm estimated the object at approximately 2,000 meters away and about 250 meters above the wooded terrain.
- Their own aircraft was approximately 200 meters above the ground.




# THE INTERCEPT

- Irholm immediately became suspicious because the object did not resemble any Swedish aircraft.
- He intended to overtake it, so he turned onto the object's course and increased to maximum power.
- He closed to ~1000 meters but quickly determined that he could not overtake it.
- After ~two minutes, the object disappeared toward the southeast into a storm with dark clouds and heavy rain.




# THE OBJECT

- Irholm described the object as dark gray and shaped like a cigar or torpedo.
- It had no visible wings, tail surfaces, or other protruding structures.
- He estimated its length at approximately 15 meters and its diameter at approximately 1 meter.
- It maintained an altitude of approximately 250 meters, apparently following the terrain.
- No smoke, exhaust, flame, or lights were visible.
- Irholm estimated its speed at 600–700 km/h; the B18A was traveling approximately 380 km/h.



# THE INVESTIGATION

- Irholm’s report was forwarded to Stockholm and he was questioned about the observation.
- Eight days later, Irholm and Möller met with Eric Malmberg, a Swedish Defence Staff aeronautical engineer involved in the investigation.
- Comparison flights were conducted at F 16 to assess whether Swedish aircraft could account for the observation.
- Malmberg concluded that the object was not a J 26 or another Swedish aircraft.
- The surviving record does not establish that this was the full scope of the investigation.

# YUKON

FEBRUARY 2023




# HIGH-ALTITUDE DETECTION OVER ALASKA

- During the evening of 10 February 2023, NORAD detected a high-altitude object over Alaska.
- Two USAF F-22A Raptors from 3rd Wing at Joint Base Elmendorf-Richardson were scrambled to monitor it.
- Alaska Air National Guard tanker support assisted the fighters.
- The F-22s continued tracking the object and were deliberately given time to characterize it.
- The object subsequently proceeded toward Canadian airspace.



# THE INTERCEPT DEVELOPS

- In the early morning of 11 February, NORAD continued tracking the object as it approached Canada.
- NORAD commanders waited for daylight because the object’s size and characteristics made visual identification more difficult in darkness.
- USAF F-22As remained in contact with the object.
- Canadian authorities authorized action in coordination with the United States.
- Canadian NORAD leadership later explained that the intercept occurred just before sunrise, with the object crossing into Canadian airspace about five minutes after sunrise.



# RCAF FIGHTERS SCRAMBLED

- RCAF CF-18s were scrambled from 4 Wing, CFB Cold Lake, Alberta.
- Canadian and American aircraft were operating under the binational NORAD command structure.
- Canadian CP-140 Aurora aircraft also participated in assessing the object.
- Major General Paul Prévost told Parliament that the Cold Lake CF-18s were “minutes from being on site” when the USAF F-22As took the shot.



# FOX 2

- At ~1541R, the object entered Canadian airspace over central Yukon.
- Canadian Defence Minister Anita Anand said it was at approximately 40,000 feet.
- Canadian authorities said it posed a reasonable threat to civilian aviation.
- A U.S. F-22A fired an AIM-9X Sidewinder.
- The object was destroyed and wreckage fell somewhere in central Yukon.
- Anand’s statement specifically said authorities had no further information about its capabilities, purpose or origin.



# THE PHOTOGRAPH

- On February 11, Canadian Brigadier General Eric Laforest described the object as cylindrical with the top quarter metallic and the remainder white.
- A 20-foot wire was reportedly hanging below the object, with a package suspended from it.
- On February 15, the DND declared a photograph of the object unclassified and approved for public release.
- The DND subsequently decided not to release the image, citing concern that it could create “more questions/confusion.”
- CTV News later obtained a poor-quality reproduction through an Access to Information request; a higher-quality image has not subsequently been publicly released.

# SEARCH FOR WRECKAGE




- From 11–17 February, the Canadian Armed Forces supported a major recovery effort led by Public Safety Canada and the RCMP.
- RCAF assets included fighter, tanker, transport, and rotary-wing.
- Search operations were conducted in difficult winter conditions.
- No debris was recovered.
- On 17 February, the RCMP terminated the search after the highest-probability area had been searched and the probability of recovery had declined.

# GREECE

OCTOBER 2007




# OLYMPIC AIRWAYS 266

- On 11 October 2007, Olympic Airways Flight 266 from London to Athens reported an unidentified luminous object during its arrival over Attica.
- Near Avlona, the crew observed the object following the Airbus A300-605R aircraft.
- The object repeatedly changed position from the left side of the aircraft to the right.
- It remained visible through the final ILS approach.
- The object was described as unusually bright and of uncertain shape.
- Flight 266 landed at Eleftherios Venizelos International Airport at 0327.




# HELLENIC AIR FORCE NOTIFIED

- Air Traffic Control reported that the object continued to be visible toward the Karystos area.
- The report was passed to the Air Defense Information Center in Athens and the National Air Operations Center at Larissa.
- At 0420, the Hellenic Air Force General Staff Operations Center was notified.
- Larissa reported that the object was not appearing on any Hellenic Air Force radar.
- The available chronology does not establish where the original airliner contact went after the aircraft landed.



# THE MORNING STAR

- Shortly after 0600, personnel at the 2nd Control and Warning Station on Mount Parnitha reported a brilliant, star-like object with uncertain altitude and shape.
- Personnel attempted to photograph it, but the resulting images were inconclusive.
- At 0645, the Parnitha observer reported that the object was moving away, becoming smaller and apparently ascending.
- The later observations are strongly consistent with Venus, which was prominent in the eastern predawn sky.
- The Hellenic Air Force later offered this explanation after consultation with the National Meteorological Service.




# SCRAMBLE!

- At 0623, two F-16s from the 111th Combat Wing at Nea Anchialos Air Base were scrambled.
- The aircraft were assigned to search the Attica–Marathon–Karystos area.
- The F-16s searched the area but found nothing.
- At 0741, the mission ended without the pilots locating the reported object.
- The original airliner contact was never positively identified.
- It is very possible that the F-16s scrambled for the object sighted at Mount Parnitha.

# BRAZIL

MAY 1986

# “THE NIGHT OF THE UFOS”

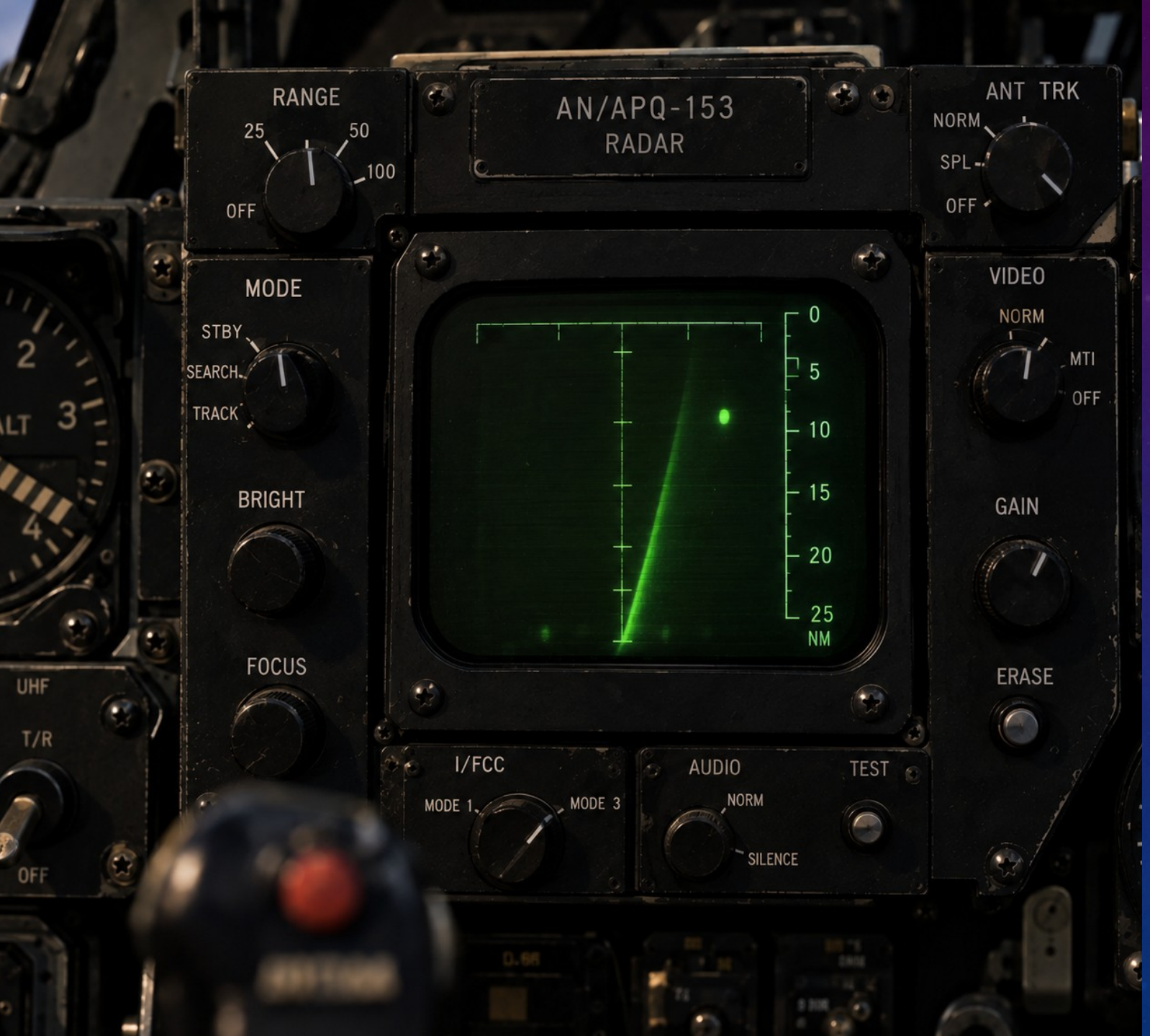



- During the evening of 19 May 1986, reports of unidentified contacts from multiple locations began reaching Brazilian air-defense controllers.
- Fighter-interceptor crews were placed on alert at Santa Cruz and Anápolis.
- F-5E Tiger IIs were launched from Santa Cruz.
- F-103Es (Dassault Mirage IIIEBRs) were launched from Anápolis.
- Ground controllers directed the interceptors toward reported contacts.
- Multiple interception attempts followed over several hours.




# MARINHO F–5E INTERCEPTION

- 1st Lieutenant Kleber Caldas Marinho, from the 1° Grupo de Aviação de Caça, was scrambled from Santa Cruz in an F–5E after unidentified radar contacts triggered an alert.
- After a 180° turn, Marinho visually acquired a bright light below and ahead of his aircraft.
- Concerned that the sighting might be a night-vision illusion, he activated his airborne radar.
- The radar produced a contact at approximately 10–12 nautical miles that corresponded with the visual target.




# MARINHO F–5E INTERCEPTION

- The target appeared to move from approximately the 1–2 o'clock position below the aircraft to 12 o'clock, about 10° above it.
- Marinho reported tracking the light as it climbed from approximately 17,000 to 33,000 feet.
- He was unable to close with or identify the target before returning toward base.
- The surviving report does not provide sufficient quantitative radar data to establish the target's speed or acceleration.




# VIRIATO F–103E INTERCEPTION

- Captain Armindo Souza Viriato de Freitas, from the 1° Grupo de Defesa Aérea, launched from Anápolis in an F–103E to intercept an unidentified radar contact.
- After being vectored by ground control, Viriato acquired the contact on his airborne radar at approximately 13 nautical miles.
- The contact maneuvered in a zigzag pattern, with the range alternately decreasing, increasing, or remaining constant.
- At ~6 nautical miles, Viriato was flying supersonically at Mach 1.05.
- The range then increased rapidly until the radar contact was lost.
- Viriato obtained additional radar contacts during the pursuit, with a closest reported approach of ~2 nautical miles.

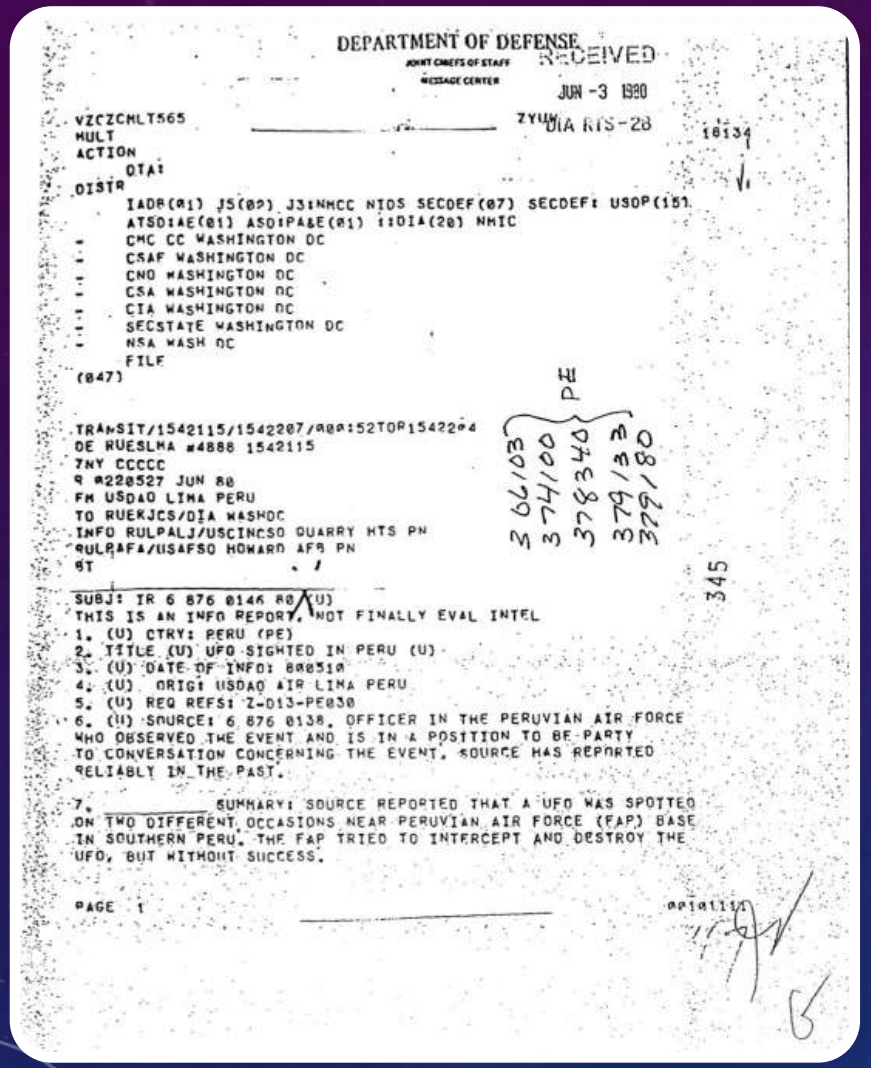



# THE NIGHT OF THE UFOS?

- Multiple Brazilian fighter aircraft were scrambled to investigate unidentified contacts on the night of 19 May 1986.
- At least two interceptors—Marinho's and Viriato's—reported airborne-radar contacts during their pursuits.
- Other pilots made repeated interception attempts without obtaining visual or airborne-radar confirmation.
- There were genuine military interception events, but much of the extraordinary detail associated with the case was added by popular UFO literature and media afterward.

# PERU

SPRING 1980



DEPARTMENT OF DEFENSE
JOINT CHIEFS OF STAFF
MESSAGE CENTER
RECEIVED
JUN -3 1980
DIA RTS-28

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CNO WASHINGTON DC
CSA WASHINGTON DC
CIA WASHINGTON DC
SECSTATE WASHINGTON DC
NSA WASH DC
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SUBJ: IR 6 876 0146 80 (U)
THIS IS AN INFO REPORT, NOT FINALLY EVAL INTEL
1. (U) CTRY: PERU (PE)
2. TITLE (U) UFO SIGHTED IN PERU (U)
3. (U) DATE OF INFO: 800510
4. (U) ORIG: USDAO AIR LIMA PERU
5. (U) REQ REFS: Z-013-PE030
6. (U) SOURCE: 6 876 0138. OFFICER IN THE PERUVIAN AIR FORCE WHO OBSERVED THE EVENT AND IS IN A POSITION TO BE PARTY TO CONVERSATION CONCERNING THE EVENT. SOURCE HAS REPORTED RELIABLY IN THE PAST.
7. _____ SUMMARY: SOURCE REPORTED THAT A UFO WAS SPOTTED ON TWO DIFFERENT OCCASIONS NEAR PERUVIAN AIR FORCE (FAP) BASE IN SOUTHERN PERU. THE FAP TRIED TO INTERCEPT AND DESTROY THE UFO, BUT WITHOUT SUCCESS.

PAGE 1

# DIA REPORT

- On 27 June 1980, the U.S. Defense Attaché in Lima forwarded a report to the Defense Intelligence Agency concerning unidentified flying objects reported near the Peruvian Air Force base at La Joya.
- The report stated that the source was a Peruvian Air Force officer who had observed the event.
- The source was described as being in a position to know the circumstances and as having reported reliably in the past.
- The report described two separate sightings near Mariano Melgar Air Base and stated that the Peruvian Air Force attempted to intercept the objects.



# SCRAMBLE!

- On the morning of 9 May 1980, a group of Peruvian Air Force officers at Mariano Melgar Air Base, near La Joya, observed a round object hovering near the airfield.
- The Air Commander scrambled a Su-22 (NATO reporting name: “Fitter-J”) to intercept the object.
- According to a third party cited in the report, the pilot intercepted the object and fired upon it at very close range without causing any apparent damage.
- The pilot made a second pass, but the reported object outran the Su-22.
- The U.S. Defense Attaché noted that the origin of the vehicle remained unknown.



# SECOND SIGHTING

- During the early evening of 11 May 1980, the same source reported a second sighting near Mariano Melgar Air Base.
- The object was described as illuminated.
- The Peruvian Air Force again scrambled an Su-22 to intercept it.
- The aircraft was unable to catch the object, which again reportedly outran the fighter.
- The U.S. Defense Attaché stated that he had heard discussion of the sightings from other sources, but that the origin of the reported vehicle remained unknown.



# THE PILOT?

- Decades after the incident, retired Peruvian Air Force pilot Óscar Santa María Huertas described an encounter he dated to 11 April 1980 at La Joya Air Base.
- Santa María said a luminous, balloon-like object was observed near the base.
- He was ordered to intercept the object in an Su-22 and reported firing 64 rounds from the aircraft’s 30-mm cannon at close range.
- He reported that the cannon fire produced no apparent effect, after which he pursued the object through a prolonged aerial engagement.
- Santa María later described closing to approximately 100 meters and observing an object that he said had no visible wings, engines, exhaust, windows, or other conventional means of propulsion.




# ANOTHER WITNESS?

- Julio César Chamorro Flores was a Peruvian Air Force officer stationed at La Joya and a specialist in air-defense radar operations.
- In a 2013 interview, Chamorro recalled seeing an object with other personnel at the base in 1980 or 1981.
- He remembered a Sukhoi flown by an officer named Santa María being dispatched to investigate and fire on the object.
- Chamorro described the encounter as a prolonged “cat and mouse” pursuit and said he retained a vivid memory of the event.

# SPAIN

NOVEMBER 1979



# TAE FLIGHT JK-297

- On 11 November 1979, TAE flight JK-297, a Supercaravelle with 109 passengers, was flying from Palma de Mallorca to Tenerife.
- At 2205Z, the crew reported two red lights ~3 miles away at their 10 o’clock position at the same altitude.
- Barcelona Control reported no known traffic in the area.
- At 2208Z, the crew reported that the lights were approaching rapidly and changing altitude faster than the aircraft could follow.
- At 2209–2210Z, JK-297 announced that they were diverting to Valencia and requested an interceptor.
- At 2211Z, the crew reported that the lights were at their 11 o’clock position and following them.

# ON THE GROUND AT MANISES

- At 2224Z, the crew reported no longer observing the lights.
- At 2250Z, JK-297 landed at Manises Airport in Valencia.
- After landing, the airport chief reported three luminous objects over the Valencia area: one over the airport (red and green flashes), one over the port (white flashes), and one toward Sagunto (strong red and green flashes).
- Officers at Manises Air Base confirmed the observations.






# SCRAMBLE!

- At 2326Z, the Chief of Service of the Mando Aéreo de Combate ordered a fighter to investigate.
- At 2340Z, a Spanish Air Force C-14 (Mirage F-1), from Ala 14, flown by Capitán Fernando Cámara, was scrambled from Los Llanos Air Base.
- At 2349Z, Cámara reported radio interference resembling a siren; the interference ceased at 2353Z. The report notes that similar interference had been experienced during an earlier exercise.



# INTERCEPT

- Cámara reached the area and observed a large red light.
- Cámara reported a more defined form associated with the light and changes in apparent coloration.
- The light appeared to move away as he attempted to close the distance.
- Cámara continued the pursuit but was unable to obtain a positive identification.
- He terminated the search and returned to base.
- At 0207Z, the airport reported that the lights had disappeared; however, the airport subsequently observed another light, but no further interception was conducted.



AVISTAMIENTO DE FENÓMENOS EXTRAÑOS

(EXPEDIENTES OVNI)

IHCA

SHYCEA

Biblioteca Central del EA

EXPEDIENTE NÚMERO: 791111 / 791117 / 791128

LUGAR: VALENCIA / MOTRIL / MADRID

FECHA: 11, 17 y 28 de Noviembre de 1979

BIBLIOTECA CENTRAL DEL EJÉRCITO DEL AIRE (BCEA)
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PLANTA PRIMERA PTA. 155
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**Secretaría:**
TEL.: 91 5032456 FAX.: 91.5032248

CORREO ELECTRÓNICO: bcea@ea.mde.es

# THE INVESTIGATION

- The Spanish Air Force investigation compiled the aircrew reports, ground observations, radar information, and the military response.
- The incident was examined alongside other unusual aerial observations reported during November 1979.
- The final report concluded that the origin could not be determined and referred to “uncontrolled traffic” of unknown origin.

# IRAN

SEPTEMBER 1976



# AN UNIDENTIFIED OBJECT OVER TEHRAN

- At approximately 0030 on 19 September 1976, the Imperial Iranian Air Force command post received telephone calls from Tehran residents reporting unusual objects in the sky.
- The command post contacted Brigadier General Nader Yousefi, Assistant Deputy Commander of Operations.
- After speaking with Mehrabad Airport control personnel, Yousefi went outside and observed the object himself.
- He described it as resembling a star, but larger and brighter.



# SCRAMBLE!

- Yousefi ordered an F-4D Phantom II from Shahrokhi Air Base to investigate.
- At 0130, the F-4D departed Shahrokhi.
- The aircraft proceeded toward a point approximately 40 nautical miles north of Tehran.
- The object was reportedly visible to the crew from approximately 70 miles away because of its brightness.
- As the F-4D approached to approximately 25 nautical miles, the crew reported a loss of all instrumentation and UHF/intercom communications.
- The pilot broke off the intercept and turned back toward Shahrokhi.




# AVIONICS RECOVERY

- As the F-4D turned away from the object, its instrumentation and communications returned to normal.
- The DIA assessed that the systems recovered when the F-4 was no longer apparently a threat to the object.
- The F-4D returned to Shahrokhi Air Base.
- Yousefi then authorized a second F-4D to investigate the object.




# SECOND INTERCEPTION

- At 0140, a second F-4D, flown by Major Parviz Jafari and his weapons officer First Lieutenant Jalal Damirian, was launched from Shahrokhi Air Base to investigate the object.
- As the F-4D approached Tehran, the crew acquired the object visually.
- The object was described as exceptionally bright, approximately the size of the full moon.
- The F-4D acquired the object on radar at a range of approximately 27 nautical miles.
- The radar indicated a closure rate of approximately 150 knots.



# HOLDING POSITION

- South of Tehran, as the second F-4D closed from 27 to 25 nautical miles, the object moved away.
- The movement was visible on the F-4D’s radar scope.
- The object then maintained a separation of approximately 25 nautical miles from the F-4D.
- The radar return was reported as comparable in size to that of a Boeing 707 tanker.
- The object’s visual size remained difficult to determine because of its intense brilliance.
- It had rapidly flashing lights arranged in a rectangular pattern, alternating blue, green, red, and orange.



# SECOND TALLY

- A second brightly illuminated object emerged from the primary object.
- The crew estimated the second object to be one-third to one-half the size of the moon.
- The second object headed directly toward the F-4D at a very high rate of speed.
- The pilot attempted to fire an AIM-9 Sidewinder missile at the approaching object.
- At that instant, the F-4D weapons-control panel went off and the crew lost UHF and interphone communications.
- The pilot initiated a turn and negative-G dive to evade the approaching object.



# AVIONICS RETURN

- As the F-4D turned away from the approaching object, the weapons-control panel and communications returned to normal.
- The smaller object moved into trail behind the F-4D at an estimated 3–4 nautical miles.
- As the pilot continued his turn away from the primary object, the smaller object moved to the inside of the turn.
- The smaller object then returned to the primary object and, according to the DIA report, made a “perfect rejoin.”



# THIRD TALLY

- Another brightly illuminated object then separated from the primary object.
- The newly separated object was estimated to be approximately half the apparent size of the moon.
- It descended toward the ground at a relatively slow rate.
- The F-4D crew continued to observe the primary object as the second object descended.



# APPARENT LANDING?

- The third object appeared to come to rest gently on the ground.
- It cast a very bright light over an area estimated at approximately 2–3 km.
- The F-4D crew descended from ~25,000 feet to 15,000 feet and continued observing the object’s position.
- The crew marked the apparent landing location from the air.




# MORE AVIONICS PROBLEMS

- During the second F-4D's approach to Mehrabad, the crew experienced continuing interference on UHF communications.
- Each time the aircraft passed through a magnetic bearing of approximately 150° from Mehrabad, the crew again lost UHF and interphone communications.
- The aircraft's inertial navigation system also showed substantial fluctuations.
- A civilian airliner approaching Mehrabad at approximately the same time experienced a communications failure in the same general vicinity, but did not see anything unusual.



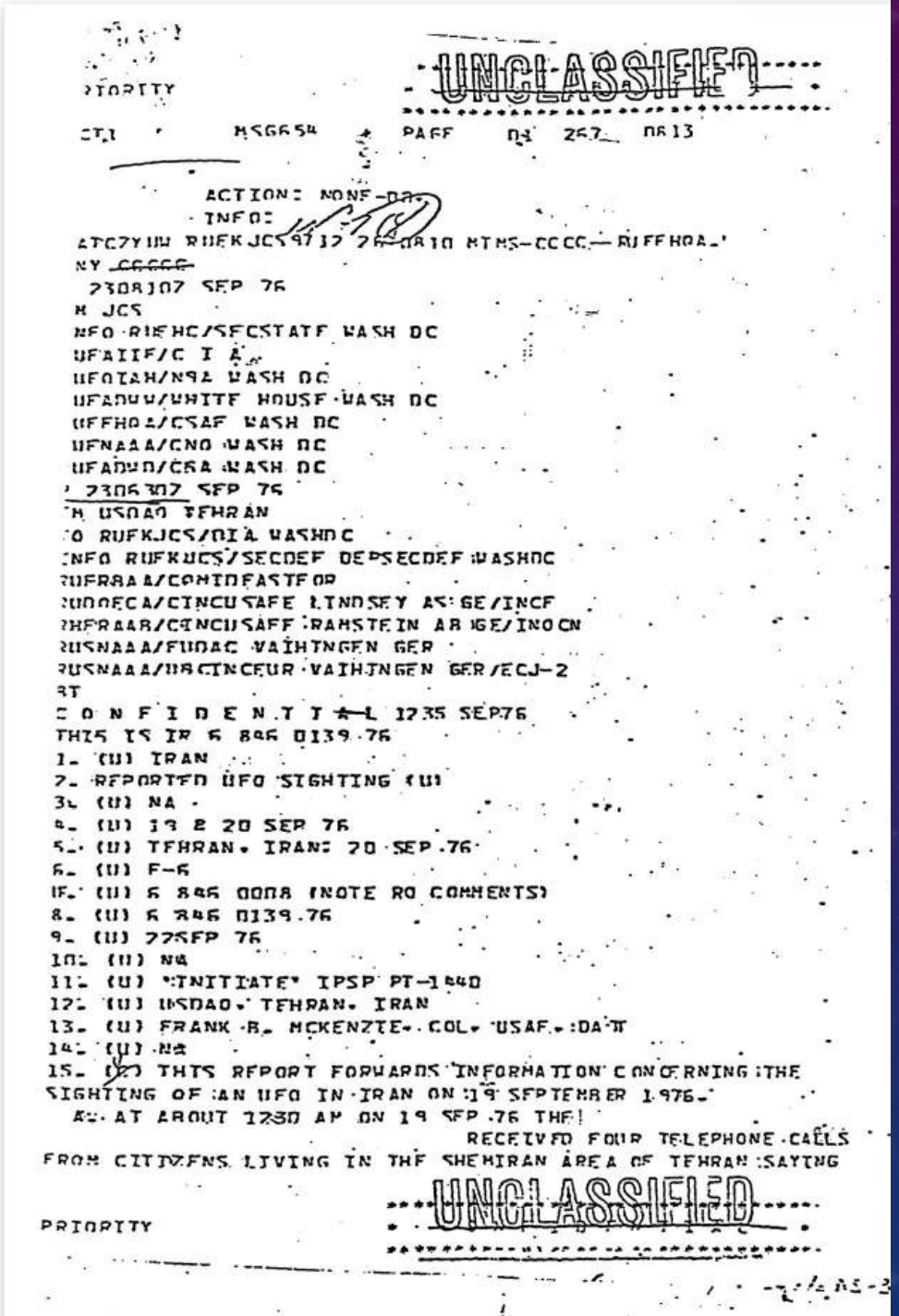

# ANOTHER OBJECT

- As the F-4D approached Mehrabad Airport for landing, the crew observed another object: cylindrical in shape, approximately the size of a T-33 aircraft.
- It had bright, steady lights at each end and a flashing light in the middle.
- The tower reported that there was no other known traffic.
- The object passed over the F-4D.
- After the pilot directed the tower where to look, it was able to acquire a visual on the object.



# DAYLIGHT SEARCH OF “LZ”

- During daylight, the F-4D crew was taken by helicopter to the area where they thought that the object had landed.
- Nothing unusual was found at the dry lake bed location.
- While circling west of the area, the crew detected a “very noticeable” beeper signal that was strongest near a small house.
- The helicopter landed and the occupants were questioned about unusual activity during the preceding night.
- The occupants reported hearing a loud noise and seeing a very bright light “like lightning.”
- The report stated that the aircraft and the area where the object was believed to have landed were being checked for possible radiation.



UNCLASSIFIED

PRIORITY

MSG654 PAGE 03 257 OR13

ACTION: NONE-DA
INFO:

ATCZYUW RUEKJCS9713 ZR-DA10 RTMS-CCCC-RUFFHOA-
NY CCCCC
230B307 SEP 76
M JCS
NFO RUFHC/SECSTATE WASH DC
UFAIIF/C I A
UFOIAH/NSA WASH DC
UFADUU/WHITE HOUSE WASH DC
UFFHOA/CSAF WASH DC
UFNAAA/CNO WASH DC
UFADUD/CSA WASH DC
230B307 SEP 76
H USDAO TEHRAN
O RUFKJCS/DIA WASHDC
INFO RUFKJCS/SECDEF DEPSECDEF WASHDC
RUFRAA/CDRUSAFE LINDSEY AS GE/INCF
RHFRAAB/CINCUSAFE RAMSTEIN AB GE/INOCN
RUSNAAA/FUDAC VAIHINGEN GER
RUSNAAA/USCINCEUR VAIHINGEN GER/ECJ-2
BT
C O N F I D E N T I A L 1235 SEP76
THIS IS IR 6 846 0139 76
1. (U) IRAN
2. REPORTED UFO SIGHTING (U)
3. (U) NA
4. (U) 19 & 20 SEP 76
5. (U) TEHRAN, IRAN: 20 SEP 76
6. (U) E-6
7. (U) 6 846 0008 (NOTE NO COMMENTS)
8. (U) 6 846 0139.76
9. (U) 22SEP 76
10. (U) NA
11. (U) "INITIATE" IPSP PT-1440
12. (U) USDAO, TEHRAN, IRAN
13. (U) FRANK B. MCKENZIE, COL, USAF, DAT
14. (U) NA
15. (C) THIS REPORT FORWARDS INFORMATION CONCERNING THE SIGHTING OF AN UFO IN IRAN ON 19 SEPTEMBER 1976.
AT AT ABOUT 1230 AM ON 19 SEP 76 THE
RECEIVED FOUR TELEPHONE CALLS
FROM CITIZENS LIVING IN THE SHEMIRAN AREA OF TEHRAN SAYING

PRIORITY

UNCLASSIFIED

# TEHRAN TO WASHINGTON: DIA ASSESSMENT

- On 23 September 1976, the U.S. Defense Attaché Office in Tehran transmitted an Intelligence Information Report concerning the 19 September encounter.
- The report was sent through U.S. government channels to DIA and other senior U.S. military and intelligence recipients.
- The DIA's evaluation characterized the case as "an outstanding report" and "a classic" meeting the criteria for a valid study of the UFO phenomenon.
- DIA cited these factors: multiple credible, qualified witnesses from different locations; radar confirmation; electromagnetic effects; physiological effects on some crew; and an "inordinate amount of maneuverability."

# BELGIUM

NOVEMBER 1989-MARCH 1990




# THE BELGIAN WAVE

- At ~1720–1745 on 29 November 1989, in Grosse Weide, two Belgian Gendarmes reported observing an intensely illuminated triangular object.
- Civilian group SOBEPS documented 15 additional witnesses, including seven other Gendarmes. The number of reports eventually grew to 143, involving approximately 250 witnesses.
- Belgian media coverage popularized the image of a triangular object with three bright lights and a central red light.
- As reports continued through December, not all sightings involved triangular objects; some were of atypical shapes or differing light phenomena.



# BELGIAN ARMED FORCES INVESTIGATE

- On 9 December, Belgian media reported that the Belgian military was investigating the sightings.
- On 16 December, Belgian Air Force F-16As scrambled after numerous reports in the Limburg/Diest area; the incident was attributed to lights from a nearby laser show.
- On 18 December, Colonel Wilfried de Brouwer, Chief of Operations of the Belgian Air Staff, stated that the reported objects did not match the known performance of Belgian or foreign military aircraft.
- On 21 December, the Belgian Ministry of Defence stated that the Air Force investigation found no correlation between sightings and unidentified radar echoes.




# A SIMPLE OPERATIONS PLAN

- From January through March 1990, reports continued at a lower rate.
- The Belgian Minister of Defence assigned de Brouwer to coordinate military response to the Belgian Wave.
- De Brouwer developed a simple operational plan: when a sighting was confirmed by the Gendarmerie on the ground and detected by military radar, alert F-16s would be scrambled.




# VISUAL AND RADAR CONFIRMATION

- At 2300 on 30 March, a senior Gendarmerie officer in Ramillies called Glons CRC to report three unusual lights in triangular formation.
- At 2305, Glons asked Wavre Gendarmerie to verify the sighting.
- At ~2310–2315, Glons observed an unidentified radar contact.
- At approximately 2328–2330, the Wavre Gendarmerie confirmed the visual observation.

# SCRAMBLE!



- At 2349–2350, Semmerzake military radar independently confirmed Glons contact, reportedly in the same approximate location.
- At 2356, Glons gave the scramble order.
- At 0005 on March 31, two Belgian Air Force armed alert F-16As, piloted by Captain Yves Meelbergs and Lieutenant Rudi Verrijt from the 1st Fighter Wing, launched from Beauvechain AB.
- The F-16As were ordered to put weapons on safe and make visual ID.



# INTERCEPTION?

- Both F-16As made repeated attempts to intercept the reported contacts, but the pilots were unable to obtain a visual identification.
- The fighters obtained brief radar contacts during the interceptions, but the contacts repeatedly disappeared before the pilots could establish a stable intercept.
- The pilots reported apparent changes in the contacts' position and movement that made interception difficult.
- After multiple attempts, the F-16As broke off the interceptions and returned to Beauvechain.



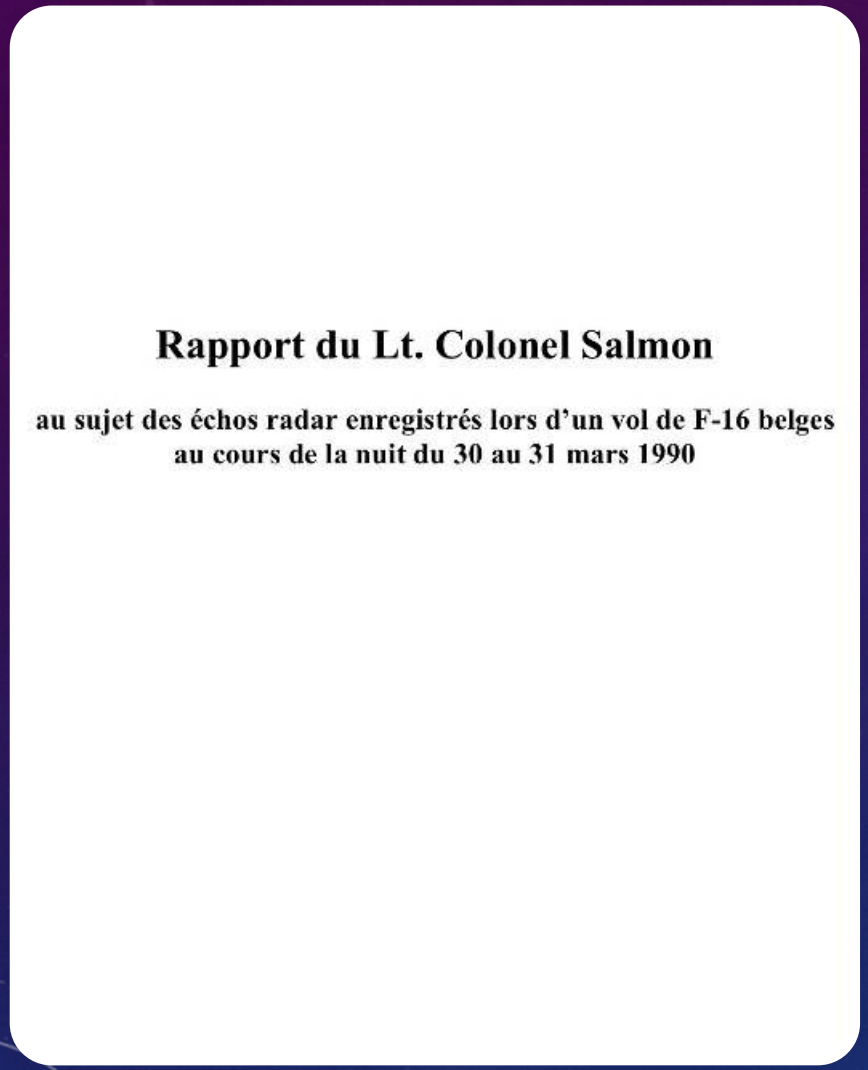
# THE F-16 AN/APG-66 RADAR RECORDINGS

- During the 30–31 March interception, the F-16As recorded 13 radar contacts between approximately 0013 and 0050.
- The radar displayed target range, azimuth, elevation, and relative speed.
- The recorded contacts included several brief radar lock-ons during the F-16s’ interception attempts.
- Colonel de Brouwer presented selected F-16 radar recordings at a NATO press conference on 11 July, highlighting apparent changes in the targets’ speed, altitude, and trajectory.




# THE KALMAN FILTER

- A Belgian Air Force study in 1991–1992 found that the AN/APG-66 radar did not display only raw measurements; its Kalman filter predicted and extrapolated target position, speed, and other parameters.
- This processing could produce misleading indications: apparent trajectory discontinuities, fictitious trajectories, and changes from one target to another.
- Some of the extraordinary performance characteristics displayed by the radar could be radar processing artifacts.
- The report did not establish that every radar contact was an artifact; some interceptions contained evidence of an actual radar target, while its true nature remained unresolved.


Rapport du Lt. Colonel Salmon

au sujet des échos radar enregistrés lors d'un vol de F-16 belges
au cours de la nuit du 30 au 31 mars 1990

# ENDURING CONTROVERSY

- The F-16s' radar recordings became the subject of competing interpretations.
- Belgian Air Force Lieutenant Colonel Salmon's technical analysis identified mechanisms by which the radar's processing could generate apparent trajectory discontinuities, fictitious trajectories, or target switches.
- Physicist Auguste Meessen argued that the extraordinary radar behavior could not be adequately explained by the F-16's Kalman-filter processing.
- Captain Yves Meelbergs later stated that, despite the inability of the F-16As to obtain a visual identification, there was indeed a material object in the sky that night.
- But neither the radar analysis nor the pilots' experience establishes what that object was.
- The central question remains unresolved: what was the object witnessed from the ground and detected by radar?

# FLORIDA ATLANTIC COAST

JANUARY 2015

# COMPTUEX




- In January 2015, Strike Fighter Squadron 11 (VFA-11) was participating in pre-deployment training aboard USS *Theodore Roosevelt* in the Atlantic off the Florida coast.
- Multiple VFA-11 F/A-18F Super Hornets were participating in a large-scale air-to-air training mission approximately 300 miles off Jacksonville.
- As the aircraft returned, one F/A-18F crew encountered five unidentified airborne radar contacts in a line-abreast formation and diverted to investigate.
- The encounter was recorded by the aircraft's AN/ASQ-228 Advanced Targeting Forward-Looking Infrared (ATFLIR) pod.




# “THE GIMBAL”

- The infrared image showed a large, apparently rotating object with a distinctive heat signature.
- As they examined the contact with the ATFLIR pod, the cockpit audio captured the crew reacting to what they were seeing.
- One aircrew member reported, “There’s a whole fleet of them. Look on the SA.”
- Another reported that the objects were “going against the wind,” estimating winds of 120 knots from the west.
- The object turned 180° and headed towards the Florida coast in formation with the other UAP.




# THE ATFLIR VIDEO

- The released footage is approximately 34 seconds long and shows the contact against the infrared background of the sky.
- Curiously, UAPTF head Jay Stratton interpreted that the object responded to IFF Mode 4 as friendly. Is he mistaken? Was the IFF faulty or was it spoofed?
- UAP Task Force analysis projected the object's temperature to be at least 2500°F.
- The target remains unidentified in the official record; AARO currently lists the Gimbal video as an unresolved UAP case.
- The video provides direct sensor evidence of what the crew was tracking, but it does not by itself establish the object's distance, size, or true airspeed.

# OFF BAJA CALIFORNIA

NOVEMBER 2004



# USS *PRINCETON*

- In November 2004, the USS *Nimitz* Carrier Strike Group was conducting its workup cycle off the coast of Southern California in preparation for a combat deployment.
- USS *Princeton*, a *Ticonderoga*-class AEGIS cruiser, was responsible for the carrier strike group's air-defense mission.
- *The Princeton*'s radar operators began tracking unusual contacts that reportedly appeared at extremely high altitude before descending to lower altitudes.
- According to later testimony from Commander David Fravor, *Princeton* had been tracking the contacts for approximately two weeks before 14 November.
- On 14 November, *Princeton* directed two U.S. Navy F/A-18Fs to investigate one of the contacts.




# “REAL WORLD TASKING”

- The two aircraft were F/A-18F Super Hornets of Strike Fighter Squadron 41 (VFA-41) conducting a training sortie.
- The lead aircraft was flown by VFA-41 commanding officer Fravor, with Lieutenant Joshua Appezzato as his Weapons Systems Officer (WSO) in the rear seat.
- The wing aircraft was flown by Lieutenant Junior Grade Alex Dietrich, with Lieutenant Commander Jim Slaight as her WSO.
- *Princeton* suspended the training mission and redirected the aircraft toward a “real-world tasking.”
- The controller asked what ordnance the aircraft were carrying; the crews reported that they had only training weapons.

# THE MARINE HORNET




- Lieutenant Colonel Douglas Kurth, commanding officer of Marine Fighter Attack Squadron 232 (VMFA-232), was flying an F/A-18C Hornet from USS *Nimitz*.
- *Princeton* directed Kurth toward an unidentified airborne contact and asked whether he had ordnance aboard.
- Kurth reported unlimited visibility as he approached the reported location.
- Kurth observed a large, circular area of disturbed whitewater on the ocean below, but he did not see any airborne object.
- *Princeton* subsequently redirected Kurth as the VFA-41 Super Hornets approached the contact.




# “MERGE PLOT”

- As the two F/A-18Fs proceeded west, USS *Princeton’s* controller reported that the objects had been observed on radar repeatedly over the preceding two weeks.
- The crews were told that the contacts had been descending from above 80,000 feet to approximately 20,000 feet, remaining there for hours before ascending again.
- At approximately 20,000 feet, *Princeton* called “merge plot,” indicating that the fighters’ radar return had entered the same resolution cell as the reported contact.
- The crews looked toward the reported location and saw a patch of whitewater below them, with no obvious aircraft or vessel nearby.



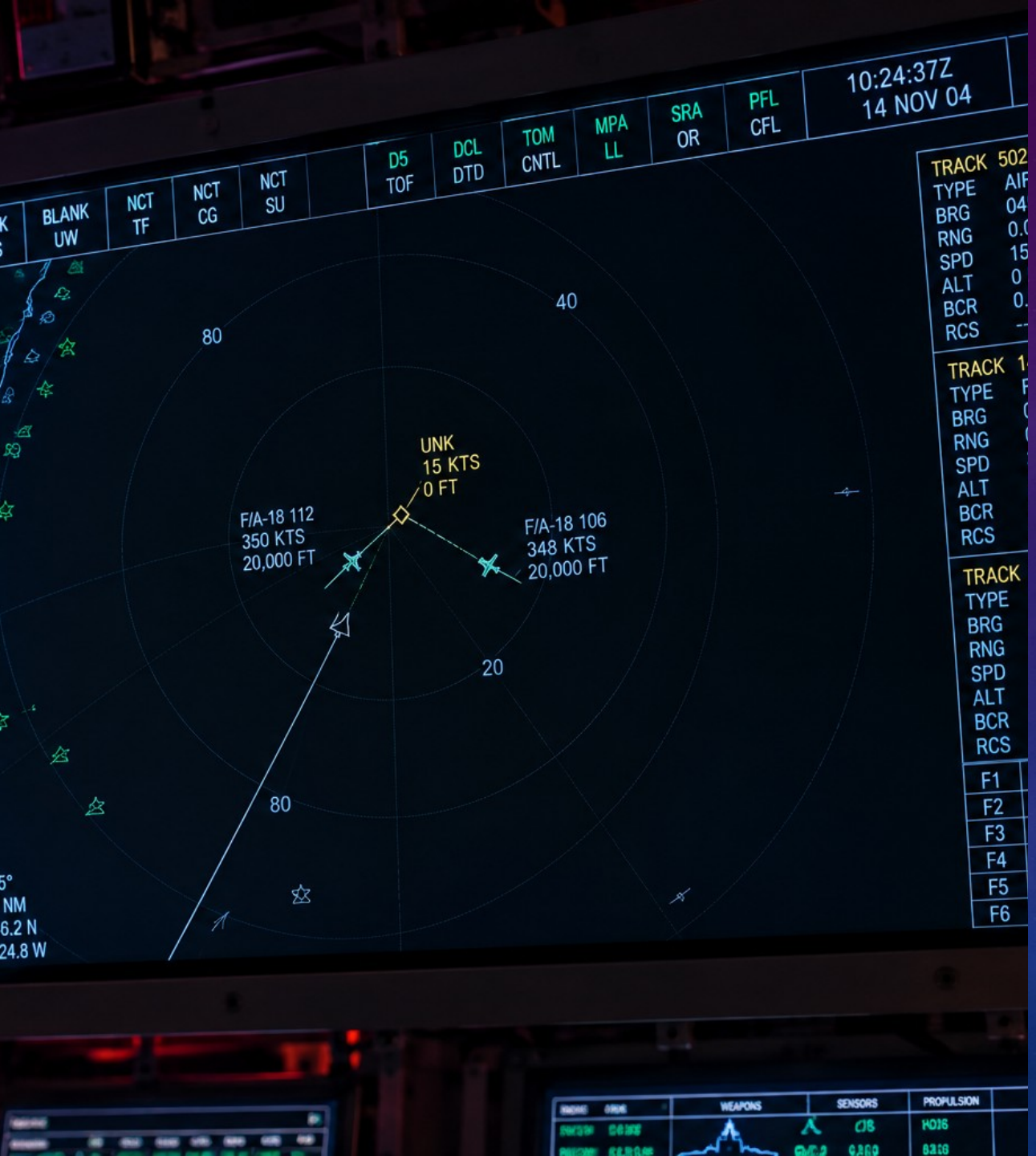
# THE “TIC TAC”

- The four aircrew saw a white object moving rapidly above the disturbance; Fravor described it as approximately 40 feet long and shaped like a large “Tic Tac” candy.
- UAPTF head Jay Stratton believes that the object’s heat was boiling the water beneath it.
- Fravor and Dietrich both stated that they did not observe conventional wings, rotors, exhaust, or another obvious means of propulsion.
- The object initially moved above the whitewater in an apparently erratic manner.
- Dietrich compared it to a phone bouncing unpredictably after being dropped.
- Fravor compared it to a ping-pong ball moving randomly in different directions.




# HELLO! GOODBYE!

- Fravor descended in a spiral toward the object, while Dietrich remained above the engagement.
- The Tic Tac abruptly changed direction and began to mirror his maneuver, climbing as he descended.
- As the two aircraft and the object converged, Fravor attempted to cut across the object's path to position himself for an intercept.
- The Tic Tac continued climbing until it came directly in front of Fravor's F/A-18F.
- The object then abruptly accelerated away and disappeared from Fravor's view.



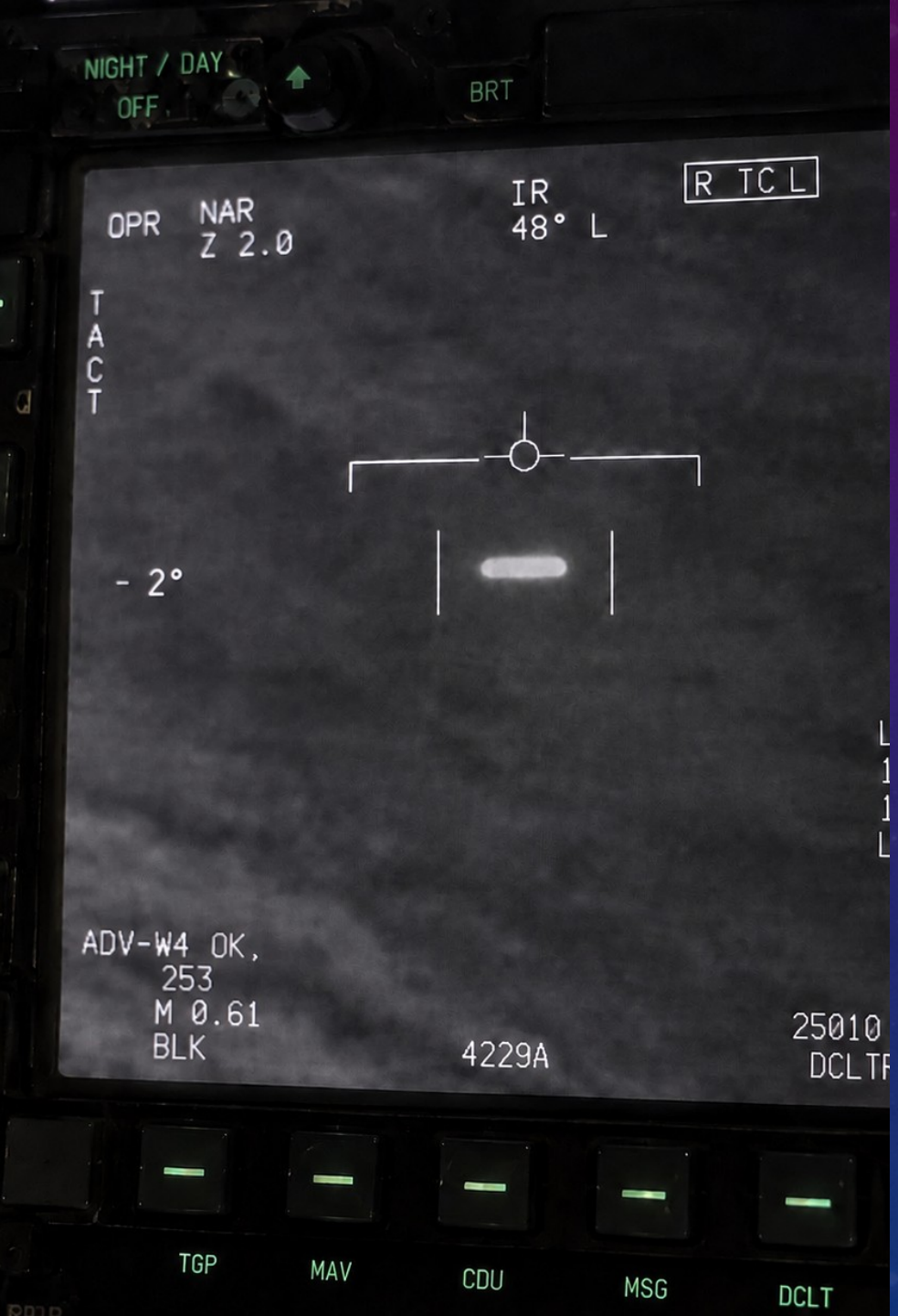

# “SIR, YOU’RE NOT GOING TO BELIEVE THIS…”

- Fravor and Dietrich turned their two F/A-18Fs back toward their preplanned Combat Air Patrol (CAP) point, approximately 60 miles away.
- The *Princeton* controller suddenly called Fravor: “Sir, you’re not going to believe this, but that thing is back at your CAP point.”
- Fravor later estimated that the contact had reappeared at the CAP point roughly 30–40 seconds after disappearing from the pilots’ view.
- The *Princeton* radar operators reportedly did not track the contact continuously between the two locations; according to Fravor, it simply reappeared on their radar at the CAP point.
- Stratton refers to unnamed “credible” analysis that estimated the Tic Tac was traveling at Mach 55 and pulling 12,000+ Gs if it was a conventional aircraft.

# “GO FIND IT”




- Fravor returned to the *Nimitz* and encountered Lieutenant Chad Underwood, a WSO, whose F/A-18F was equipped with the AN/ASQ-228 ATFLIR targeting pod.
- Fravor told Underwood that he and the other aircrew had seen something unusual and directed him to investigate it.




# THE SECOND ENCOUNTER

- Underwood's F/A-18F launched from USS *Nimitz* and was vectored toward the area where Fravor and the other aircrew had encountered the Tic Tac.
- Underwood acquired the contact with the aircraft's radar and used the AN/ASQ-228 ATFLIR targeting pod to investigate it.
- The ATFLIR recorded the encounter, producing the video later released by the Department of Defense as the "FLIR1" or "Tic Tac" video.



# THE ATFLIR VIDEO

- The recording shows a bright, elongated, apparently featureless infrared object against the sky.
- The object remains visible while the targeting pod tracks it.
- Near the end of the recording, the object moves rapidly toward the left side of the display and disappears from view.
- The released video does not establish the object’s distance, size, altitude, or actual airspeed.
- The Department of Defense subsequently released the recording as an authentic Navy video and stated that the phenomenon depicted remained unidentified.



# THE DEBRIEF

- Back on USS *Nimitz*, the aircrew reported the encounter through the carrier strike group's intelligence personnel.
- A later Navy document states that the debriefs of the aircrew and other strike-group personnel validated that an unusual event had occurred.
- The same document noted that only limited technical data were available to support further analysis.
- The incident was not formally resolved as an identified aircraft or other known phenomenon.

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