

very last moment and passed over his right wing grazing it, all within a fraction of a second. P retained the following memory of this incident:

- S was not very large (1 to 2 m in diameter),
- S was extended by a tail, which was comparable to that on a comet, that was also a fluorescent green color,
- the center of S consisted of a very bright white light (magnesium-fire type),
- the sighting lasted a total of less than 5 seconds.

P, who was very shocked by this phenomenon, informed the radar controller (-) ensuring the control of the mission on the ground; the controller had not detected anything on his radar scope. Upon return, two other pilots who had followed the same itinerary as P stated that they had seen the phenomenon, but from a distance.

### **1.3 Air France Flight AF 3532 (January 28, 1994)**

Jean-Charles Duboc (P), captain of Air France flight AF 3532, was assisted by Copilot Valérie Chauffour (CP) in making the Nice-London connection on January 28, 1994. At 1314 hours, while they were cruising at an altitude of 11,900 m in the vicinity of Coulommiers in Seine-et-Marne [Department] under excellent meteorological conditions, the chief steward, who was present in the cockpit at the time, pointed out a phenomenon that appeared to him to be a weather balloon. His sighting was immediately confirmed by the copilot. P, who in turn saw it, first thought that it was an aircraft banking at a 45° angle. Very quickly, however, all three agreed that what they were seeing did not resemble anything that they knew of. The excellent visibility and the presence of altocumulus clouds permitted P to estimate that the phenomenon was at an altitude of 10,500 m and at a distance of approximately 50 km. Taking into account its apparent diameter, they deduced that the craft was large. They were struck by the changes in the shape of the craft, which first appeared in the form of a brown bell before transforming into a chestnut brown lens shape, then disappearing almost instantaneously on the left side of the aircraft, as if it had suddenly become invisible. P reported to the Reims Air Navigation Control Center, which had no information on any mobile air presence in the vicinity. However, following the existing procedure, Reims informed the Taverny Air Defense Operations Center (CODA) of the sighting made by the crew and asked P to follow the "Airmiss" procedure upon landing.

CODA did in fact record a radar track initiated by the Cinq-Mars-la-Pile control center at the same time that corresponded in location and time to the phenomenon observed. This radar track, which was recorded for 50 seconds, did cross the trajectory of flight AF 3532 and did not correspond to any flight plan filed. It should be noted that the phenomenon disappeared from the view of the crew and the radar scopes at the same instant. The investigations conducted by CODA enabled both the hypothesis of a weather balloon to be ruled out and the precise crossing distance of the two trajectories to be determined, consequently bringing the approximate length of the craft to 250 m in length. It should be noted that the Northern Regional Air Navigation Center (CRNA), which handles 3000 movements per day, has investigated only three cases over the last seven years, one of which was that of flight AF 3532.

## **Chapter 2 - Aeronautic Cases Throughout the World**