

advisable to eliminate here and now.

## PART 1

### Facts and Testimonies

Before going further, it seems worthwhile to us to present several facts and testimonies that in themselves justify the interest of the in-depth study that we are going to develop below:

- three testimonies of French civilian and military pilots who encountered UFOs in flight,
- five major aeronautical cases in the world,
- three sightings from the ground,
- four cases of close encounters in France.

These few examples are among the hundreds of remarkable, that is to say credible and well-documented, cases observed around the world in recent decades. None of these cases has been explained, whereas the majority of times the investigations enable the origin of the phenomena observed by the witnesses to be determined; we will give two significant examples of this.

#### Chapter 1 - Testimonies of French Pilots

Three French pilots who encountered UFOs in flight came to testify before the committee. Their testimonies are all the more interesting because they can be evaluated better than other aerial phenomena since they pertain to the aeronautic world.

##### 1.1 M. Giraud, Mirage IV pilot (March 7, 1977).

The sequence of events of this incident was reconstructed from radio exchanges between the pilot and the controller, which are routinely recorded and kept for a specific period of time in accordance with the procedure in force at all control centers. The incident occurred on March 7, 1977, at around 2100 hours local time during the Dijon flyover when the Mirage IV was returning, the automatic pilot engaged, to Luxeuil after a night mission. [The aircraft was] at an altitude of 9600 m and flying at a speed of "Mach 0.9." The flight conditions were very good. The pilot (P), Hervé Giraud, and his navigator (N) observed a very bright glow at "3 o'clock" (time code) from their aircraft, at the same altitude, coming on a collision course and approaching very rapidly. We will designate it "assailant" (A1) in the rest of the account. P queried the Contrexéville military radar station that controlled them to ask whether they had a radar contact on the aircraft coming towards them. In fact, P and N thought that it was an air defense interceptor, as is currently being used, that was seeking to intercept their aircraft to then identify it with its identification beacon.

The radar controller (C), who did not have a corresponding radar contact on his scope, gave a negative response and asked the pilots to check their oxygen. This request on the part of the controller is a standard emergency procedure; it shows that the controller is so