

UFO Interference Effects - Aircraft and Missile Cases

(Excerpt from the much larger Vehicle Interference Report compiled by Geoff Falla on behalf of BUFORA)

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It is known that most reported UFO sightings can be explained, not always with certainty, but at least with a possible explanation in many cases. Some of the reports may be caused by unfamiliarity with known objects, such as satellites or bright planets, while some reports may be due perhaps to unusual atmospheric phenomena. Some reported sightings of UFOs are, however, much more difficult to explain in any conventional way. Examples of 'high strangeness' UFO reports include radar-visual cases, when radar tracking of an unknown object is confirmed by visual observation, incidents leaving physical traces, and reports of electromagnetic effects - notably in the case of vehicles.

There are many cases in which sightings of unknown objects, or in some cases more tenuous unidentified phenomena, are reported to be accompanied by strange physical effects. Some of the most puzzling of these cases include reported effects on vehicles, involving a temporary malfunction or failure in the normal operation of a vehicle's engine, lights, or radio equipment while an unknown object is seen nearby. Other physical effects on vehicles are also reported, with effects being experienced by the witnesses themselves in some incidents of this kind. Such reports involving vehicles now amount to many hundreds of cases, on a worldwide basis, and over a period of more than fifty years. These reports provide evidence of a largely consistent pattern of effects, and appear to be of particular significance justifying further investigation.

Vehicle interference effects usually involve conventional vehicles, but a more surprising and significant finding is that about ten per cent of the cases are reports involving aircraft. These reports include effects on navigation and communication equipment, coinciding with the sighting of an unknown object, with a loss of engine power or other effects noted in some cases. The objects seen are sometimes in apparent close proximity to the aircraft when the interference effects are experienced, these effects continuing as in the case of other vehicle incidents until the object moves away. The reliability, and accurate reporting of details is also no doubt strengthened in these cases by the professional nature and observational experience of the air crew eyewitnesses, in reporting what appears to be an unexplained phenomenon affecting the operation of the aircraft.

The following summary of such incidents involving aircraft, and missile systems in a few cases, will help to illustrate this type of event, identifying in many cases the characteristics of the unknown objects and phenomena reported. It should also be noted that there are a large number of other reported sightings from aircraft, sometimes also confirmed by radar, but where no effects were reported to have been experienced during the incident. Much seems to depend on the proximity of the event.

-/2/44 02.30 Bass Strait, Australia.

A Beaufort bomber was flying over the strait at a height of 4,500 feet and at a speed of about 235 m.p.h. when a dark shadow appeared alongside. It was at a distance of about 100 to 150 feet, and kept pace with the aircraft. There appeared to be a flickering light and flame coming from the rear of the object. It stayed with the aircraft for about twenty minutes, and during this time all radio and direction finding instruments failed to function. The object finally accelerated away at about three times the speed of the bomber. On landing, the pilot reported the incident to his base superior, but was not taken seriously.

(The Australian UFO Researcher No 60, p 11-12.) (Above Top Secret, p 156.)

28/8/45 Iwo Jima, North Pacific.

The engines of a C46 aircraft were reported to have faltered as three UFOs flew nearby.

(The UFO Investigator Vol III, No 5, p 3.)

23/7/47 New Jersey, U.S.A.

A pilot was flying his aircraft at a height of 6,000 feet when he noticed a shaft of light coming from above him, which he at first thought was sunlight reflected from an aircraft at a higher altitude. The aircraft's engine started to run irregularly, then in spite of his efforts to cure the trouble, the engine failed completely. The aircraft,

however, remained in its normal level attitude, and the air speed indicator registered zero. The pilot felt an odd prickling, electric-like sensation, and then noticed a metallic craft-like object in the sky above and ahead of him. Beyond, and slightly higher was another disc-shaped object. The pilot then felt that he should try to restart the engine. The propeller started to turn, then ran normally. The aircraft nosed down into a stall, then flew normally again as it picked up speed and the pilot regained control.

(Piece for a Jigsaw, p 318.)

16/6/48 Baskunchak, U.S.S.R.

A. I. Apraksin, a test pilot at Kapustin Yar, was flying above the clouds when he saw a cucumber-shaped object which descended across his course. Beams emerged from the back of the object, which was picked up on radar at the pilot's air base. Ordered to approach the object, the pilot was at a distance of about ten kilometres when the beams from the object 'opened up in a fan' and burned through the aircraft, blinding the pilot for an instant and putting out of operation the electrical controls of the aircraft, and the engine. The object then moved upwards and buried itself in the cloud layer. The pilot managed to glide his aircraft to a landing.

(Unidentified Flying Objects in the U.S.S.R. Dr F. Zigel. Manuscript, p 124. Physical Traces Catalogue No 478.)

6/5/49 Baskunchak, U.S.S.R.

Test pilot Apraksin was on a further test flight, at maximum altitude and in communication with his base when an object appeared similar to that witnessed in the incident of June 16th, 1948. The pilot directed his aircraft towards the object, which then appeared to be on a collision course. At a distance of ten to twelve kilometers a cone of beams was directed at the aircraft. The pilot was blinded, the entire electrical portion of the aircraft controls was destroyed, and the front plastic observation window was damaged, resulting in a drop in air pressure. Radio communication with the base ceased. The pilot managed to land the aircraft with great difficulty, and lost consciousness.

(Unidentified Flying Objects in the U.S.S.R. Dr F. Zigel. Manuscript, p 124. Physical Traces Catalogue.)

-/6/49 Yucatan Peninsula, Mexico.

A U.S.A.F. transport aircraft was flying at about 8,000 feet when an object of irregular shape, surrounded by a band of smoke or mist, appeared in the aircraft's path. The pilot, co-pilot, and the navigator watched as the object appeared to vibrate before it rotated on a vertical axis. The object suddenly moved at speed towards the aircraft, passing just a few feet from the wing. It then circled the aircraft in a tight arc. The pilot put the aircraft into a steep dive, but the object could still be seen, flashing like a mirror reflecting sunlight. All four engines of the aircraft then began to malfunction, and the crew bailed out before the aircraft crashed into a swamp. As they parachuted down the crew could still see the object, which seemed to be only a foot or two in diameter, as it climbed vertically and disappeared.

(Something in the Air, p 38.)

-/9/50 Korea.

The radar and radio of Navy aircraft were reported jammed by two large flying discs.

(The UFO Investigator Vol III, No 5, p 3.)

-/51 North Atlantic.

During a flight across the North Atlantic with a group of VIPs, the pilot and co-pilot of a U.S. Navy aircraft sighted an unknown object, which was confirmed by Gander Control radar. The object moved from a distance of 25 miles to directly in front of the aircraft in one or two seconds, and the autopilot was disengaged to avoid a collision. The object then flew alongside before accelerating out of range at great speed. Electromagnetic effects were reported, including the compass spinning out of control when the object was nearby. Official government documents confirmed the incident.

(UFO Magazine, September/October 2000, p 26.)

1/7/54 12.00 Walesville, New York State, U S A.

The radar at Griffiss Air Force Base picked up an unidentified object. A check showed that there were no aircraft in the area. An F 94 jet was sent up to investigate, and was vectored towards the object by ground radar. The radar operator in the jet then picked up the object, and the pilot spotted it visually, a gleaming disc-shaped object. As the jet climbed to intercept the object, and the radar operator tried to contact it by radio for identification, the jet's engine suddenly cut out without warning. The pilot felt a wave of heat, although he noted

that the instruments showed no fire. Both crewmen ejected from the aircraft, which crashed on two homes near Walesville. Later that day, a large silvery UFO was reported from several other communities in the same area, but no other aircraft were sent up to intercept it.

(Flying Saucers - Serious Business, p 56.)

-/54 Pau, France.

A test pilot for the Fouga Aircraft Company of Pau, in the Lower Pyrenees, tried to approach a UFO which was hovering near the city. He was forced to turn his aircraft away because of the intense heat which built up in the cockpit.

(UFOs The Whole Story, p 188.)

3/2/55 11.15 Barquisimeto, Venezuela.

On landing at Maiquestia, the pilot and co-pilot of an Aeropostal Venezuela airliner together with several passengers described the sighting during the flight of a spinning top-shaped flying object. The aircraft had been turned in an attempt to get closer to the object. The radio operator had made contact with Barquisimeto Airport to report the sighting, but communications were inexplicably terminated. The object had then descended very rapidly, disappearing from sight in seconds.

(UFOs The Whole Story, p 65.)

24/3/55 14.30 Ryukyu Islands, between Japan and Formosa.

The pilot and passenger in a Beechcraft private plane spotted a strange object, described as hat-shaped, with three window like apertures in the top section. The object appeared to change colour from white to orange and back again. During the next few minutes the object flew over, in front of, and under the aircraft. The pilot put the aircraft into a dive and turn, but the object stayed with the plane as if pacing it. During this time instruments aboard the aircraft ceased to function, and the engine began to falter. The pilot radioed for assistance, but by the time two jets from Kadena Air Force Base arrived on the scene the object had disappeared.

(UFOs The Whole Story, p 65.)

-/6/56 Wellington, New Zealand.

During a flight from Dunedin to Auckland, a Bristol 170 freighter aircraft was suddenly enveloped in a shadow like a cloud, with violent turbulence. The engines started to run badly, the compass was spinning, and all communications failed. After about 25 minutes everything returned to normal. When the aircraft landed at Ohakea Air Force Base, the pilot of a C47 Dakota, which had just landed and had been following the freighter, asked the pilot if he had seen the huge metallic disc with a blue and a red light, and with an estimated diameter of about 250 feet which had been just above the freighter. The freighter crew had seen nothing, but confirmed the turbulence experienced, and interference with the instruments and communications. The Dakota pilot reported that he had been unable to contact the freighter, and that the object had shadowed the aircraft for 25 minutes. It was reported that the Dakota crew had taken photographs, and that both crews attended a two hour debriefing when they were reminded of their obligations under the Official Secrets Act, and warned not to discuss the matter.

(Beyond Top Secret, p 155-156.)

31/5/57 Kent, England.

A British airliner on its way to Holland experienced complete radio failure when a UFO was sighted. The cause of the trouble was circuit breaker difficulty. The equipment was fully serviceable again after the object disappeared.

(FSR Vol 4, No 3, p 13.)

-/8/57 20.55 Santa Catarina, Brazil.

The pilot and four crew of a Varig C47 cargo airliner observed a luminous object which crossed ahead of the plane while it was flying at an altitude of 6,300 feet between Porto Alegre and Rio de Janeiro. The object stopped for a moment, then dived into the cloud bank below. The crew agreed with the pilot's description that the object was shaped like a disc, with a dome which glowed with an intense green light. The lower part of the object was flattened, and gave off a less intense yellowish glow. The crew further verified that when the object crossed to the right side of the aircraft the engines began missing, while the cabin lights dimmed and almost went out. When the object dived into the clouds, everything returned to normal.

(UFOs The Whole Story, p 147.)

4/11/57 01.20 Ararangua, Santa Catarina, Brazil.

On a flight between Porto Alegre and Sao Paulo, the pilot and co-pilot of a Varig Airlines C46 aircraft sighted a red light which appeared to grow larger. Before the pilot had time to turn the aircraft towards the light, the object jumped a 45 degree arc in the sky, and became even larger. There was a smell of burning rubber, and the aircraft's direction finder, right generator, and transmitter 'burned out'. The object disappeared almost instantaneously. The emergency transmitter was used to report the incident, and the aircraft returned to Porto Alegre.

(UFOs The Whole Story, p 147.)

5/5/58 15.40 San Carlos, Uruguay.

A pilot who was flying a Piper aircraft spotted a glowing object approaching. The object stopped at an estimated distance of 2,000 metres, and 'rocked twice in a balancing motion'. The pilot reported that the object was shaped like a child's top, symmetrical above and below. As he approached to a range of about 700 metres he felt intense heat, and was forced to open the windows and door of the plane. The object then accelerated rapidly eastwards towards the sea, leaving a thin vapour trail.

(Piece for a Jigsaw, p 153.)

31/8/58 La Verde, Argentina.

A Piper light aircraft mysteriously increased engine revolutions when a UFO was sighted. When the object made off, the engine returned to normal.

(Piece for a Jigsaw, p 214.)

-/4/59 Orting, Washington, U.S.A.

The pilot of a C 118 transport aircraft reported a collision with an object in flight after taking off from McCord Air Force Base. He attempted to return to the base, but the aircraft crashed, killing the pilot and crew. The police chief at Orting confirmed that glowing UFOs were seen following the aircraft shortly before the incident.

(The UFO Encyclopedia, p 105.)

13/8/59 Between Hobbs and Albuquerque, New Mexico, U.S.A.

The pilot of a Cessna 170 flying towards Albuquerque suddenly noticed that his electrical compass was revolving. The standard magnetic compass was also spinning so fast that it could not be read. A moment later the pilot saw three oval grey objects in close formation, passing directly in front of the aircraft. The objects, shaped like two bowls face to face, left a short wispy trail and circled the aircraft at about 250 m.p.h. The electric compass continued to revolve, precisely indicating the bearing of the objects. When the objects disappeared both compasses returned to normal.

(The UFO Investigator, Vol 111, No. 1, p 5.)

1950s (undated) South Pacific.

U.S. news reporter Walter Cronkite, famous from a long career of covering major news events, was asked to participate in a special CBS television documentary on the subject of UFOs. In the course of preparing for the programme he revealed his own UFO experience, when as part of a team of news reporters he was taken to a small island in the South Pacific to watch the test launch of a new missile. As the missile was fired up and about to be launched, a grey object about 50 to 60 feet in diameter appeared, and hovered about 30 feet above the ground. As Air Force guards and dogs ran forward, the object sent out a blue beam of light, striking the missile which had been launched, a guard, and a dog. The missile, which had reached a height of about 70 feet from the launcher, appeared frozen in mid air, together with the guard and dog. The missile then exploded, and the disc-shaped object disappeared. The reporters were told afterwards that they could not report on the event.

(UFO Magazine, May/June 1999, p 8-9.)

-/8/61 Riga, Latvia.

A test flight of a new jet fighter was about to take place at Riga Airport, with over a hundred Soviet military officials present. Weather conditions were fine, with good visibility. A strange sound was heard, and a triangular, violet-coloured object appeared suddenly in the sky. The jet pilot found that he was unable to start the engine of his aircraft, although it had worked perfectly the previous day. The object was filmed as it

travelled in a strange fashion, sometimes disappearing. Something was also seen which appeared to be moving around inside it. After a few minutes the object suddenly dimmed, and gradually became invisible. The pilot thought that the UFO was responsible for the strange behaviour of equipment on board his aircraft, and for the engine failure. All those present made written statements about what had been seen, but were warned not to discuss the incident. The airfield commander took possession of the film, and it was reported that it was later taken away by the KGB. The film was not shown to the public until 1996, when it was confirmed that the object had been classified as an unknown phenomenon of extraterrestrial origin.

(FSR Vol 46, No 1, p 19-20.)

-/61 Rybinsk, U.S.S.R.

A large disc-shaped object appeared over a missile site near Rybinsk, part of Moscow's air defence network. The object was surrounded by a number of smaller objects. The battery commander gave an unauthorized order to fire a salvo of missiles, but all of the missiles exploded short of the target. A second salvo was fired with the same result. Before another attempt could be made, the smaller disc-shaped objects appeared to knock out the electrical system of the whole base. The system returned to normal operation when they had withdrawn and joined the larger object.

(Beyond Top Secret, p 230.)

-/61 Sverdlovsk, U.S.S.R.

A report from the Moscow Aviation Institute, obtained from the Soviet Embassy, revealed that following the departure of an Antonov mail plane on a flight to Kurgan with seven passengers and crew, and just after the pilot had given his position to ground control, the aircraft disappeared from the radar screen. Communication could not be regained, and a ground and air search was launched. The aircraft was found intact in a small clearing in the forest, with no way that it could have landed there, and looking as if it had been put down gently from above. The mail was found intact, and the engine started at the first try, but there was no sign of the passengers or crew. The Moscow Aviation Institute report stated that an unidentified object had been tracked on radar, strange radio signals were heard at the time of the disappearance, and there was a claim that a 30 metre circle of scorched grass and depressed earth had been found about 100 metres from the aircraft.

(Beyond Top Secret, p 231.)

-/63 Between Cordoba and Tucuman, Argentina.

It was reported that a DC4 passenger aircraft of Argentina Airlines, flying from Buenos Aires, was passed by a UFO which projected a vivid white light on to the aircraft. The apparent result was that one of the four engines was put out of action. The pilot managed to reach the Benjamin Matienzo Airport, and the UFO vanished just before the aircraft arrived there.

(La Gaceta, Cordoba, 3/1/63, FSR Vol 11, No 6, p 14.)

-/9/64 North Pacific.

An Atlas missile was launched on a test firing from Vandenberg Air Force Base, California. The launch was filmed by a TV camera linked to a telescope. When the missile was at an altitude of 60 miles a round object appeared, approached close to the missile, and emitted a flash of light. The object changed course, hovered briefly above the missile, and emitted another flash of light. It then circled the missile twice, and there were two more light flashes from different angles before the object disappeared. A few seconds later the missile malfunctioned, and fell out of control into the ocean, hundreds of miles short of its target. The officer in charge of the filming was ordered to say nothing about the incident. The film was taken to Washington, and details of the incident were not revealed until 1982.

(FSR Vol 35, No 2, p 15-20.)

21/3/65 19.00. Osaka, Japan.

The pilot of a TOA Airlines aircraft reported the sighting of an elliptical, luminous green object which followed his aircraft, then took up a position alongside the left wing for 55 miles. The pilot told newsmen that the object had violently affected his automatic direction finder and radio, so that he could not contact Osaka tower. The object disappeared near Matsuyama. The co-pilot reported that while trying to contact Matsuyama tower he had heard the calls of a Tokyo Lines pilot reporting that he was being chased by a mysterious luminous object.

(The UFO Investigator, Vol 111, No 1, p 6.)

19/6/66 21.45 Nha Trang, Vietnam.

At a large camp near a U.S. Air Force base, a bright light was seen coming from the north, varying from a slow to a very fast speed. Jet fighter pilots at the site estimated the height to be about 25,000 feet before the round shaped light dropped towards the ground, and stopped at a height of 300 to 500 feet. It lit up the ground like daylight before it went straight up again, disappearing from sight in a few seconds. The generators stopped during the incident, and at the air base the generators also stopped. All the vehicles in the area were immobilized with failure of engines and lights, two aircraft on the runway were unable to take off, and a Shell oil tanker anchored offshore also experienced a complete power failure at the same time. All power and equipment worked normally again about four minutes after the object had left the area, and a check showed that all of the independently operated diesel powered electric generators were in good order, with no faults and no further malfunctions. It was reported that an aircraft carrying officials from Washington arrived to investigate the incident.

(Situation Red - The UFO Siege, p 205-206.)

-/66 Malmstrom Air Force Base, Montana, U.S.A.

At an underground missile site, alarms sounded in the launch control area when all ten missiles developed a problem simultaneously. A check indicated a fault in all of the guidance and control systems. Personnel above ground reported that UFOs were seen in the area at the same time as the problem developed. A similar missile problem occurred again at the base in March 1967, when a UFO was reported in the area and was confirmed on radar, resulting in jet fighters being sent up to investigate.

(Clear Intent, p 29.)

2/2/67 00.30.. Between Chiclayo and Lima, Peru.

The pilot of a Douglas DC4 reported that while flying at an altitude of 7,000 feet, a very luminous moving object was seen approaching the aircraft. The passengers could also see the object, which traveled overhead and stopped above the aircraft. The radio compass oscillated to the left and right, the cabin and cockpit lights reduced in intensity and radio reception failed. The object brightened into a bluish light and moved away at speed, but returned about five minutes later with another object, remaining close by for another few minutes before the aircraft landed at Lima International Airport.

(Beyond Top Secret, p 266-267.)

16/3/67 Malmstrom Air Force Base, Montana, U.S.A.

Strange lights were reported moving around in the sky near one of the underground missile installations, then an oval glowing red object was seen by security guards. The object was hovering near the front entrance gate of the site. The missile launch officer alerted the commander of the installation, and at the same time it was found that the missiles were going down one after another to an unlaunchable condition. Out of a total of ten missiles, between six and eight were affected within minutes of the reported object hovering nearby. In a separate incident on the same morning, all ten missiles at an adjacent site were affected when UFOs were reported over the launch facility.

(FSR Vol 46, No 3, p 7. UFO Magazine, July 2001, p 12.)

9/6/67 Extremadura, Spain.

Two Spanish Air Force pilots flying T-33 jets sighted a strange flying object. Approaching the object, the pilots found that it gave no reply to their signals, and that when they were above or below it their radio ceased to function. The object soon moved away at speed, but then stopped for a while, allowing the jets to approach before moving away again. The pilots notified their base, and two faster jets were sent up. The four crew of these fighters experienced the same conditions in the vicinity of the object, and the same radio failure. The object finally shot straight upwards, and vanished instantly.

(FSR Vol 14, No 3, p 26.)

13/8/67 23.00 Yalta, Black Sea, U.S.S.R.

A pilot was on a training flight on a calm, moonless night when he saw a large oval-shaped object close to the aircraft. He confirmed with the Flight Commander that there were no other aircraft in the area. When he changed course there was a flash of bright light from above, and a slanting white ray appeared in front of the aircraft. Touching one of the wings, the ray broke into sparkles like a firework, the plane shook violently, and the instruments went off the scale. The light and ray disappeared, and the aircraft returned safely to its base. The pilot also reported that for many days afterwards the wing surface was luminous at night.

(FSR Vol 39, No 2, p 5.)

29/9/67 Ukraine, U.S.S.R.

An IL 14 aircraft was flying between Zaporoyi and Volgograd, and was over the Ukraine when an unidentified object was suddenly seen overhead. The aircraft's engines cut out, and it descended to within 800 metres of the ground. At this point the object disappeared, the engines restarted, and the remainder of the journey was reported as uneventful.

(UFOs from behind the Iron Curtain, p 287.)

22/8/68 17.40 Zanthus, Western Australia.

A piper Navajo aircraft was on a charter flight with two crew, returning empty to Perth from Adelaide in fine weather conditions, when a formation of aircraft was seen ahead. One large craft was surrounded by four or five smaller ones. A radio check with Kalgoorlie confirmed that there was no other known traffic in the area. Communication was then lost on all frequencies. The formation maintained its distance and bearing for about ten minutes. A larger, dark grey object appeared to be dividing into two then merging, changing shape slightly from round to rather elongated, while the smaller dark cigar-shaped objects moved alternately away from then towards the main object without turning. The whole formation then quickly joined together and moved away at speed, disappearing in a few seconds. Radio communication could then be restored.

(FSR Vol 24, No 5, p 9-10.)

-/6/69 Natal, South Africa.

A rancher and his private pilot were arriving in their vehicle at an airstrip for a flight to Durban when they saw a strange red mist, about 600 feet from the aircraft. The mist was round like a bubble, and luminous. A flock of sheep beside the airstrip seemed attracted to the mist like a magnet. The mist then started to rise, and the sheep were also attracted upwards, standing on their back feet. As the two men approached the area, they also experienced a strange feeling of weightlessness. The mist then disappeared, and it was found that one of the sheep had vanished completely. A few minutes later, after they had boarded the aircraft and were taxiing through the area on the runway where the mist had been seen, the aircraft took off on its own, and rose rapidly to 10,000 feet. The pilot then contacted Durban control for permission to descend to the proper height, explaining that a 'freak updraft' had been experienced.

(Time Storms, p 19-20.)

2/9/70 Keflavik, Iceland.

Two U.S. Air Force Phantom jets were scrambled to intercept a high speed object approaching from the northwest. When the aircraft radar indicated a range of seven miles from the object, ground control warned the pilots that the object had been joined by three others. The pilots found their aircraft surrounded by the objects, and described three of them as conical accompanied by what looked like glass spheres. The other object was described as slab-like with tapered ends, and all four objects were surrounded by a bluish haze. All ground and aircraft communication was lost for about two minutes, and onboard instruments were also affected. Three of the objects then moved away at speed, while the other moved northwards at a more steady rate and disappeared. The aircraft all returned to base safely.

(UFO Magazine November/December 1994, p 32.)

8/9/70 20.17 Near Flamborough Head, Yorkshire.

A Shetland Islands radar station picked up an unidentified contact moving southwards over the North Sea. Two Lightning jet interceptors were sent up from R.A.F. Leuchars, but the unidentified object reversed its track and disappeared from the radar in seconds. The contact reappeared several times, but when the aircraft were sent to investigate, the object disappeared again each time. Concern reached such a level that North American Air Defence centres were alerted. After several further interception attempts were unsuccessful, a U.S. Air Force pilot was ordered to fly a Lightning jet from R.A.F. Binbrook, Lincolnshire, with the mystery contact being tracked from a site near Scarborough, Yorkshire. The pilot observed the contact visually as a very bright bluish light, and when closer he described the shape as conical with what looked like a glass ball at the rear, separated from the remainder. He stayed near the object but then radar operators saw the radar returns of the object and the aircraft merge, slow down and stop. The contacts then separated, one disappearing northwards again at high speed. The pilot resumed contact, but reported that he was not feeling very well, and that all of his directional instruments were unserviceable. Although he felt able to return his aircraft to base under guidance, the pilot was asked to ditch his aircraft in the sea. This was observed from a Shackleton patrol aircraft which had been directed to hold position around Flamborough Head. The Lightning jet was later recovered, but the pilot's body

was never found. It was also reported that many of the instruments were removed from the aircraft before an investigation team was able to examine it.

(FSR Vol 39, No 1, p 16-21.)

4/12/70 Palm Beach, Florida, U.S.A.

The pilot of a light aircraft was flying with his father to Palm Beach, when the aircraft entered a strange lens-shaped cloud, although the sky could still be seen overhead through a 'tunnel' in the cloud. The sides of the tunnel seemed to rotate and glow. As it emerged from this, the aircraft's wings touched the edge of the glowing tunnel. The two men then experienced a feeling of weightlessness, but were kept in place by their seatbelts. The effect ceased, but they found that a green mist surrounded the aircraft, and all of the instruments were malfunctioning. Long parallel slits appeared in the mist before the aircraft was back again in clear sky. They found that the aircraft was passing Miami, indicating a flight time and speed of almost double the aircraft's capability. Later checks also showed that only two thirds of the expected amount of fuel had been used.

(Time Storms, p 63-64.)

-1/71 South Wales.

An interception incident occurred high over South Wales when the two crew of a Sea Vixen aircraft saw a bright star-like object. All of the aircraft's onboard systems ceased to function as the object approached at high speed. The pilot found that he had no control over the aircraft, and he felt it decelerate rapidly before it seemed to come to a halt over the Severn Estuary. After about two minutes the aircraft systems came back into operation, and the aircraft accelerated as the object moved away, at first gradually then at speed. The aircraft was still out of contact with ground control, and made a landing at R.A.F. Kemble, from where it was later flown out by a relief crew.

(UFO Magazine November/December 1994, p 34,36.)

16/7/73 18.30 L'Estartit, Gerona, Spain.

A pilot was flying a Cessna 88 light aircraft to Playa de Aro in clear weather when he saw ahead an egg-shaped object with a flattened base. It was rotating on its axis and radiated light, green at the top with orange and red below. The object began to keep pace with the aircraft, performing sweeps around it at a distance varying between 100 metres and 10 metres. He reported to his base that he was having difficulties, but noticed that at times his radio went completely dead. When he removed the headphones, he could hear a loud sound emitted by the object, much louder than the Cessna's engine. He dived to a low altitude to evade the object without success. He then thought of making an emergency landing on a beach, but the object suddenly climbed at speed, and vanished after about 12 minutes. The pilot reported the incident, and it was revealed that at the same time the whole region had experienced an electricity failure.

(FSR Vol 34, No 1, p 19.)

18/10/73 23.10 Mansfield, Ohio, U.S.A.

Captain Lawrence Coyne and the crew of a helicopter flying at an altitude of 2,500 feet spotted a red light which appeared to approach on a collision course. Evasive action was taken, and the helicopter dropped to 1,500 feet. The approaching object seemed to stop momentarily about 500 feet overhead, then banked to one side. The object was cigar-shaped, with a red light on its leading edge. A green light emitted from the rear filled the helicopter cabin with a green glow. The pilot glanced at the altimeter, and noticed that the helicopter had risen to 3,800 feet. None of the crew had felt the gravitational pull normally experienced when a helicopter rises. A bounce was then felt, and the object was seen to move off to the northeast, disappearing in seconds. Efforts were made to radio Mansfield Airport without success, the communications blackout lasting for about ten minutes.

(Cleveland, Ohio, Enquirer, 22/10/73.) (The UFO Enigma, p 298-372.)

-12/74 Bimini, Bahamas.

A pilot flying over the north coast of Bimini suddenly saw a blue light flashing off the right wing of the aircraft. He was then able to see a round or elliptical-shaped object, and on checking the magnetic compass he found that it was spinning.

(Without a Trace, p 121.)

-/-/74 10.00 Binn, Korea.

An Air Defence radar unit picked up an unidentified target moving in at speed towards the coast. The object was then confirmed visually at a range of 700 yards. It was described as a large glowing oval shape, several hundred feet in diameter with red and green lights moving around the rim. The object became stationary, and an order was given to fire a Hawk missile. The missile was launched, but it was then hit by a beam of light which destroyed it, together with its launcher. After a few minutes the unidentified object left the area at speed, making a sound like a swarm of bees, and disappeared from the radarscope.

(Situation Red - The UFO Siege, p 149.)

3/5/75 12.00 Mexico City, Mexico.

The pilot of a Piper 24 flying at 15,000 feet suddenly saw a grey object ten to twelve feet across, a few inches above one wing of the aircraft. The object was disc-shaped with a flattened dome on top. The pilot tried to tip the aircraft, but the controls would not respond. He then noticed an identical object over the other wing, while a third object appeared ahead and collided with the under part of the fuselage. The pilot sent out a 'mayday' signal, and informed the responding traffic controller that his aircraft was out of control. The objects over the wings then rose, merged into one and moved off in an easterly direction. The radar operator could then see the object for the first time as it disappeared in the direction of the mountain Popocatepetl. After considerable difficulty the pilot managed to lower the wheels of his aircraft, and on landing an inspection revealed dents and scratches on the fuselage.

(Physical Trace Catalogue, No 316.)

6/5/75 Cincinnati, Ohio, U.S.A.

A pilot on a test flight near Wright-Patterson Air Force Base saw three unidentified objects flying in formation, and coming towards his aircraft. The objects were described as 'huge silver discs with portholes'. The pilot descended to 1,000 feet to avoid a collision but the objects remained nearby, one near each wingtip and the other above the aircraft. In spite of evasive manoeuvres, the objects stayed near the aircraft for more than an hour. During this time all of the instruments 'went haywire', and the pilot reported losing all sense of time. The presence of the objects was confirmed by base radar.

(Situation Red - The UFO Siege, p 159-160.)

7/11/75 Lewiston, Montana, U.S.A.

Following an alarm signal at Malmstrom Air Force Base from one of the underground missile sites, a four man team was sent to investigate the K 7 site. Driving towards it, and when about a mile away, they saw a large glowing orange object over the site illuminating the whole area. They were ordered to go closer, but refused. The object then started to rise, and when at about 1,000 feet it was reported to have been picked up on NORAD radar, disappearing at 200,000 feet. Two interceptor jets sent from Great Falls, Montana, were unable to obtain a visual sighting of the object. Specialists sent to check out the missile and the warhead computer found that the target numbers had been changed, and eventually the entire missile had to be replaced.

(FSR Vol 43, No 2, p 17; Clear Intent, p 27-28.)

11/11/75 Freeze Out Lake, Montana, U.S.A.

A B 52 aircraft was practicing bombing runs flying out over Freeze Out Lake, when an employee of the Montana Fish and Game Department saw a light flying directly behind the aircraft. Using a rifle scope for a better view, he saw that the object seemed to be pacing the aircraft, then briefly attached itself to the bomber before separating again and climbing out of sight. The incident was reported to a Sheriff of Choteau County, and a follow up interview with military personnel revealed that as the object attached itself to the B 52, the aircraft's radar equipment failed.

(Clear Intent, p 35.)

18/9/76 Tehran, Iran.

An unidentified object was spotted by officials at Mehrabad Airport Control Tower, and two Phantom jets of the Iranian Air Force were sent up to investigate. The pilots described a round object, but as the aircraft approached it the object increased speed to many times the speed of sound, then turned to chase the jets for a short time. It was reported that when the pilots tried to open fire on the object, the electronically operated firing devices failed to respond. Electronics and radio communications failed within a five kilometre radius of the object. One of the pilots reported that he had seen a bright object detach from the main body of the object, and fall into the hills below. The report, supported by other eyewitness accounts, resulted in an all-night police search of the area.

(APRO Bulletin, Vol 25, No 3, p 1.) (Beyond Top Secret, p 283-290.)

-/3/77 Between San Francisco and Boston U.S.A.

A very experienced pilot reported that during a commercial flight the aircraft was on auto pilot when it began to bank to the left by itself. Looking out of the window, the pilot, first and second officers all saw a brilliant light, and were perplexed to find that all three compasses on the aircraft were showing different readings.

(FSR Vol 46, No 3, p 5.)

17/6/77 12.00 Tancos, Portugal.

A Portuguese Air Force pilot was flying his Dornier 27 light aircraft in poor weather conditions over the Castelo de Bodo dam when he saw a dark object emerging from the clouds. It was confirmed by radio that there was no other air traffic in the area. As he completed a wide turn away, the unknown object reappeared close by, and was described by the pilot as being about 13 to 15 metres in diameter with what appeared to be panels on its lower section. As the object suddenly accelerated away and vanished, the aircraft began to vibrate violently and went into an uncontrolled dive. The pilot was able to regain control at almost ground level, and landed the aircraft safely. The pilot also noted that the directional electric gyroscope connected to a magnetic compass had rotated wildly during the encounter, and that on landing it was found to be deviating by 180 degrees compared with the magnetic compass.

(Beyond Top Secret, p 143-144.)

11/10/77 18.00 Ryazan, U.S.S.R.

Three Soviet military aircraft were on a test flight when a luminous pulsating object was seen. The object approached the aircraft, and flew alongside before ascending at a steep angle. The pilots reported that during the 24 minutes that the unidentified object was in the vicinity, their VHF radio stations would not work. It was reported that a similar incident was also experienced by the crew of an Aeroflot airliner, and that it may have been caused by 'chemiluminescence' in the atmosphere.

(FSR Vol 26, No 3, p 13-14.)

21/10/78 19.12 Bass Strait, Australia.

Frederick Valentich was making a solo flight in a Cessna 182 aircraft from Moorabbin Airport, Melbourne, to King Island in clear weather conditions and a light wind. At 7.06 p.m. when over the Bass Strait near Cape Otway, the pilot reported what appeared to be a large aircraft with four bright lights, which had just passed over him. Melbourne Flight Control had no other air traffic in the area. Three minutes later, the pilot reported that he was unable to identify the object as an aircraft. It was a long shape, which flew towards him from the east, and passed overhead several times. The object then appeared to take up a position overhead as the aircraft circled, and the pilot further described the object as having a green light, and a metallic shine. The object then disappeared. At 7.12 p.m. the pilot reported that his engine was malfunctioning, 'rough idling and coughing', that he was intending to continue towards King Island, but that the object had reappeared from the southwest, was hovering overhead, and was not an aircraft. Ground Control then heard a long metallic noise, and contact with the aircraft was lost. When the aircraft failed to arrive at its destination, a search was started but no trace of the aircraft or pilot was found. There were reports that many people had seen UFOs on the day and evening of the incident, including reports from the same area.

(FSR Vol 24, No 5, p 3-5. Beyond Top Secret, p 168-175.)

12/11/79 02.20 Valencia, Spain.

After an airliner had nearly collided with an unknown object near Ibiza, a Mirage jet was sent from the Los Llanos Air Force Base to intercept unknown radar targets over the Spanish mainland. As the Mirage arrived over Valencia, a powerful siren-like sound broke in on all radio channels, and a strange light was seen to the south. Ordered to make a pursuit, the pilot was unable to get near the light, and the radio noise stopped when he left the Valencia area. The pilot was then redirected to another light over Valencia, and he then saw a three coloured stationary light which did not register on his radar, but the radio noise was heard again. The object suddenly accelerated, and maintained a distance from the aircraft. The onboard camera jammed when the pilot tried to film the object, and he reported that other instruments also seemed to be affected. The pilot was again redirected to another area, and a third similar encounter with an object followed, until the aircraft began to run low on fuel. The pilot reported that even when approaching the air base, the object followed the jet, jamming its electronic equipment.

(Beyond Top Secret, p 146-147.)

-/179 21.00 Ottawa, Canada.

A pilot was flying a Cherokee aircraft at 4,000 feet, with one passenger, when the wings of the aircraft began to glow red. The air speed indicator slowed to zero, and the pilot reported that his controls were jammed. The aircraft continued flying, and the pilot looked up to see a large object overhead, 'like a rolling energy ball', with red and white radiant sides. The aircraft was felt moving upwards towards the object. The pilot described the instruments as having gone haywire, the compass swinging about, and the propeller windmilling. After about five to eight minutes the object moved away into a cloud to the west, the upward movement stopped, and the instruments began to return to normal. The engine kept running, and when the altimeter began working again it read 5,000 feet. The object was seen again as it passed out of the cloud and sped away into the distance. The pilot found that his spring-wound wristwatch had stopped at the time of the incident, but the passenger's electric watch continued to function.

(Journal UFO Canada, Vol 1, No 4, p 14.)

16/10/80 21.56 Tientsin, China.

After several consecutive days of UFO sightings in August, further unexplained incidents occurred on the evening of 16th October. Radar operators at Tientsin Airport, who were following the flight path of an airliner arriving from Beijing, noted the appearance of a separate radar return which was unexplained. A few minutes later the strange radar echo appeared again, travelling in the opposite direction to another airliner as it approached the airport. The object then reappeared on radar with the airliner, and was recorded as moving at a speed of about 250 k.p.h. The captain of the airliner reported that his automatic direction finder registered an anomaly, the needle appearing to lock on to an unknown transmitting source. A check by the radio officer showed that the radio beacon audio signal was operating normally, and two minutes later the instrument panel direction finder returned to normal. Just before the aircraft landed, the crew experienced radio and radar interference from an unidentified source, which was also noted in the control tower.

(Beyond Top Secret, p 215-216.)

22/10/80 Arctic Ocean.

An incident revealed by Professor Felix Zigel of the Moscow Aviation Institute involved a patrol bomber flying over the Arctic Ocean. The pilot saw a very large unknown object hovering below his aircraft, and changed course to circle it. A cone of light protruded down from the object, then the aircraft's instruments went haywire, and there was a loss of altitude. The object then ascended vertically past the aircraft, leaving behind a greenish-blue cloud. The pilot was able to return to his base, and reported the incident.

(The World's Greatest UFO Mysteries, p 172.)

18/6/82 21.57 Heilongjiang Province, China.

Five Chinese Air Force pilots were on patrol over the north frontier area when the fighters' electrical power systems malfunctioned, causing failure of communications and navigation systems. The pilots observed an unidentified yellowish-green flying object which grew larger, picking up speed, and black spots were noted in the interior of the phenomenon. One pilot described the object as spinning, and generating rings of light as it moved towards him. The planes were forced to return to base as a result of the equipment failures. Many other unexplained sightings were also reported from the area at around the same time that day.

(Beyond Top Secret, p 217-218.)

4/10/83 16.00 Ukraine, U.S.S.R.

A retired colonel in the Russian Air Force related that he had been summoned from Moscow to an intercontinental missile base, where on the previous day a UFO had remained stationary near the base for a period of four hours. The object had affected the firing mechanisms of the missiles, changing them to a ready to fire status. The colonel revealed that he was one of the officials who received UFO reports, on the instructions of the Soviet Ministry of Defence. There were 40 cases of Soviet pilots encountering UFOs, and ordered to follow the objects, until several aircraft had crashed while in pursuit. The Soviet Government had also called for an exchange of information with the West on the subject of UFOs, to avoid a nuclear war being triggered by accident.

(FSR Vol 43, No 2, p 18.)

23/9/84 20.00 Reconquista, Argentina.

A Piper aircraft, on a flight from Cordoba to Resistencia with five passengers, was followed for about 30 minutes by a large flying object. It emitted different colours from silver to orange, and manoeuvred at great speed. The pilot reported that during the incident there were problems with the aircraft's instruments, which included the compass oscillating between 0.5 and 270 degrees. The object was also seen from two other aircraft, one of the pilots describing a light at a distance which changed colours.

(FSR Vol 31, No 1, p 16.)

11/6/86 Between Bermuda and Jacksonville, Florida, U.S.A.

The pilot of a Catalina flying boat was returning to Jacksonville after a European tour. The aircraft had seven people on board, and was on the final leg of the flight from Bermuda in clear weather conditions. The pilot and two other cockpit crew saw the aircraft's wings disappear suddenly as it was surrounded in a clinging yellow mist. A satellite photo, obtained moments earlier, had confirmed that the nearest cloud was about 200 miles away. The crew then found that all of the aircraft's equipment was not working properly. Electronics and radio communications were affected, with the gyros and compasses spinning wildly. The aircraft seemed to be in a strange tube of fog, with an area of sky above and the sea below still visible. The aircraft emerged from the fog after about an hour, and all of the instruments immediately returned to normal. There was then no sign of the fog when the aircraft circled, and the remainder of the flight to Jacksonville was completed safely.

(Time Storms, p 38-39.)

-/3/89 Sardinia.

A British Island Airways McDonnell Douglas 83 airliner was on a return flight from Malta when passengers saw multicoloured bright lights flashing past the windows. The pilot announced that it was a UFO, and minutes later the aircraft dropped abruptly in two jolts, many of the passengers striking their heads on the cabin ceiling. In later Press and radio interviews, the pilot still held the opinion that it was a UFO. The chairman of the airline, who was on board, did not agree. The official explanation from the Ministry of Defence was that it was almost certainly caused by a display of the Aurora Borealis, the Northern Lights. The aircraft's sudden and alarming loss of altitude seems to have remained unexplained.

(FSR Vol 34, No 2, p 22.)

19/4/89 08.30 Jackson, California, U.S.A.

A private pilot had taken off from Westover Field with one passenger on a pleasure flight. They were flying in a westerly direction in clear weather, and at an altitude of 3,800 feet when a shiny object was seen circling below. The object was moving at speed in a circle of about five to eight miles in diameter. Passing over the object's path, a slight buffeting was felt in the aircraft, but no unusual electromagnetic effects were noticed. The object was well defined with 'dishes' set around it, a silver rod projecting below, and it seemed to have no visible means of propulsion.

(FSR Vol 38, No 1, p 2-5.)

25/5/90 Mary, Turkmenistan.

A very large disc-shaped object hovered over the town in daylight. The object was reddish-orange in colour with what appeared to be portholes on the rim, and was observed by military personnel. The airspace in the region was under strict control, on account of the war in Afghanistan. An order was given to fire three ground to air missiles, but the object then made a horizontal manoeuvre, and beams from its side disintegrated the missiles. Two interceptor aircraft were sent up, but reached a point about 1,000 metres from the object when they crashed to the ground, killing the crew. The military commander was removed from his post, but further investigations were halted, and information connected with the incident was made secret.

(Alien Update, p 184-185.)

8/6/91 Asuncion, Paraguay.

Air traffic control at Asuncion Airport detected an unknown radar track, and an object was seen hovering over a runway. An unidentified object was reported from a Paraguayan Airlines flight leaving Asuncion, and from a Cessna aircraft with three passengers. The Cessna pilot reported that his instruments malfunctioned during close approaches with the object, the automatic direction finder moving around without any sense of direction. As the unidentified light moved further away, everything returned to normal. This happened several times, with the object appearing to be under intelligent control.

(UFO Briefing Document, p 145.)

-/12/95 02.00 Caya de Muerto, Puerto Rico.

A high-ranking police officer was driving along the highway between the town of Ponce and the port of Santa Isabel when he noticed a luminous object flying near the island of Caya de Muerto. He sent a radio message that a helicopter should investigate, thinking that it could be an aircraft involved in drug smuggling. As the helicopter with several men onboard approached the area, the large oval-shaped illuminated object appeared to make a 'leap' in the sky to a position closer to the island. The object then made another jump to a stationary position ahead, and it was reported that the helicopter seemed to be held in position in spite of the crew's efforts. After a few minutes, the force which seemed to be holding it ended, and the crew were once again able to control the helicopter. The object vanished at the same time. The helicopter was flown back to its base, and on landing with some difficulty it was found that one of the turbine engines was burnt out.

(FSR Vol 44, No 1, p 11.)

16/4/98 Lake Inarijarvi, Finland.

The pilot of a jet fighter on border patrol observed five disc-shaped glowing orange objects flying in a northeasterly direction. He reported the situation to his air base at Rovaniemi, and was ordered to intercept the objects. The pilot then pursued the objects, which veered sharply to the northwest before travelling to the west, then back towards the east over lake Inarijarvi. He was then given permission to open fire as the objects began to break formation, but the aircraft's targeting computer went off line, and the head up display disappeared. The cannon and missiles system could not be operated as a malfunction was indicated. The objects regrouped, and moved away at speed. The pilot returned safely to the air base, and later testing could find no fault in the aircraft's computer system.

(UFO Magazine May/June 1999, p 14.)

-/7/99 Between Rome, Italy, and Sao Paulo, Brazil.

The pilot of an Alitalia Boeing 747 airliner reported that he saw a glowing green halo passing about 500 feet below his aircraft. As the object passed underneath, the aircraft experienced a sudden jump. Noisy static interference was also noted on the pilot's headphones during the incident.

(FSR Vol 46, No 3, p 6.)

8/4/00 09.30 Near Moscow, Russia.

An unidentified object was picked up on radar within six miles of a military base south of Moscow, and two jets were sent to investigate. The pilot of one of the jets, a Mig 29, was forced to eject after a beam of light from underneath the object enveloped the aircraft in a ball of flame. The pilot reported that he had flown to within 1,000 metres of the UFO when he saw the flash of light, felt a bump, and realized that his aircraft was breaking up. The object was described as huge, and pulsating with a grey-green light. The incident was reported to have been photographed from the second aircraft. The Russian Air Force confirmed the incident, which was also reported in the newspapers Pravda and Izvestia.

(UFO Magazine January/February 2001, p 40.)

- (Undated) Between Bilbao and Santander, Spain.

During a flight to Santander, the pilot and co-pilot of an Avianco Company aircraft reported entering a very luminous cloud. All of the aircraft systems failed including the mileage counter, which stopped before starting to count backwards. The pilots also reported that seven minutes were lost on the short journey.

(FSR Vol 39, No 2, p 24.)

Date	Location	Nav	Effects			Notes
			Radio	Eng	Other	
-/2/44	Bass Strait	*	*			
28/8/45	Iwo Jima			*		
23/7/47	New Jersey			*	*	Electric feeling
16/6/48	Baskunchak			*	*	Electrical effect, radar confirmation
6/5/49	Baskunchak		*		*	Electrical effect, window damage
-/6/49	Yucatan			*		
-/9/50	Korea		*		*	Radar effect
-/-/51	North Atlantic	*			*	E-M effects, radar confirmation
1/7/54	Walesville			*	*	Heat, radar confirm
-/-/54	Pau				*	Heat
3/2/55	Barquisimeto		*			
24/3/55	Ryukyu Islands			*	*	Instruments effect
-/6/56	Wellington	*	*	*	*	Turbulence
31/5/57	Kent		*			
-/8/57	Santa Catarina			*	*	Electrical effect
4/11/57	Ararangua	*	*		*	Electrical effect
5/5/58	San Carlos				*	Heat
31/8/58	La Verde			*		Engine revs increase
-/4/59	Orting				*	Collision reported
13/8/59	Hobbs / Albuquerque	*				
-1950s	South Pacific				*	Missile exploded
-/8/61	Riga			*	*	Equipment effects
-/-/61	Rybinsk				*	Electrical effect, missiles exploded
-/-/61	Sverdlovsk		*			Radar confirmation
-/1/63	Cordoba / Tucuman			*		
-/9/64	North Pacific				*	Missile malfunction
21/3/65	Osaka	*	*			
19/6/66	Nha Trang			*	*	Multi effects
-/-/66	Malmstrom A.F.B				*	Missiles malfunction
2/2/67	Chiclayo / Lima	*	*		*	Electrical effects
16/3/67	Malmstrom A.F.B				*	Missiles malfunction

Date	Location	Nav	Effects			Notes
			Radio	Eng	Other	
9/6/67	Extremadura		*			
13/8/67	Yalta				*	Instruments effect, vibration
29/9/67	Ukraine			*		
22/8/68	Zanthus		*			
-/6/69	Natal				*	Lifting effect
2/9/70	Keflavik		*		*	Instruments effect, radar confirmation
8/9/70	Flamborough Head	*				Radar confirmation, A/c ditched in sea
4/12/70	Palm Beach				*	Instruments effect, lifting effect
-/1/71	South Wales				*	Systems failure
16/7/73	L'Estartit		*			
18/10/73	Mansfield		*		*	Lifting effect
-/12/74	Bimini	*				
-/-/74	Binn				*	Radar confirmation, missile exploded
3/5/75	Mexico City				*	Collision reported, radar confirmation
6/5/75	Cincinnati				*	Instruments effect, radar confirmation
7/11/75	Lewiston				*	Missile effect, radar confirmation
11/11/75	Freeze Out Lake				*	Radar failure
18/9/76	Tehran		*		*	Equipment failure
-/3/77	San Francisco / Boston	*				
17/6/77	Tancos	*			*	Vibration, loss of altitude
11/10/77	Ryazan		*			
21/10/78	Bass Strait			*		Aircraft disappeared
12/11/79	Valencia		*		*	Equipment effect, radar confirmation
-/-/79	Ottawa	*			*	Instruments effect, lifting effect
16/10/80	Tientsin	*	*			Radar confirmation
22/10/80	Arctic Ocean				*	Instruments effect
18/6/82	Heilongjiang Province	*	*		*	Electrical effect
4/10/83	Ukraine				*	Missiles effect
23/9/84	Reconquista	*			*	Instruments effect
11/6/86	Bermuda / Jacksonville	*	*		*	Equipment effect
-/3/89	Sardinia				*	Loss of altitude
19/4/89	Jackson				*	Turbulence

Date	Location	Nav	Effects			Notes
			Radio	Eng	Other	
25/5/90	Mary				*	Missiles effect, aircraft crashed
8/6/91	Asuncion	*			*	Instruments effect, radar confirmation
-/12/95	Caya de Muerto			*	*	Loss of control
16/4/98	Lake Inarijarvi				*	Equipment malfunction
-/7/99	Between Rome / Sao Paulo		*		*	Sudden movement
8/4/00	Near Moscow				*	Radar confirmation, aircraft crashed
-	Bilbao / Santander				*	Systems failure

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Bufora