

MUFON CASE #:			TODAYS DATE:	Sept. 1, 2014
FIELD INVESTIGATOR:	Robert Powell	ID# 10834		
DATE REPORTED:	5/20/2014	DATE OF INTERVIEW:	5/25/2014	
DATE/TIME OF EVENT:	11/7/2006 4pm	DURATION:	10-15 minutes	
WITNESS(S):	██████████			
EVENT LOCATION:	Chicago O'Hare Airport		COORDINATES:	
City & State	Chicago, Illinois	COUNTY:		
CURRENT ADDRESS:				
City & State	Midland, Texas	COUNTY:		
CONTACT NUMBER:	██████████		E-MAIL ADDRESS:	██████████
CASE TYPE:		CASE CATEGORY:	CASE DISPOSITION:	unknown

COORDINATES ACCURACY: The witness was sitting in window seat 37B on the left side of a Boeing 777 in seat 37B that was arriving at O'Hare International airport from Osaka, Japan.

WEATHER CONDITIONS AT TME OF SIGHTING

Sky Conditions: There was cloud cover with the lower cloud layer at 1900-3700 feet. (see page 41 of the NARCAP report on the O'Hare incident) ¹
Temperature: 53°F
Humidity: 83%
Pressure: 29.8"
Wind: West at 8mph

BACKGROUND: The O'Hare Airport incident of November 7, 2006, is a well documented event. This report involves an individual on board an aircraft that saw the object during landing. This testimony was not available as part of the report written by NARCAP.

INVESTIGATOR NARRATIVE

Pre-interview n/a

Witness Background: The witness, Jamie ██████████ is a designer and draftsman for a company involved in the national gas industry. He works with CAD equipment. He is now 37 years old but was 29 years old at the time of his sighting. He wears glasses and was wearing them on the day of the sighting. As can be heard in the voice transcripts, the witness is intelligent, rational in his comments, and observant as to the object that he saw on November 7, 2006.

The witness initially contacted Patrick [REDACTED] via email in mid-May of 2014. Patrick turned over the investigation to me. Included as item "A" of the appendix is the original email statement that was given to Patrick by the witness.

Since this report was made over seven years after the event occurred, it is important to determine whether the witness picked up the information from reading about the event or whether he was actually a witness to the event. The witness has kept his itinerary and his boarding ticket all of these years and has provided a copy, which is contained in item "B" of the appendix in this report. This supports that he was actually at the O'Hare airport on the day of the incident. His wife was also with him but did not see the object. I talked to her briefly to determine if she could tell me if she remembered her husband telling her about the UFO on the day of the event. Unfortunately, his wife has epilepsy and due to her medication there was a clear affect on her cognitive processes when I talked to her. It was clear to me that she was having a hard time understanding my questions. The best evidence that the witness's report seems to be authentic was his statement that his aircraft was scheduled to arrive at Chicago O'Hare. According to his itinerary the plane was to land at 4:17 pm, but he recalled looking at his watch and noticing that the plane arrived early at close to 4:00 pm. I was able to verify through FlightStats, Inc. that the witness was correct in his memory. His plane did arrive early at 3:59 pm. The FlightStats information is included in item "C" of the appendix.

Interview of Witnesses Regarding Unknown Object: The witness agreed to have his voice recorded. A copy of that recording is included with this report. The key parts of his testimony as well as comments are included here.

The witness and his wife were invited by his wife's father, a Command Master Chief in the Navy, to Okinawa Japan. They left on October 30th and the ufo sighting occurred on November 7th, 2006, on the return leg of his flight above Chicago's O'Hare airport. He was on United Airlines flight 0878 and was seated in row 37. The witness first sighted the object a few minutes before 4:00 pm. (The plane landed at 3:59 pm and the witness observed the object as the plane was descending.) As the plane was descending to land the witness was looking out his window in anticipation of seeing the ground as the plane descended through the clouds. As the plane cleared the cloud level, he immediately saw the airport and also noticed a gray, round object over the airport. He described it later as a perfect symmetrical circle.

As the aircraft continued to descend he noticed that the object did not change its location and was motionless. At first the witness thought perhaps it was a balloon but he soon disregarded that theory. In his own words, "As we were moving, it was kind of like we were above it and then I remember there was a time when we were actually level with it and then we were below it...and that's when I actually saw that it wasn't a balloon it was like 'uhm uh your stereotypical saucer shape.'" He went on to describe the object as elliptical in shape, a dark gun-metal gray color, no openings for windows or doors, no line separating its elliptical shape and no visible markings. The outer edges of the object were very distinct. Based on comparing the object to other objects nearby, he estimated its size between 20 to 30 feet in diameter. The witness reviewed several caricatures of the object and a drawing of the object is shown in item "D" the appendix.

As the plane landed he lost sight of the object but saw it again as the plane was turning on the tarmac. He did not know if it was still in the original location but as the plane

taxied on the tarmac the object stayed in the same position. There was no movement, no rotation, and no vapor trail. It's size at that moment was about the size of a half dollar or silver dollar held at arm's length. He remembered the flight attendant handing him a customs pamphlet to fill out. He looked at her and looked back at the object. It was still there. Within seconds of him looking back at it, it rapidly "shot" up. He described its rapid movement. "The only way I can describe it is if you just hold something out at arm's length level with your eye and you just let it drop to the floor, and you know how gravity moves, it falls like that and that's how this thing just fell up into the clouds."

After the object went up into the clouds he remembered seeing reflected light from a "hole" punched through the clouds. He distinctly remembered seeing sunlight come through the hole in the clouds even though it was an overcast cloudy day.

The witness said that he was shaken up by the event and it took him a while to register what he saw. He estimates that the total time from when he first saw the object until he last saw it was about 10-15 minutes. He indicated that he could not identify the object but he was confident that it was not a drone, a military aircraft, or any type of weather event. The witness also made a point of stating that he was not claiming that what he saw was as alien space ship and did not want to jump conclusions as to what he saw.

The witness did not relay his experience to anyone except his wife who did not witness the event. It was only later, in January of 2007, that he recalls seeing a news story about the Chicago O'Hare event. In the news story he recalled that they mentioned that the workers on the tarmac and some pilots had seen the object. He felt that hearing about this on the news helped give him consolation that he had not been imagining things. He had never seen a UFO before this incident and has never seen one since.

I questioned the witness further to clarify some of the information that he provided specifically around the apparent size of the object. He indicated that when the plane broke through the clouds and he first saw the object as a circular shape, it was about the same angular size as the commercial jet aircraft that he could see on the tarmac. He said the object was closer than the commercial jets, which is why it looked about the same size but he stressed that it was not as large as a jet. When the plane was level with the object during the plane's descent, he indicated that he thought the object was 100 feet away. I asked again and he said that it was about 100 feet away but not as far away as a football field. He estimated its size as about the size of a silver dollar.

I also asked for clarification on the rate of the object's departure. The witness said that he was looking directly at the object prior to its upward movement. He said there was nothing to indicate the object was about to move or any type of slow acceleration. He estimated that it took the object only a second to reach the clouds. He remembered that as soon as the object moved he was able to see the sunlight through the clouds.

The witness was not aware of any other passengers on the airplane that saw the object.

Investigation of the sighting area: The NARCAP report entitled, "Report of an Unidentified Aerial Phenomenon and its Safety Implications at O'Hare International Airport on November 7, 2006" "provides an excellent overview of the sighting area as well as additional testimonies from United Airline crews on the ground.

Investigation of any photos or physical evidence: none

EMF Issues: none

Shape and Size: circular when seen from above and elliptical when seen straight-on; a dark gun-metal gray object that appeared as a sphere when the aircraft was above the object but as an elliptical disk with a 3:1 ratio of length to height when it was seen from a level position

Sound: none as the witness was in an airplane and could only have heard extremely loud sounds

Speed and Altitude: initially stationary but when it departed the movement seemed to be instantaneous

Light Configuration: none

Light Color and Intensity: none

Disappearance: object moved vertically and instantaneously upwards through the clouds and left a hole in the clouds

Area of Operation: Chicago O'Hare International Airport

Investigation of Other Witnesses: This witness indicated that most people on the left hand side of the plane where he was seated had their window shades closed. He is not aware of anyone else on the plane that saw it but he feels that it is likely that the pilot would have seen it.

Outstanding actions still to be completed: None

Discussion of sighting investigation: The time of the initial sighting of the object according to the witness was around 4:00 pm. Information provided by FlightStats, Inc., and contained in item "C" of the appendix shows that the aircraft landed early as recalled by the witness. The plane's runway arrival time is shown as 3:47 pm and its gate arrival as 3:59 pm. Based on the witness testimony, the plane must have been already lined up with the runway as it broke through the clouds, at around 1900 feet. The witness saw the object as the plane broke through the clouds so this would place the time when the object was first seen at about 3:45 pm assuming the aircraft's descent rate when it broke through the clouds was about 1000 feet per minute. The object was last seen when the witness received his customs form at the gate, which would have been within a few minutes of 4:00 pm. The total time of the event was 15 minutes.

The closest distance between the witness and the unknown object can be approximated using the approach route of UA flight 848. The witness's ticket shows that he was seated in seat 37B on board a Boeing 777. A diagram of the seating positions in a Boeing 777 is shown in item "E" of the appendix. The location is on the left side of the plane behind the wings, which supports the witness's memory that he was on the left side of the aircraft. Since the witness saw the object while landing and during the initial taxi of the aircraft then we should be able to identify the runway where the plane landed. According to

NARCAP reportⁱⁱⁱ there were three runways available at the time: 22R, 27L, and 27R. Based on the witness being on the left side of the plane and his ability to see the object while landing, flight 848 most likely landed on runway 27L. Its final destination was gate M19 in terminal 5 used for international flights at O'Hare. It is not known the exact path used during the taxi of the aircraft but according to FlightStats, Inc., it took 12 minutes to taxi to its gate. Item "F" in the appendix shows the O'Hare Airport with runway 27L labeled and the aircraft's likely landing and taxi route in yellow. This is similar to item "G" in the appendix, which is the witness's drawing of his landing at Chicago O'Hare. The likely location of the unknown object is labeled as C17 based on its most likely location as described in the NARCAP report as being above gate C17. The closest that the witness's plane came to the object above gate C17 as can be seen in item "F" of the appendix was between 1300 to 1600 feet in distance. The witness estimated the object to be the size of a half dollar at arm's length, which would equate to about 2.5 arc degrees. The diameter of the object can be estimated using its distance and apparent angular size. Most witnesses over estimate the size of an object, so I will assume that the object could be as small as $\frac{1}{2}$ what the witness estimated or one arc degree. These numbers allow us to calculate a range of sizes for the object based on a distance of 1300-1600 feet and an angular size of between 1.25 and 2.5 arc degrees. Those values place the object's size between 28 feet to 70 feet in diameter. This size range matches up with the witness's belief that the object was 20 feet to 30 feet in size and the size calculated for the object in the NARCAP report of 22 feet to 80 feet in diameter.^{iv}

The witness initially saw a circular object that he thought was a balloon. As he continued to observe it, he saw that it was actually elliptical in shape. He was very secure in his belief that the object did not move while he observed it except for the sudden spontaneous movement when the object moved vertically at a rapid rate and left a hole in the clouds. The witness was certain that whatever he saw was not a military aircraft, drone, balloon, or any other known object. The FAA suggested that it was a weather phenomenon. However, the FAA offered no explanation of what type of weather phenomenon could cause such an event. This type of explanation is about as worthy as stating it was a "daytime astronomical phenomenon." There is no known weather phenomenon that displays itself as an elliptical object that remains stationary for several minutes at less than 1900 feet over an airport before burning a hole through the clouds as it departs. Another possibility is that the witness was correct in the beginning and he witnessed a balloon. There are multiple problems with a balloon as an explanation. First is the danger and risk to aircraft. Who would launch a balloon into such an area? Second is the fact that the object remained stationary for at least several minutes. How could a balloon do that with winds of eight mph that day and convection currents that would also be produced at an airport? The elliptical shape also argues against a balloon and lastly the ability to move rapidly upwards and leave a hole in the clouds. Another explanation would be some type of drone aircraft that was hovering near gate C17. This could explain the stationary position and the ability to suddenly move upwards. The main argument against a drone aircraft is how would any government official allow the risk posed to civilian aircraft and to allow a drone to hover at a civilian airport for at least 15 minutes. Furthermore, there is no drone aircraft that is elliptical in shape. Lastly, in addition to this witness there were other witnesses in the NARCAP report that described a hole being made through the clouds when the object departed. If those reports are true then a drone aircraft cannot explain a "hole" left in the clouds.



MUFON FIELD INVESTIGATOR'S REPORT



Conclusion: There is no known phenomenon or aircraft that satisfactorily explains what was seen over O'Hare airport on November 7, 2006. This case category will remain as caused by an unknown object.

APPENDIX

A. Initial Witness Statement made to Patrick [REDACTED] via email.

Hi Robert,

I received this email out of the blue the other day:

"My name is James. Me and my wife were at the 2006 UFO sighting at O'Hare airport in Chicago. I just wanted to let you know that before our flight left from Kansai Airport in Osaka, Japan to O'Hare airport, I checked the Anomalist website at one of the airport's web kiosks. I've never told anyone that. If you have any questions regarding the sighting just let me know."

So I asked him about his experience:

"Even though it's 7+ years ago, I remember everything about that day. My cell number is [REDACTED] [REDACTED] I get home about 6:00 pm central standard time. Give me a call some time and I'll give you the details. I live in Midland TX. My wife's family was stationed in Okinawa and invited us over in 2006. We flew back from Okinawa to Osaka to O'Hare to DFW. I still keep the plane ticket stub in my wallet."

I replied that I was hoping for a written account, and he replied:

"My name is James [REDACTED] I work as a Designer/Draftsman in Midland Texas. In October/November of 2006, my wife's father, who is a Command Master Chief in the Navy, invited us to Okinawa Japan. The ufo sighting I am referring to occurred on November 7th, 2006 above Chicago's O'Hare airport. Our plane was United Airlines flight 0878 and I was seated in row 37(I still have my boarding pass). The sighting happened at roughly 4:00 pm. Our plane was descending to land and I was waiting to see the airport as we were passing through the clouds. When we cleared the cloud level, I immediately saw the airport and gradually noticed a grey, round object. This object was motionless. I know this because our altitude's "crossed". Meaning there was a definite moment when we were above it, a moment when we were level, and a moment when we were below it. It was during this transition in altitudes that I have my most vivid memory of it's description. It was elliptical in shape, dull grey, with no visible markings. There were no openings for windows or doors. As we landed I lost sight of it but saw it again as our plane was turning on the tarmac. I cannot say if it was still in the same location but as we were moving it stayed in the same position. It's size at that moment was about the size of a half dollar held at arm's length. I remember the flight attendant handing me a customs pamphlet to fill out. I looked at her and looked back at the object. It was still there. Within seconds of me looking back at it, it rapidly "shot" up. The only way I can describe this movement is if you were to hold an object at eye level, release it and watch it fall to the ground. In other words, imagine the cloud level as the ground and the object "falling" towards it. My reaction was a sinking feeling in my stomach and then me thinking, "That was awesome!". I remember

ducking to see where it might have gone. I remember seeing a "hole" in the cloud level. I also remember seeing light reflected off the interior of the hole so the hole must have went straight through the cloud level. I have no pictures of the object or the hole in the clouds. I did not mention this to anyone except my wife who did not see any of this happening. It was only later, in January of 2007, that I saw a news story of this object that I had saw. In this story they mentioned that the workers on the tarmac and some pilots had seen this object so I knew I had not hallucinated this event. I remember being shaky after we left the plane and went through customs. That's all that happened. I have never seen a ufo before and never since. I don't know what it was but I know what it wasn't. It wasn't a drone or military craft. Why would the military be flying a secret craft above one of the busiest airports in the country? It wasn't a weather event. I've been thinking about this for the last 7+ years and have come to realize that for it to go from completely motionless to fast enough to punch a hole through the clouds, it would have created a sonic boom probably powerful enough to shatter every window in the airport. How it did not do this is probably a bigger mystery than the object itself. If you have any more questions just let me know."

I asked him a couple of follow-up questions, including whether we could use his name if the account were published, and he answered:

"You can attach my name. As for your questions: I believe it was less than fifteen minutes from when I saw the object above the airport and when I saw it shoot up. I did not tell my wife then and only did in January when I saw the report on the news. I have asked her if she remembers anything from the airport and she said just that dinosaur skeleton they had there on display. I will still mention it if we watch a ufo program but she doesn't remember anything."

B. Boarding Pass and Itinerary. United Airline Flight 878. November 7, 2006.

氏名前 Name of passenger
[REDACTED] JAMIE MR

ETKT 066751170383

出発地 From 目的地 To
OSAKA-KANSAI JAPAN CHICAGO USA

フライト Flight クラス Class 搭乗日 Date
UA 0878 Y 07NOV

搭乗口 Gate 搭乗時刻 Boarding Time 座席 Seat
1835 37B

NO

STAR ALLIANCE MEMBER

DUPLICATE COPY

Travelers

Name:
 [REDACTED] Lindsay Ms
 [REDACTED] Jamie Mr

Address:
 [REDACTED]
 2-2-1 Chuo
 Okinawa-Shi
 Okinawa
 Japan 90400

Delivery Address:
 No Address On Record

e-Ticket Receipt - 0167611713929-930 - UA 790 - 30 Oct 2006 - DFW

Agency Information

H I S INTERNATIONAL
 489 5Th Ave 20Th Floor
 New York, NY 10017
 USA

Agency Phone: 098-983-4620 H.I.S. OKINAWA CO LTD-NISHIOKA
 Agency Phone: 212-599-4250 H.I.S. INTL TOURS
 Agency IATA Number: 33706411

Today's Date: 16 Oct 2006

Passenger Name:
 [REDACTED] LINDSAY MS

Reservation Number: REX4MG

Billing Address:

e-Ticket Number :
 0167611713929-930

Ticket Issue Date: 10 Oct 2006

[REDACTED]
 2-2-1 Chuo
 Okinawa-Shi
 Okinawa
 Japan 90400

Flight Information

30 Oct 2006

United Airlines Inc (UA) 790 Tourist (T)

Depart: Dallas Ft Worth Intl (DFW)
 Dallas

07:30

Departure Terminal: B

Baggage: 2 Pieces

Fare Basis: TLXJP45

Not Valid Before: 30 Oct

Not Valid After: 30 Oct

Arrive: O'Hare Intl Arpt (ORD)
 Chicago

Arrival Terminal: 1

Status: Confirmed

30 Oct 2006

United Airlines Inc (UA) 877 Tourist (T)

Depart: O'Hare Intl Arpt (ORD)
 Chicago

12:19

Departure Terminal: 1

Baggage: 2 Pieces

Fare Basis: TLXJP45

Not Valid Before: 30 Oct

Not Valid After: 30 Oct

Arrive: Kansai International Arpt (KIC)
 Osaka

Arrival Terminal: Not Available

Status: Confirmed

Yahoo! Mail 

Page 2 of 4

Arrive: O'Hare Intl Arpt 09:45 AM
(ORD) Monday, October 30, 2006
CHICAGO
Terminal 1

Flight Service Information
Equipment: Airbus A319 Flying Time: 2:15
In-Flight Services: Short feature video, Non-smoking

Status Confirmed
(HK)


 Flight - United Airlines Inc (UA) - 877 Monday, October 30, 2006

Flight 877 Non-stop
Class of Service: Tourist (T)
United Airlines Inc Confirmation R5X4MG
Number:
Depart: O'Hare Intl Arpt 12:19 PM
(ORD) Monday, October 30, 2006
CHICAGO
Terminal 1

Arrive: Kansai International 05:20 PM
Arpt (KIX) Tuesday, October 31, 2006
OSAKA
Terminal Not Available

Flight Service Information
Equipment: Boeing 777 Flying Time: 14:01
Meal Service: Lunch, Lunch
In-Flight Services: Movie, Non-smoking



Status Confirmed
(HK)

 Flight - All Nippon Airways (NH) - 1739 Tuesday, October 31, 2006


Flight 1739 Non-stop
Class of Service: Economy (Y)
All Nippon Airways Confirmation TV7YV8
Number:
Depart: Kansai International 07:00 PM
Arpt (KIX) Tuesday, October 31, 2006
OSAKA
Terminal Not Available

Arrive: Naha Field (OKA) 09:00 PM
OKINAWA Tuesday, October 31, 2006
Terminal Not Available

Flight Service Information
Equipment: Boeing 767 Flying Time: 2:00
In-Flight Services: Non-smoking

Special Services Requested Status Passengers
Ticket Numbers (E-tickets) Confirmed (HK) , Lindsay Ms
0167611713929C3/929-930
Ticket Numbers (E-tickets) Confirmed (HK) , Jamie Mr
0167611713931C3/931-932

Status Confirmed
(HK)

 Flight - All Nippon Airways (NH) - 1734 Tuesday, November 07, 2006

Yahoo! Mail [REDACTED]


Page 3 of 4

Flight 1734 Non-stop
Class of Service: Economy (Y)
All Nippon Airways Confirmation Number: TV7YV8
Depart: Naha Field (OKA) 12:45 PM
 OKINAWA Tuesday, November 07, 2006
 Terminal Not Available
Arrive: Kansai International 02:30 PM
 Arpt (KIX) Tuesday, November 07, 2006
 OSAKA
 Terminal Not Available

Flight Service Information
Equipment: Boeing 767 **Flying Time:** 1:45
In-Flight Services: Non-smoking
Special Services Requested
Ticket Numbers (E-tickets)
 0167611713929C4/929-930
Ticket Numbers (E-tickets)
 0167611713931C4/931-932

Status	Passengers
Confirmed (HK)	[REDACTED] Lindsay Ms
Confirmed (HK)	[REDACTED] Jamie Mr


Status Confirmed (HK)

 **Flight - United Airlines Inc (UA) - 878** Tuesday, November 07, 2006

Flight 878 Non-stop
Class of Service: Tourist (T)
United Airlines Inc Confirmation Number: R5X4MG
Depart: Kansai International 07:20 PM
 Arpt (KIX) Tuesday, November 07, 2006
 OSAKA
 Terminal Not Available
Arrive: O'Hare Intl Arpt 04:17 PM
 (ORD) Tuesday, November 07, 2006
 CHICAGO
 Terminal 5

Flight Service Information
Equipment: Boeing 777 **Flying Time:** 11:57
Meal Service: Dinner, Lunch
In-Flight Services: Movie, Non-smoking

Status Confirmed (HK)

 **Flight - United Airlines Inc (UA) - 725** Tuesday, November 07, 2006

Flight 725 Non-stop
Class of Service: Tourist (T)
United Airlines Inc Confirmation Number: R5X4MG
Depart: O'Hare Intl Arpt 08:00 PM
 (ORD) Tuesday, November 07, 2006
 CHICAGO
 Terminal 1
Arrive: Dallas Ft Worth Intl 10:31 PM
 (DFW) Tuesday, November 07, 2006
 Terminal B

C. UA 878 Flight Status provided by Flightstats, Inc.

(UA) United Airlines 878

(KIX) Osaka, JP to (ORD) Chicago, IL, US

Status:

Landed - On-time

DEPARTURE ARRIVAL

Scheduled Departure: Scheduled Arrival:

7:20 PM - Tue Nov-7-2006 4:17 PM - Tue Nov-7-2006

Actual Departure: Actual Arrival:

7:30 PM - Tue Nov-7-2006 (runway) 3:59 PM - Tue Nov-7-2006

Arrival Gate: Baggage Claim:

M19 (Terminal 5) IT

GATE

RUNWAY

Scheduled Arrival:

Scheduled Arrival:

4:17 PM - Tue Nov-7-2006 4:14 PM - Tue Nov-7-2006

Actual Arrival:

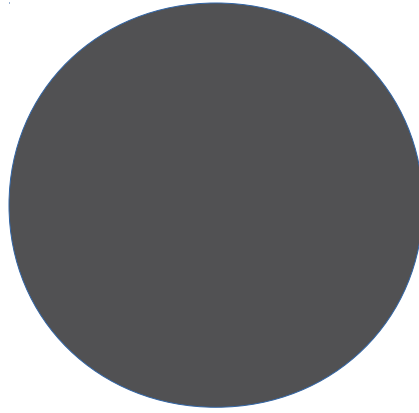
Actual Arrival:

3:59 PM - Tue Nov-7-2006 3:47 PM - Tue Nov-7-2006

SOURCE: Flightstats, Inc. a company that provides flight information to the public. Their information base comes from the FAA.

<http://www.flightstats.com/go/FlightStatus/flightStatusByFlight.do?id=74426069&airlineCode=UA&flightNumber=878>

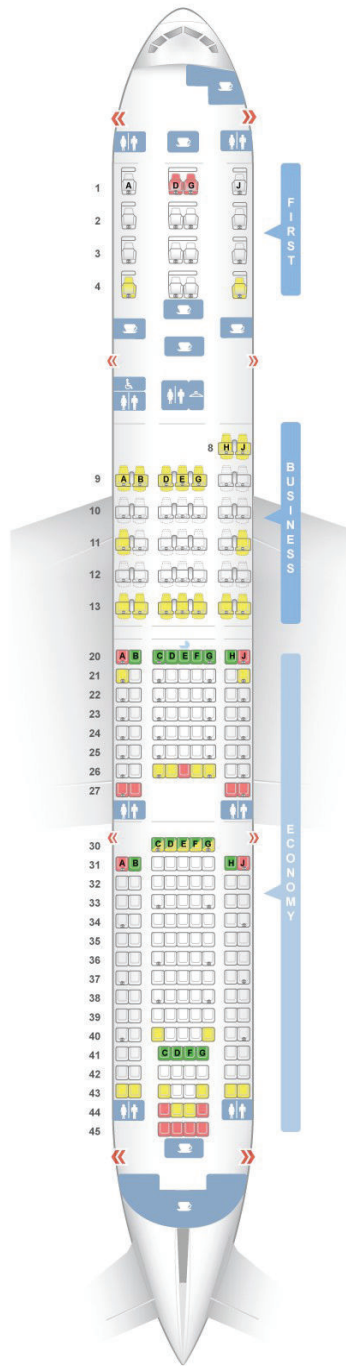
D. APPEARANCE OF OBJECT FROM ABOVE AND BELOW



APPEARANCE OF OBJECT WHEN LEVEL WITH IT

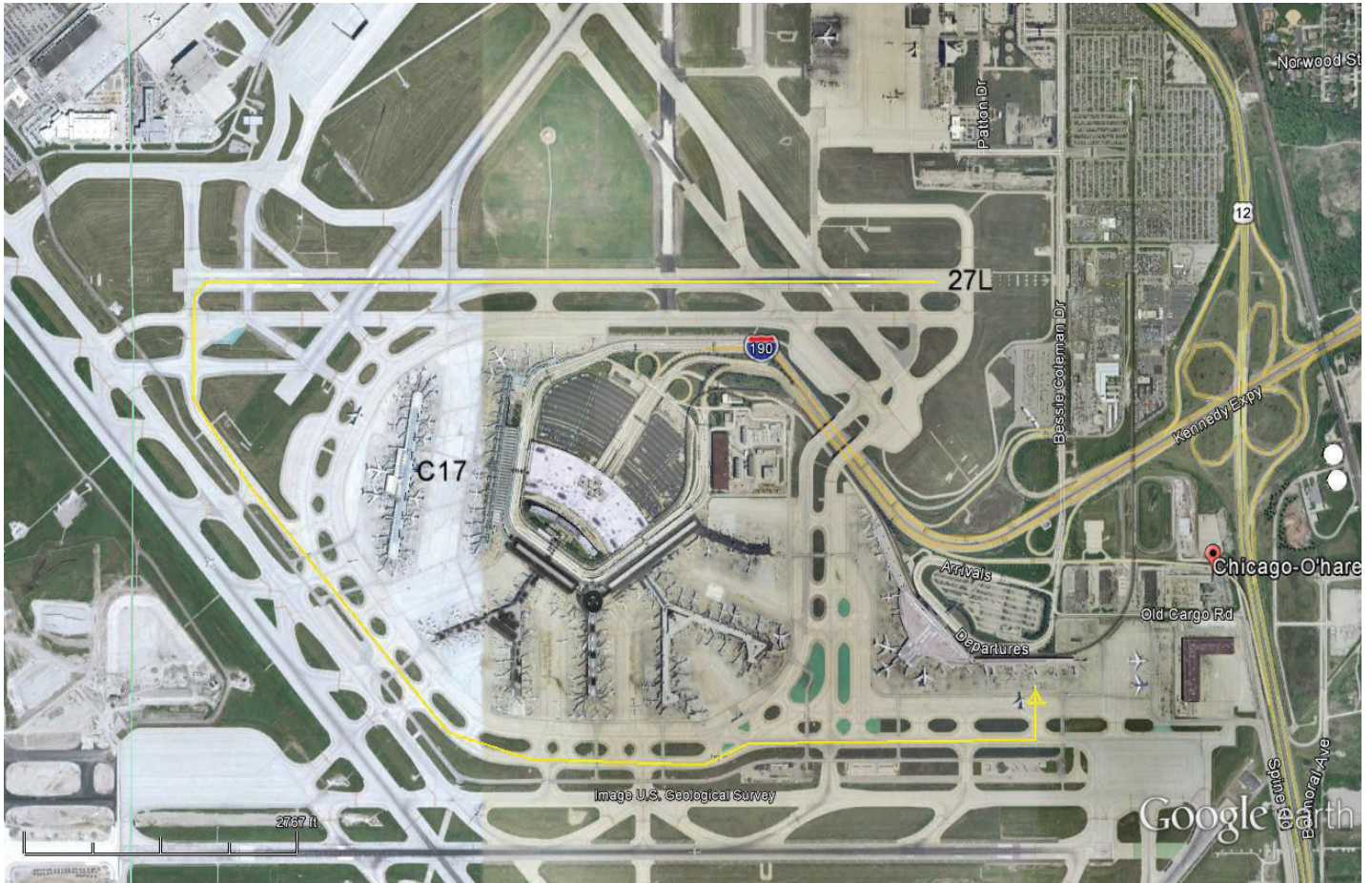


E. Seating Arrangement on a Boeing 777-200



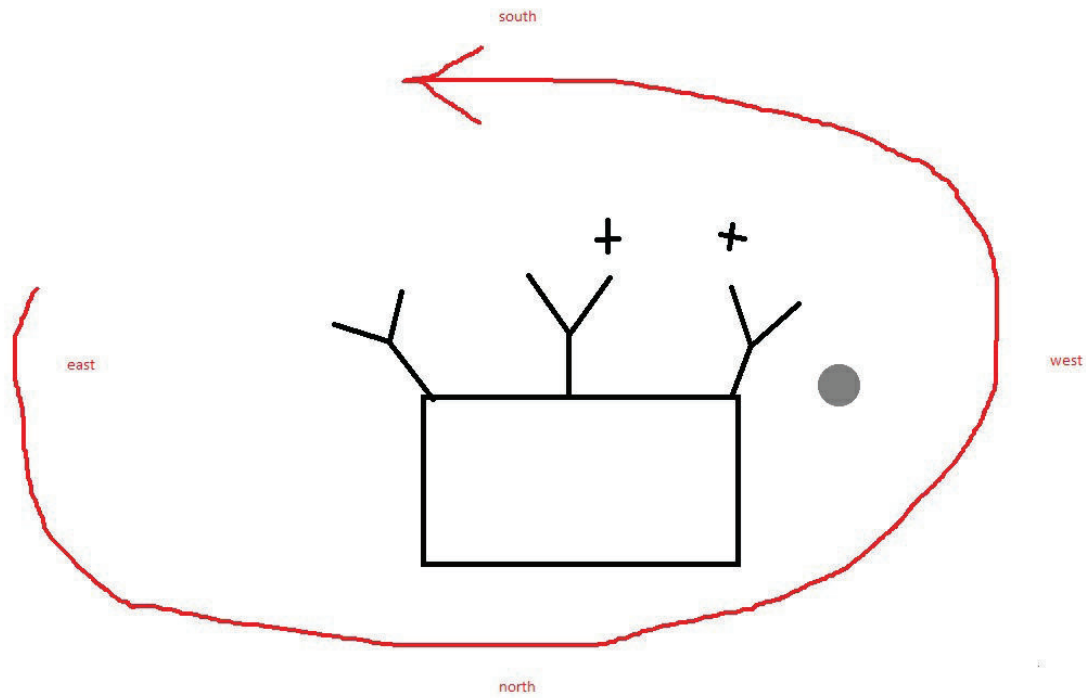
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F. Landing and taxi of UA flight 848



North is at the top of the map. Aircraft lands on runway 27L in a east to west direction and then taxis around O'Hare to the International gates at the southeast portion of the airport. Object that was observed was over gate C17.

G. Witness drawing of the landing and location of the object. This drawing in a reverse of the one in "F" of the appendix because the witness drew with the top of the map being to the south rather than the north.



- i "Report of an Unidentified Aerial Phenomenon and its Safety Implications at O'Hare International Airport on November 7, 2006." Richard Haines, March 9, 2007.
- ii Ibid.
- iii Ibid., page 26.
- iv Ibid., page 5.