

Assault against Army Helicopter (U.S.A.)

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US Army Lt. Colonel Lawrence E. COYNE, BA, US Army Commanding General Staff College, 23 years of military service, helicopter pilot, 3,000 hours of flying time, Bataillon Commander and Supervisor of Army Flight Facilities in Cleveland, Ohio.

His statement about his perilous encounter and assault by a "nuts and bolts" galactic spacecraft was explained on November 27, 1978, before the U.N. Special Political Committee Session as follows:

United Nations
**GENERAL
ASSEMBLY**
THIRTY-THIRD SESSION



SPECIAL POLITICAL COMMITTEE
35th meeting
held on
Monday, 27 November 1978
at 10.30 a.m.
New York

*Official Records**

18. Lt. Col. COYNE described an incident that had occurred on 18 October 1973 involving a United States Army utility helicopter, of which he had been in command, and an unidentified flying object. The incident had almost resulted in a mid-air collision.

19. The helicopter, with a crew of four men, had left Columbus, Ohio, for Cleveland, Ohio, at 10.30 p.m. on a clear night. During the flight, a red-lighted aircraft had been observed approaching the helicopter at very high speed. He had immediately contacted Mansfield, Ohio, approach control by radio, asking if any high-performance aircraft were in the area. After an initial acknowledgement, no further response had been received from the ground, although the helicopter's radio still seemed to be functioning. Although all evasive action had proved futile, no collision had in fact occurred. The aircraft had positioned itself directly in front of the moving helicopter. It had been 50 to 60 feet long with a grey metallic structure. On the front of the aircraft, which was symmetrical in shape, there had been a large, steady, bright red light. From the undercarriage, a green light had emerged, which had then swung through an angle of 90 degrees to shine directly into the cockpit of the helicopter. He had noticed that the magnetic compass on the helicopter instrument panel was no longer holding a steady course, but was spinning slowly. Attempts to establish communication with the ground using the emergency radio frequency had been unavailing. The helicopter, with the object still positioned in front of it, had begun to climb at a rate of 1,000 feet per minute, in spite of the fact that the controls were still set for a 2,000-foot-per-minute descent. At 3,500 feet, he had applied a power change to the helicopter, and at 3,800 feet, a bump had been felt. At no other time during the incident had any extraneous noise been heard, or any turbulence felt by any member of the crew. The UFO had then moved slowly westward, away from the helicopter, and the green light had been retracted, with the helicopter settling into a descent. The object had been momentarily positioned above the helicopter, at which point a bright white light had been observed. As the object's distance from the helicopter increased, the light had become even brighter and a noticeable increase in speed had been observed. After first flying west, the object had turned north-west at even higher speed and had disappeared. At that point, communication had been re-established with the ground.

20. No noticeable wings, landing gear or vertical or horizontal stabilizers had been observed on the object. Nevertheless, it had demonstrated its ability to change or maintain altitude and headings and to change speed.

21. He was convinced that the object had been real and that such incidents should be thoroughly investigated.

The meeting rose at 12.45 p.m.

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