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The three UFOs were encountered by a Flying Tiger Airlines flight carrying military personnel from the United States to bases in Japan and other Asiatic countries. The airliner was about four hours out of Anchorage, Alaska, en route to Tachikawa, Japan, when the gigantic oval-shaped objects first were noted.

One of the military passengers, an aerial navigator with captain's rank, was asked to come up to the cockpit to observe the strange formation. On the airliner's radarscope, he could see three "targets" (radar blips) holding a position five miles off one wing. Together with the Flying Tiger pilots, navigator and flight engineer, the captain saw three gigantic, glowing red objects off the aircraft's wing, just as the radar showed.

"The UFOs paced the aircraft for about 30 minutes," states the flying officer's report. "When they departed they climbed straight out at a high angle. The Flying Tiger [crew] tracked the [climb-out] speed at 1200 knots." (About 1380 m.p.h.)

During the 30-minute observation, the military navigator made a careful check on the UFOs' size. Extending his hands to arm's length, he made an oval with his fingers, enclosing one of the glowing red objects. The longer dimension, between his fingers, was about 2-1/2 inches. Using the five-mile range figure, the captain determined the actual length to be approximately 1,000 feet. Even with a liberal allowance for error, the UFOs still must have been at least 700 feet long and 500 feet wide.

(NICAP note: In comparison, these UFOs would be about twice the size of the two giant discs encountered by AF and Navy pilots in 1956.)

As detailed on p.6 of NICAP's documented report, "THE UFO EVIDENCE," a Far East Air Force pilot, flying an F-86 jet, picked up a large UFO on his radar. Securing a radar lock-on, he closed in and sighted a huge round device, later computed to be about 350 feet in diameter. After causing repeated interference with his radar, the UFO escaped at a speed of approximately 2,000 mph.

(In the Navy case, p. 32 of "THE UFO EVIDENCE," the commander and crew of a Super Constellation transport over the Atlantic nearly collided with a disc as large as or larger than the one in the Far East report.)

After the Flying Tiger encounter, one of the pilots told the military navigator that "they often see UFOs on the Alaskan run." So far as we know, the other reports have not been released.

In connection with the Flying Tiger case, it is interesting to compare the UFO encounters reported by two Japanese airline crews on March 21, 1965 (details in previous issue) and the U.S. report by an Electra captain describing a near-collision with a giant UFO, on Jan. 3, 1965. See page 3 for detailed story.

THE U.F.O. Investigator

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George Adamski, 74, of Vista, Calif., died April 23, 1965, in the Washington Sanitarium, Takoma Park, Md., of an apparent heart attack.

UFO INVESTIGATOR

NEAR COLLISION REPORTED

The reported near-collision between a UFO and an airliner, mentioned in the last issue, is still being investigated. For reasons we cannot disclose now, the full details and conclusion will have to be delayed. Meantime, here are the main points reported to NICAP:

The sighting occurred at dusk, Jan. 3, 1965, as a four-engine Electra, operated by a major airline, was approaching a large Eastern city. The captain was a veteran with 25 years military and airline experience. In the cockpit with him were the First Officer (co-pilot) and the Flight Engineer.

Several miles from the airport, both pilots sighted what they first thought was an ordinary aircraft. Suddenly it turned, came swiftly toward the Electra—a huge, delta-shaped machine, showing a black silhouette in the dusk. As the captain's report indicates, the abrupt, head-on approach gave the crew a bad scare.

"I called out 'What the hell is it?' . . . Somebody said 'Good God!' . . . It started to turn away, then as suddenly as it had appeared it departed . . . It disappeared at tremendous speed—a speed of several thousand miles per hour. I did not report to the tower because I did not feel it was a near miss with a conventional aircraft . . . And also because of the ridicule that was heaped on Captain Pete Killian of American Airlines." (NICAP note: Capt. Killian was ridiculed by the AF and later silenced after he publicly reported sighting three UFOs from his DC-6 airliner, a sighting confirmed by his co-pilot and five other airline crews. Details in "THE UFO EVIDENCE.")

Besides the reported near-miss, the captain sent an account of an encounter about the time of the famous visual-radar reports at Washington Airport.

"While approaching Washington, after darkness had fallen, the Captain and I, in a DC-6 type aircraft, saw a number of very bright lights darting about the sky. Suddenly two of them came directly at us, at high speed, and appeared to be about to collide with us. The Captain took violent evasive action, and as I recall he had to write many letters to passengers who complained in writing to the company about being tossed about."

The Electra captain said he was sure these earlier UFOs were officially "passed off as unknown itinerant aircraft, but the captain and I knew better . . . these red lights were moving at a speed that even today we have not matched."