

EXHIBIT 26 - OTHER REPORTED MISSILE SIGHTINGS

Provided by Michael Hull

June 25, 1987 NY Times on June 27, 1987

The National Weather Service doubts it was theirs and the Defense Department insists it wasn't theirs. About the only thing the Federal Aviation Administration can say about the object that encountered a Delta Airlines Jet-At 29,500 feet Thursday is that no one is likely to find it. The pilot of Delta Flight 1083, flying 60 people from Pittsburgh to Atlanta, told investigators that an object, which appeared to be a missile, seemed headed straight for his Boeing 737 before passing to the side and slightly below. "The pilot described it as a rocket or missile about 4 feet long, with fins," a Delta spokesman, Bill Berry, said. "It went so fast that's all he saw." The aviation agency said it would probably never know what had the encounter with the jet 31 miles northeast of Charleston. Kathleen Bergen, an agency spokesman, said it was left with two explanations: The official one is that it was a promotional balloon that escaped. "Balloons can travel pretty far" she said. "We don't acknowledge the existence of UFOs."

Mid-year, 1992 Reported in alt.disasters.aviation on Wed, 21 Jan 1998 18:08:48-0800

Christopher Coon wrote: The TWA Missile Conspiracy notwithstanding, here is a "rogue missile" event straight from the participant (me, as a controller at L.A. Center). In mid '92 I was working a UAL 747 climbing out of about 23,000 near Victorville, California (about 50nm NE of LAX). 23,000, by the way, is in what is called "Class A" airspace (back then, "Positive Control" airspace), meaning nothing--absolutely nothing, military or otherwise--may fly above 18,000 feet without the controller knowing about it and approving it. About 30nm to the north is a huge military restricted area, R-2508, in which the military can play their games as they wish, without notifying FAA controllers. All of their activity, though, must remain within the lateral confines of the restricted area, unless they coordinate a "whisky alert," and identify the accidental spillout. There was no such notification on that day. The 747 pilot suddenly came on and told me a "rocket of some type" just missed their aircraft, passing about 500 feet below. He said it went by at "3 or 4 times the normal closure rate." 3 or 4 times normal closure rate of a head-on Jet-Aircraft comes out to about mach 2. I saw absolutely nothing on radar, and told him so. I pulled up the primary (raw radar) targets, but there was absolutely nothing in his area. He elaborated that the "rocket" was about the size of an F-16, and was heading in the opposite direction (i.e. southwest). I alerted the sectors in its possible path, and alerted my supervisor, who just scratched his chin and said "Hmmmmm." There was no collision, and no loss of life, so it was left at that. The pilot was alarmed enough to report it, though, and I subsequently saw a short article about it in Aviation Week & Space Technology (early August, '92), with a "mysterious black aircraft" slant instead of a "rocket" like the pilot initially reported to me. The voice and radar tapes were pulled, but they revealed no further info, and the cursory investigation was dropped.

October 11, 1994 Associated Press report datelined 09/28 23:55 EDT V0009 (1994)

A State bomb squad destroyed a French-made surface to air rocket launcher armed with a live missile and explosivesalong a rural roadside in Westminster, Maryland.

November 17, 1995 22:20 (EST)

Lufthansa 405 (747) departing JFK at 9:20pm bound for Frankfurt at 25,000 feet, south of Long Island, reported an object flying directly opposite its course about 2-3,000 feet above them. Confirmed by British Airways 226 (747). Directly north of W-105. Large bright light in front, no red or green beacons, long green light in rear and left a vapor trail. "It was looking strange". "Looked like a green trail on it, and a very bright light on the front of it". "It was looking very strange, with a long light, in the tail". "It did have a very strong trail to it...a vapor trail, which looked more like smoke. And the light on the front was very, very bright" "It didn't have any lights...((normal)) lights, beacon lights, or red or green lights. Only a white

light in the front, and with a long green light. The FAA transcript of the controller - pilot conversations on this incident are public.

November 17, 1995?

November 17 is considered the most probable date based on Lufthansa sighting above but alternative dates are November 22, 1995, February 2, 1996, or March 8, 1996 with March 8 being the second most likely date. Missile or rocket launch witnessed by Michael Hull from I95 in Connecticut off the highway or from Long Island Sound. Hull was driving along Interstate 95 (Connecticut turnpike) going to Stamford and was between exits 4 and 6 when suddenly to the right front side of his car there was a flash through the trees and then a very white, bright streak, was observed rising, accelerating extremely rapidly in the direction of Long Island Sound and arching across the sky. The incident was reported to the FBI.

July 17, 1996 TWA 800

James Kallstrom: "We do have information that there was something in the sky. A number of people have seen it. A number of people have described it similarly. It was ascending." Sikorsky aircraft in Stratford CT [less than 100 miles from the disaster] indicated that Sikorsky's radar at its airport picked up an air to air missile. The radar was on tape and was turned over to the FBI. Sikorsky is a manufacturer of helicopters for the military and has extensive facilities in Stratford, which is on Long Island Sound.

August 29, 1996 Reported in the NY Times on September 9, 1996

The pilot of an American Airlines jet reported that he saw a missile off the wing of his 757 plane while he was traveling from San Juan to Boston. The plane was over Wallops Island, VA. According to the NTSB's report on the near- miss, "the missile was a Black Brant V missile, with an inert payload and was launched ... in support of the Department of Defense."

November 16, 1996 22:00 (EST)

Pakistan International Airlines Flight 712 Leaving Kennedy at 9:25pm, bound for Frankfurt. The pilot, W. Shah, said his co-pilot saw an orange light coming from the left hand side to the right hand side of the airplane. The object was 3 - 4 miles in front of the aircraft and above it. Shah was told by Boston controllers that there were no military exercises in the area. Boston apparently confirmed 'two unidentified blips' on radar. The tapes have been turned over to the FBI and NTSB. The object(s) rose directly out of Long Island Sound and ascended almost vertically. The Pakistani crew just saw a flash, and apparently a TWA crew, which was behind the Pakistani, saw the whole thing. The TWA crew was so alarmed by what they had just seen that they considered returning to JFK. Later, they requested clearance to skirt the area where the light had been seen. Radio 5 in the U.K. reported that the object which crossed the Pakistani aircraft had exploded. (On a subsequent McNeill - Lehrer newshour when asked about the direction of the object Mr. Kallstrom replied, "ascending".)

Another report on this incident stated: This evening I flew flight 1504 FLL to BOS. It was an extremely clear night over the Eastern Seaboard. You could see the Connecticut shoreline from Cape May, NJ. We were at FL 330 just east of JFK proceeding direct to PVD. It was about 10:15 PM when an aircraft asked center the following question: were there any fireworks going off in the area. Center replied in the negative, to the best of their best knowledge. The aircraft then reported they had something streak up towards them from the left and pass in front of them and through their altitude. There was silence on the frequency. I asked center the position of the aircraft reporting the event. Center replied 20nm south of HTO. It was a foreign carrier, but judging by the accent of the pilot, I would say it was Air India or Pakistan Intl. I didn't get a call sign, and to my surprise, center did not ask any more questions. It was a crystal clear night, and we could see the Hamptons from our position. There were no fireworks taking place anywhere. Unless the controller was working both frequencies, the aircraft was at least climbing to or in the high sector. I did a

little bit of checking, and found out Air India leaves at 7:30. PM, and Pakistan Intl. leaves at 9:45 PM from Kennedy. It doesn't really matter who it was. Fact is someone reported a streak that came from the ground and to the left of them and passed in front and through their altitude. It was 10:17 when center replied to me that the aircraft was 20nm south of Hampton. Is it merely a coincidence this is close to where TWA 800 blew up, or is something else going on? I don't believe the aircraft was flying inverted and that was a meteor that streaked by their windshield. Again I was amazed at the silence of the controller after the report. This event certainly got our attention.

November 17, 1996 WCBS-TV

WCBS-TV reports that last night Pakistani International Airlines flight 712 radioed Logan International (Boston) that a missile had just flown by their plane (the story implied 'just missing them') ...Boston confirmed 'two unidentified blips' on radar at the same time as the PIA report.

November 17, 1996 Associated Press

FBI spokesman Joseph Valiquette said Sunday, "At this point we don't know what, if anything, was seen." Shah (pilot of PIA 712) said they were told by Boston air traffic controllers that there were no military exercises in the area. He also said the pilots were interviewed by officials with the U.S. Embassy in Frankfurt... A TWA plane flying immediately behind the Pakistanis jet Saturday made a similar sighting and asked to turn around The TWA plane was rerouted and the air corridor used by the Pakistan Airlines flight was closed.

December 12, 1996

A Saudi Arabian Airlines crew reported sighting a bright greenish object streaking by their plane as it approached Kennedy Airport Thursday morning. It was approaching Kennedy airport, 15 miles south west of East Hampton, at about 12,000 feet when the object appeared on radar. At least one crewmember saw the object from the cockpit window for about two seconds.

February 7, 1997

Passenger from JFK to Atlanta on Delta Flight 592 (which had a scheduled departure of 6:45 am) between 7:15 and 7:30 am seated on the left side of the plane observed a missile/rocket. It was an early morning flight and after a delay of about half an hour the plane took off. It was a very clear morning with excellent visibility. She had taken a window seat on the left side of the plane. About 10 minutes into the flight the plane had just finished a rather wide turn and had reached about 8-10 thousand feet. It was still climbing but had taken a course heading that took it over the coast. Passenger could see the coastline all the way down to her left and the ocean beyond. As she looked down she saw a trail of light gray smoke pouring out of a missile that came up from the ground (she could see the smoke trail) it arched out pouring smoke from the rear, wobbling as it went and took a heading parallel to the coastline. There were no visible fins or coloration of the fuselage. It was about 2,000ft below the left side of the plane moving she believed in an easterly direction following the coastline but inland perhaps a mile or two. The plane was, she believes, heading in a southerly direction directly across the coast and then over the Atlantic. At the time she was a bit amazed at what she was seeing and remember saying to herself "Thank God it is going in the other direction." The missile was land-launched missile about 2 or 3 miles inland from the coast of eastern Long Island. She called Delta Airlines on 4/16/97 in Atlanta and spoke to Warren Garland (Mgr. of Consumer Affairs?). Her presence on the flight was confirmed and great interest was shown in what she had to relate. She also called TWA on 4/17/97 and again much interest was expressed. She then called the Airline Pilots Association (AOP) in Virginia and again there were many questions and much interest. She finally called the FBI in Melville on the same day or within a day or two. The person who handled the call showed no interest compared to the others - almost no questions - a whole different reaction. On 5/12/97 she called a Newsday reporter after seeing a TV interview of one of the Newsday reporters who said almost everyone

believed the TWA crash was due to mechanical failure. She spoke to a woman reporter who was very interested and called her back with more questions.

March 17, 1997 19:15 (EST)

Northwest Airlines D93 Flight 775 Newark to Minneapolis and Flight 361 A320 LaGuardia to Minneapolis report missile both departing at 6:55 PM about 15 Minutes into flight. Plus Delta and US Airways flights. A Reuter's report of April 10, 1997 indicated that Northwest Airlines pilots reported that they saw what appeared to be a missile or a rocket over the New York area the evening of March 17, the Saint Paul Pioneer Press reported Thursday. In a copyrighted story, the Pioneer Press reported that investigators are piecing together tapes of air traffic control radar recorded the night of the sightings. Two other flight crews, from Delta Airlines and US Airways have filed similar reports, the newspaper said. The possibility that missiles are flying in commercial airspace is particularly significant in the aftermath of last summer's crash of TWA flight 800 minutes after takeoff from JFK International Airport in New York, the Pioneer Press said. The pilots of a Northwest Airlines DC-9 reported a possible missile sighting about 15 minutes into their flight from Newark International Airport in New Jersey in March, according to the Newspaper. A second Northwest flight crew, in an aircraft that left from LaGuardia Airport in New York reported a similar sighting.

August 9, 1997 September 26 Reuters

A Swissair passenger jet flying over New York had a close encounter last month with a weather balloon, the Federal Aviation Administration said on Friday. The crew aboard the Swissair 747, flight 127 traveling from Philadelphia to Boston, said the encounter occurred on Aug. 9 at 5:10 p.m. local time over Deer Park (Long Island), New York. The crew could not identify the object, which the airplane passed at an elevation of 23,000 feet (7,000 meters). The airplane was traveling about 500 mph (800 kph) at the time. A United Airlines flight passing through the same area a short time later identified the object as a large balloon, the FAA said. An FAA investigation of the incident "concluded that it was indeed a weather balloon," FAA spokesman Jim Peters said. He said the National Weather Service balloon had been cleared in advance to be in that area. Swissair spokesman Ulrich Wohn said the pilot followed standard procedure by reporting the close encounter. He said the flight landed on time in Boston and continued on to Zurich without incident. "At no time were any of the passengers at risk," said Wohn. "They didn't even see it."

September 27, 1997 Electronic Telegraph Issue 856

An unidentified object narrowly missed a Swissair jumbo jet with 64 passengers aboard at 23,000 feet near New York, a company spokesman said yesterday. The object was described by the 747 captain as "elongated, white and without wings" but the co-pilot recalled it as being "more spherical". American aviation authorities dismissed speculation that the object was a missile and said it was a weather balloon. Swiss Radio reported the captain as saying he did not find that explanation credible although neither he nor his co-pilot thought it was a missile. The near-miss occurred on Aug 9, close to the spot where a TWA airliner exploded in July last year with the loss of 230 lives. Swissair flight 127 was traveling from Philadelphia to Zurich via Boston.