

ACN: 1287246

Time / Day

Date : 201508

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : 115.Airport

State Reference : NY

Relative Position.Angle.Radial : 290

Relative Position.Distance.Nautical Miles : 5

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 50

Light : Daylight

Ceiling.Single Value : 4500

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : 115

Aircraft Operator : Personal

Make Model Name : Sail Plane

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : Visual Approach

Airspace.Class E : ZBW

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : UAV - Unpiloted Aerial Vehicle

Flight Plan : None

Route In Use : None

Airspace.Class E : ZBW

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Qualification.Flight Crew : Glider
Experience.Flight Crew.Total : 204
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 88
ASRS Report Number.Accession Number : 1287246
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Distraction

Analyst Callback : Completed

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Object
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 0
When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

Close encounter with UAV Sunday 5 miles Northeast of Windham High Peak in Greene County New York at about 3,500 feet altitude.

I was piloting and had a passenger along for his first flight. We could not see any kind of wings, rotors, or form of propulsion. Unfortunately my camera was stuck in my pocket under tight seat belts and I couldn't get it out while flying the glider trying to avoid hitting this thing.

It was about 6 feet tall, 2-3 feet wide. Top of UAV was extremely radiant, with black half sphere under the radiant top and what appeared to be an antenna under the half sphere, we watched it skimming over the tree tops below and to the right of our flight path. It was moving at a fast speed southwest toward Windham High Peak. It had a very sparkling appearance like sun shining on a mirror with rainbow colors. I was flying northeast from Windham High Peak at about 3500 feet. As we watched the UAV I banked to the left and half way through the turn and now pointing at Windham High Peak, the UAV turned around and came toward us at a high rate of speed. As I got 3/4 of the way through the turn was within 50 yards of my right wing, quickly got in front of me and followed me around the turn getting closer until it was off my left wing, probably no more than 25-30 yards away. It covered about 5 miles in just a few seconds. We had a really good view of it.

As it got off my left wing, my passenger looked up and saw two more UAVs come out of the cloud

directly over us. At that point I told my passenger we were returning immediately to the airport, I pushed the nose down and picked up speed. The UAVs then headed to the west at a fast speed.

Callback: 1

The reporter estimated at first visual contact the UAV was approximately 3.5 miles away down the hill. It sped up hill to the reporter's aircraft at a much higher speed than the aircraft. The reporter estimated the closure took less than a minute and as he accelerated his aircraft away from the craft it followed, maneuvering at a speed much high than his. Two other similar shaped UAVs also had brilliant tops but colors somewhat different from the first which was a shimmering, brilliant rainbow type light.

Synopsis

A pilot flying near Windham High Peak in Greene County New York, at 3,500 feet was approached by an elaborate UAV with a brilliant surface on top of an inverted bowl shaped container with long rectangular antennas protruding downward. The UAV approached, tracked, and flew around the reporter before speeding off toward the west with two other like shaped UAVs.

ACN: 1119876

Time / Day

Date : 201309

Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : FWA.TRACON

State Reference : IN

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 15

Light : Daylight

Ceiling.Single Value : 5500

Aircraft

Reference : X

ATC / Advisory.TRACON : FWA

Aircraft Operator : Personal

Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use.Airway : V144

Airspace.Class E : FWA

Component : 1

Aircraft Component : Transponder

Aircraft Reference : X

Problem : Malfunctioning

Component : 2

Aircraft Component : Compass (HSI/ETC)

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 740
Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 450
ASRS Report Number.Accession Number : 1119876

Human Factors : Other / Unknown

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
When Detected : In-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors

Primary Problem : Ambiguous

Narrative: 1

This was a daytime VFR flight. The route was JOT-V8-CGT-V422-BOONE-V422-OXI-V340-FWA-V144-. Over JOT at 3,500 MSL we requested flight following with Chicago Approach and were assigned a discrete squawk. At CGT we requested 5,500 MSL and were approved. We were then worked progressively by Chicago Center, South Bend Approach, and Fort Wayne Approach. We reported level at 5,500 on each check in, with no discrepancies between our indicated altitude (altimeter) and Mode C altitude squawk to ATC. Changes to the altimeter settings received from ATC while enroute were small and we were careful to enter each new setting upon receipt. After each change, both the new setting and our altitude were confirmed by my co-pilot/passenger, a rated and current Private Pilot. We fly together often and try to work as a team exercising good CRM. After being handed off to Fort Wayne Approach, but prior to reaching FWA VOR, we requested and were granted a descent to 3,500 MSL. This was to maintain VFR and stay clear of a scattered to broken cloud layer that was building ahead of us at about 4,000-5,000 MSL. After descending to 3,500 MSL we continued on course and crossed over FWA and the on-field FWA VOR with no issues.

This is where the story gets interesting. We were about 15 minutes past FWA on V144 at 3,500. I was momentarily heads-down checking weather, while my co-pilot minded the flight controls and watched for traffic. Suddenly he blurted, "Did you see that?!" I looked up, said, "No" and asked him what he saw. He replied that he had just seen what looked like a "flat black bar" flying head-on toward the airplane, which then quickly maneuvered and passed under the aircraft. I suggested that it was probably a bird, but my copilot was firm that it did not look like one. (He later noted, "The object looked like a flat black bar with squared off edges and was extremely long and rigid. No bending of any kind as it dove under us. I've seen birds dive under the plane before and this did not seem the same. The profile never changed.") Since there had been no actual strike and things seemed otherwise normal, we dismissed the matter and continued our flight. But a short time later something peculiar began to happen. The fluid compass suddenly started to dip violently in quasi-rhythmic pulses. The card was being yanked downward in a pulsing fashion, all the way to its limits, while the azimuth oscillated 20 degrees left and right of course. The airplane itself was not bouncing around and the gyroscopic heading indicator was stable. Only the wet compass seemed to

be affected. In level flight and fully under control, we remained on course at 3,500 MSL. The panel mounted KLN-90B GPS and a centered needle on the VOR agreed as we tracked our outbound course on V144 from FWA. Several backup devices, including a Garmin portable aviation GPS and an iPad running ForeFlight, verified the panel equipment indications. But the compass anomaly continued. We tried shutting down all on-board electronics including the portable devices but it had no effect. Nor did turning off lights, strobes, etc. We also tried Left and Right magnetos separately but it did not help. One thing we did not try but possibly should have done was to momentarily cut the alternator field and run solely on battery power. We were basically trying to think of anything that might create a magnetic field but we were running out of ideas. But with everything else operating normally, it seemed possible that the 6-month old compass might have simply just failed.

Then another strange thing happened. Fort Wayne Approach called and asked us to confirm our altitude. We checked and confirmed 3,500 MSL. Approach then said they were showing us at 2,400 and asked us to check our altimeter setting. My co-pilot and I then individually cross-checked both our indicated altitude and the altimeter setting in order to be certain we hadn't misread anything. We agreed that we were definitely at 3,500 MSL and we confirmed this back to Approach. (Our GPS altitude display also helped us confirm 3,500. And yes, we do understand the difference between GPS and barometric altitude). We then "recycled" the transponder and verified our squawk code to be certain Approach was looking at the correct target. It had no effect. Approach reported that they were still seeing us at 2,400 MSL. We continued to fly for a few minutes but the ambiguities were beginning to stack up. My co-pilot and I were busy discussing options for terminating the flight when Approach called again to say they were showing us back at 3,500 FT. The thing is, we had never changed our altitude in the first place! Then - as if things weren't already weird enough - the compass then began to settle down. After few minutes was pretty much back to normal. In the end we elected to continue on to our destination. Along the way we received additional flight following from Columbus Approach and Indianapolis Center with no issues. The balance of our trip was uneventful, as was the return flight later on that day. At the time of this writing the aircraft is being checked out by an FAA Approved maintenance shop. The normal 24-month IFR checks were current for this flight (last completed in the spring of 2013) but everything including the compass is being evaluated. If there are any equipment problems we'll find and fix them. We don't know and will probably never know what my co-pilot saw or whether it had anything to do with the anomalies we experienced. We've speculated that it might have been a UAV (Indiana is currently vying to become a test ground for them), perhaps even some military contractor horsing around. Or maybe it was all just a creepy coincidence. It is almost Halloween.

Synopsis

PA28 pilot with pilot passenger report a UFO at 3,500 FT 30 NM east of FWA that may have affected the wet compass and the Mode C read out to ATC.

ACN: 795848

Time / Day

Date : 200807

Local Time Of Day : 0001-0600

Place

Locale Reference.Navaid : TNP.VORTAC

State Reference : CA

Relative Position.Distance.Nautical Miles : 25

Altitude.MSL.Single Value : 36000

Environment

Ceiling : CLR

Aircraft

Reference : X

ATC / Advisory.Center : ZLA.ARTCC

Aircraft Operator : Air Carrier

Make Model Name : A320

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Cruise

Airspace.Class A : ZLA.A

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Experience.Flight Crew.Total : 11000

Experience.Flight Crew.Last 90 Days : 200

Experience.Flight Crew.Type : 2200

ASRS Report Number.Accession Number : 795848

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Reporter Organization : Air Carrier

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Experience.Flight Crew.Total : 3000

Experience.Flight Crew.Last 90 Days : 270

Experience.Flight Crew.Type : 2700

ASRS Report Number.Accession Number : 795850

Events

Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Ambiguous

Narrative: 1

WHILE FLYING WE ENCOUNTERED MULTIPLE UNUSUAL SIGHTINGS AT ALT. AROUND XA30Z AT FL360, 20 MI N OF TNP, I WITNESSED THE FIRST SUCH EVENT. I QUERIED ATC ABOUT WHAT I HAD SEEN, BUT WAS NOT TOO CONCERNED AT THIS POINT. IT WAS UNUSUAL AND UNLIKE ANYTHING I HAD SEEN BEFORE, BUT LASTED ONLY AROUND 10 SECONDS. I ASKED THE FO IF HE HAD SEEN WHAT I SAW, AND HE DID NOT. THE COCKPIT LIGHTING WAS DIM INSIDE, SO I HAD GOOD VISIBILITY OUTSIDE. THE NIGHT SKY WAS BRIGHT WITH AN ALMOST FULL MOON BEHIND US. SOME STARS AND PLANETS WERE OUT, BUT THE MILKY WAY WAS BARELY VISIBLE DUE TO THE MOON. A LIGHT, AHEAD AND SLIGHTLY TO THE R INITIALLY CAUGHT MY EYE. IT WENT FROM DIM TO EXTREMELY BRIGHT IN JUST A FEW SECONDS. IT WAS ABOVE THE HORIZON ABOUT 20 DEGS INCLINATION AND AROUND MY 12:30 O'CLOCK POS. IT WAS NOT IN CLOSE TO US, BUT SEEMED OUT THERE A BIT. I HAVE NEVER SEEN SUCH INTENSE, BRIGHT, WHITE AND SILVER LIGHT IN MY LIFE. IT ACTUALLY HAD A VERY DEFINED 360 DEG HALO AROUND IT AT ONE POINT. THEN IT MADE A 45 DEG SHARP CHANGE IN DIRECTION AND FADED AWAY AS IT WENT OUT OF VIEW IN ABOUT 3 SECONDS TIME. DURING THE NEXT 50 MINS, WE EXPERIENCED ALMOST THE EXACT SAME SCENARIO 4 MORE TIMES. THE FO WITNESSED ALL 4 OF THOSE EVENTS. WE MADE 'CIRVIS' TYPE RPTS TO ATC FOR EACH ENCOUNTER THEREAFTER. THE LAST ONE WE SAW WAS ON DSCNT INTO ZZZ AROUND 17000 FT AS WE ENTERED A CLOUD. SUPPLEMENTAL INFO FROM ACN 795850: I DID NOT SEE IT UNTIL 5-10 MINS LATER WHEN IT OCCURRED AGAIN. OBJECT STARTED OUT AS A VERY WEAK-LOOKING STAR, BUT WOULD MOVE SLOWLY L TO R AND GROW MUCH BRIGHTER THAN ANY STAR I HAVE EVER SEEN. IT WOULD THEN BEGIN TO FADE AND MOVE FURTHER R, APPEARING TO MOVE OFF TO THE DISTANT NW. THE CAPT AND I OBSERVED THE SAME PHENOMENON 3 MORE TIMES, EACH OCCURRENCE 5-10 MINS AFTER THE LAST. THE LOWEST ALT AT WHICH IT WAS VISIBLE WAS APPROX FL190. I HAVE BACKGROUND IN THE USAF, AND THE CLOSEST I COULD DESCRIBE THIS POINT OF LIGHT WOULD POSSIBLY BE SIMILAR TO AN AIRBORNE-LAUNCHED MISSILE.

Synopsis

AN ACR CREW AT FL360 NEAR TNP REPORTS AN UNUSUAL BRIGHT OBJECT TRAVELING FROM THE SOUTHWEST BECOMING INTENSELY BRIGHT AND THEN FADING INTO NORTHWEST.