

FULL TEXT OF RUSSIAN REPORT OF UFO SEEN BY AIRCRAFT CREWS ON TBILISI-ROSTOV-ROUTE

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(Translation from Russian: G.C.) (See Summary already given in FSR Vol. 30, No. 4: *The Russians Again.*)

AT 4.10 PRECISELY...

WE REPORT IN DETAIL

By V. Vostrukhin

Special Correspondent of *TRUD*

Flight No. 8352, TBILISI-ROSTOV-TALLIN, by aircraft TU-134A, was operated by an aircrew from the Estonian Administration of the USSR Ministry of Civil Aviation. The Flight-Captain: Pilot First Class Igor' Alekseevich Cherkashin. Trained at the Buguruslansk Flying School. Flying Time: 7,000 hours. The Second Pilot: Pilot First Class Gennadiy Ivanovich Lazurin. Trained at the Sasov Flying School and Order of Lenin Civil Aviation Academy. 4,500 flying hours. Navigation Officer Second Class: Egor Mikhailovich Ognev, graduate of the Order of Lenin Civil Aviation Academy, 3,500 flying hours. Air Mechanic: Gennadiy Mikailovich Kozlov, A.M. First Class, 12,500 flying hours.

At 4.10 am, there were still 120 more kilometres to Minsk. The aircraft did not seem to be flying, but just stationary there at the centre of the Universe. Not a crackle on the earphones. As luck would have it, they were all alone in the emptiness of Space, in a block of black glass with the stars as holes.

Glancing around his sector of the sky, the Second Pilot suddenly noticed, above them, to their right, a large star that was not twinkling. But yet not a star either. Rather a yellow blob, or the size of a 5-kopek coin, with its edges drawn out. "Like a small..." (one word illegible, G.C.), he said to himself quietly. "A light refraction in the atmosphere, or, again, something else..."

From the yellow blob there shot out a fine, slender shaft of light straight down towards the earth below. Then the Pilot nudged the Air Mechanic with his elbow: "Look, Mikhail, something..."

The Air Mechanic looked out and at once said: "Captain. We must report it".

But the beam of light suddenly vanished and changed into a vivid cone of light. From that moment onward, they all observed what was happening over on their starboard side. A second cone of light, wider but paler than the first, now appeared. And then a third, this one wide and intensely brilliant.

"Wait" — shrugged the Captain. "Report? Report what? We must observe first to see what else happens. Well, anyway... what can it be?"

As airmen, of all people, well understand, you can't judge distances by eye. Nevertheless, all four men got the same impression, namely that the unknown object was at a height of 40 to 50 kilometers above the Earth. The Second Pilot started to make a quick sketch of the

Сообщаем подробности

РОВНО В 4.10

Рейс № 8352 Тбилиси — Ростов — Таллин на «ТУ-134А» выполнял экипаж Эстонского управления гражданской авиации СССР. Командир воздушного судна — Игорь Алексеевич Черкашин. Окончил Бугурусланское летное училище, налетал 7.000 часов. Пилот 1-й категории — Геннадий Иванович Лазурин. Окончил Сасовское летное училище и ордена Ленина Академию гражданской авиации, налетал 4.500 часов. Пилот 2-й категории — Егор Михайлович Огнев, окончил Академию гражданской авиации, налетал 3.500 часов. Бортомеханик 2-го класса — Геннадий Михайлович Козлов, налетал 12.500 часов. Бортомеханик 1-го класса

remarkable sight. It sounds incredible, but down below, on the area of the Earth lit by the cone-shaped beam of light, everything — houses, roads — was totally and distinctly visible. What must be the power of *that* "searchlight"?!

The beam of the "searchlight" next rose from the ground and centred on the aircraft. Now they observed a blinding white point of light surrounded by concentric coloured circles. The Captain was still hesitant whether to report. But then came something that put an end to his doubts. The white spot blazed up, and in its place... four or five words illegible on photostat copy. G.C.)

"It's switched on its engines, and it's racing", said the Second Pilot, unconsciously equating the phenomenon into the realms of the habitual life of airmen.

And it seemed to the Captain that the object was

now approaching them at immense speed, and about to cross the aircraft's course at an acute angle.

Captain Cherkashin yelled to the Navigation Officer: "Transmit report!" But — a strange coincidence — after Ognev's first words, the object halted. It had now ceased to approach, as at least it seemed to the Captain, while the Second Pilot, on the other hand, thought it had stopped moving away.

The Minsk Air Traffic Controller received and noted the crew's report, and remarked politely that unfortunately he himself could see nothing, either on the radar screen or in the sky.

"There you are!", grumbled Second Pilot Lazurin. "They say we're nuts!"

But the green "cloud" suddenly dropped down to the height of their aircraft. Then it went straight up again, vertically, and began to swing from left to right, and then down again once more and up again. Then, finally, it took up position right by the aircraft. And it flew along behind them, as though linked to them, at an altitude of 10,000 metres and a speed of 800 km.p.h. "They're giving us a ceremonial escort", muttered the Captain. "Some honour for us!"

Inside the "cloud", they could see a "play of lights" flashing on and off, like a christmas-tree decoration, and then performing horizontal fiery zigzags. The Navigation Officer conscientiously went on reporting.

Then he heard, in reply, the voice of the Air Traffic Controller: "I see flashes on the horizon. Where do you see your cloud?"

The Navigation Officer told him.

"It fits" said the Air Traffic Controller.

The cloud continued to change. It developed a "tail", shaped like a waterspout, wide at the top and narrow below. They began to hear —?— (*zapyataya*). Then the "tail" started to rise against the horizon, and from elliptical the cloud changed its shape to square. "Look, said the Second Pilot, "It's mimicking us!" And, in fact, they were now being escorted by a sharp-nosed, wingless "cloud-aircraft" with a —?— tail (*s koshenym khvostom.*) It shone with a yellow and green glow. Where our aircraft have their nose, it seemed to have a solid ball.

The stewardess stepped into the cockpit and said: "The Passengers are interested to know what that is flying along beside us!" Captain Cherkashin took a deep breath and replied: "Tell them it's a cloud! Yellow clouds — lights of cities showing up from below! Green clouds — tell them it's the Aurora Borealis!"

Just at that time, another of our aircraft was passing through the Minsk Air Traffic Control Zone. This was also a TU-134 from Leningrad, flying the opposite route to the Tallin crew. The two aircraft were 100kms. apart. At that distance it is impossible to see a big stratocruiser.

When Cherkashin asked them, the other TU-134 replied that they could see nothing. The Minsk controller, who could now see the aircraft clearly, gave

the Leningrad crew the co-ordinates and direction in which they should be able to observe the phenomenon. But they saw absolutely nothing. And only when they were 15 kms. apart did they begin to see it. And they gave a precise description of the "cloud aeroplane".

Much later, Cherkashin's crew, trying to explain to themselves what they had seen, suggested that the light from the object was... (four or five words illegible G.C.) and did not shine in all directions.

As regards the "cloud aircraft", they contacted the Air Traffic Controllers at Riga and Vilno, who, first the one, then the other, picked up the strange "tandem" pair — the TU-134A and the "cloud aircraft".

As they passed over Lake Chud and Lake Pskov, Cherkashin's crew were able to make an estimate of the size of the "cloud aircraft". These two lakes, oblong in shape, are separated by a small sand-bar. The TU-134A was flying at a distance of 120 kms. to the left of the lakes. And the "cloud aircraft" was flying to the right of them, in the vicinity of Tartu. From the area of the craft where, as it seemed to them, there was what looked like a "solid ball", a beam of light shot out again. The patch of light struck on to a cloud, and then moved down towards the ground. Thus, by mere chance, the object had revealed to them its own dimensions. It was now possible to assess its length as being equal to the length of Lake Pskov.*

Meanwhile, the two companions — the aircraft and the "cloud aircraft", continued on their way together right to Tallin in Estonia.

After the crew had touched down at Tallin, the Air Traffic Controller there gave them these curious details: On the Tallin radarscope at the Airport, the TU-134A was not the only thing seen. Though there was only the *one* aircraft, yet on the radarscope, right behind the blob of the aircraft, there were two other moving blobs. Furthermore, those two blobs were observable the whole time. But the light blob of the aircraft itself kept vanishing and reappearing. Said the Controller: "I would have understood it all right had you been 'blinking' on the landing radarscope. But on the sky-scanning radar, that never happens — simply CAN'T happen."

* * *

WE REQUESTED a Vice-chairman of the Commission on Anomalous Phenomena, USSR Academy of Sciences Associate Member Dr. Nikolai A. Zheltukhin, to comment for us on the report from our Correspondent, and his statement is as follows:—

"The Commission is making a systematic study of sightings of unidentified flying objects observed over the territory of the USSR. The material we have is already quite considerable, so we have something to work on. But one is obliged to note with regret that all the accounts

at our disposal suffer to some degree or other from bias and incompleteness. This sighting by the Tallin air crew has been investigated by the Estonian Section of our Commission, consisting of Messrs I. Volke, E. Parvo, and others. The case is a genuinely interesting one, though we know of others like it.

The fact that the object instantaneously reversed its line of flight and shot down an unusually powerful beam of light from a great altitude is unquestionably something quite anomalous.

But, in judging the nature of the phenomenon, the Commission is guided by the indications of the locality. That is to say, if the phenomenon is local, and limited in space, it can be claimed of it that it is anomalous. But the dimensions of the object in this case, as seen by the airmen, were unintentionally enlarged. It was already very big. It was natural to suppose that, somewhere far away, many thousands of kilometres distant, some global atmospheric or geophysical process of a type already known to

Science might have been taking place.

But to the pilots the thing seemed to be quite close. In other words, a typical optical illusion.

But this explanation proved in the end to be unsound. For the pilots were able to establish its distance from them.

Consequently, the only conclusion that can be drawn is that the Tallin aircrew encountered what we call a *UFO*. It is particularly valuable that we now possess a consistent and detailed picture of the transformation in the appearance of unidentified flying objects. G. Lazurin has given us an oral description, plus sketches.

We would again request TRUD readers to report all such sightings to this address:—

COMMISSION FOR ANOMALOUS
PHENOMENA

Box 764

GLAVPOCHAMT (MAIN POST OFFICE)

101,000 MOSKVA

**Lake Pskov is 25 miles long. Ed. FSR.*

WILL THE EARTH BE STRUCK AGAIN SOON?

WITH the reappearance of Halley's (pronounced "Hawley's") Comet scheduled for the near future, the period November 9-16, 1985, has been designated "*National Astronomical Week 1985*". As our readers will know, in their recent book *From Grains To Bacteria* (Cardiff University Press) Dr. Fred Hoyle and Dr. Wickramasinghe have given us their extremely interesting theory about the dissemination of disease viruses and bacteria by comets. Unquestionably mankind has a deeply rooted fear concerning these matters, and can it be purely accidental, for example, that the very word "*influenza*", which we employ for a group of viruses that have killed millions, is in fact the ordinary Italian term for "*influence*"! The entrance of this word into our own language appears to date from the 18th century, that is to say from a time when there was evidently a very widespread popular belief — at any rate in Italy — that the "*influence*" causing pests and plagues "*came from the stars*" ("*la influenza delle stelle*")!

"Astrological mumbojumbo", we hear folk say today. But I recall that, in London, in 1955 or 1956, I had a chat about these matters with an eminent doctor, Sir Dalrymple Champneys, at that time the Principal Medical Officer at the Ministry of Health. In par-

ticular, I was asking him about the origins of 'flu epidemics, and he told me that more and more scientists were beginning to think that such waves of infection might indeed be coming to the Earth "from Outer Space", because it was noticed that frequently they did not seem to spread gradually around the world, but broke out in many places simultaneously, as though the planet were suddenly "bathed" in a sea of infection! And, hearing him say that, I recalled the wise old teacher Georgiy Gurdjieff, who had also taught that influenza was "*a special sort of disease*", and "*of cosmic origin*".

We understand that Dr. Wickramasinghe has recently warned again of the possibility that this time Halley's Comet may bring us something unwelcome (and already, in the past two or three months, Britain at any rate has had a touch of a more than usually severe "B" strain of 'flu).

In connection with the deep racial fear of comets and such things, another most important and most relevant book is Velikovsky's last work, *Man In Amnesia*, which is full of insights, and to which Dr. Grattan-Guinness referred in his article in our last issue.