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There were 3 of us coming out of Churchill last spring. I think it was about May. We were southbound with a DC3 at 6,000 feet and we were climbing coming up on Lake Winnipeg, which is on our route, and coming up to Berens River and we could see the lake over to the right. and there were 3 of us on board, all pilots, and we ~~slp~~ spotted an aircraft or what appeared to be an aircraft coming toward us. ~~at~~ at quite a distance. It drew closer and closer. Actually, it didn't get close enough to identify it, but what happened was that it--we were both watching it (pilot and co-pilot) trying to determine just what it was. and it didn't--we noticed then that it wasn't flying straight and level. It was flying at an angle of about 45 degree bank, but it was still coming straight toward us. and as we watched it, it didn't turn around. I just went directly the other direction, straight away from us. And without changing its angle of bank or anything else. it just went off into the distance directly away from us. and a puff of smoke appeared, an odd shape, like a small cloud. And it disappeared in that. And then another one appeared over toward our right, approximately 20 miles farther off to the right, and all we got of that was a dot and a puff of smoke. Then it disappeared. and then the one we were previously looking at re-appeared, came back toward us again, and unfortunately it didn't get close enough again ~~tazzy~~ to, say, really say that this is 'I can positively identify what it was.' we didn't have field glasses but again we saw this thing come up toward us and do the same thing, disappear again. Unfortunately, that's all we saw. we didn't get close enough to really get a good look at it. but I've got 17,000 hours in the air and I've flown all types of aircraft including Boeing 737s and all types of small aircraft on floats--there's nothing that I can imagine that could perform like that. [There's just no way that anything I know of could come directly toward us and ~~thanz~~ not turn

around to retreat

Q. This was a daytime thing?

A. Yes, this was indaylight on a clear day. About noon . . .

Q. Who were the other two guys with you?

A. One of them was one of the captains with OCA (Ontario Central Airways), Jim Rogoza, of Red Lake, and the other was John Wilson, who was flying first officer with us. He, I think he's probably in the Siloux Look area or Thunder Bay now. He's not with OCA. You can locate Rogoza through our Gimli office here. He is a captain as well. He was riding down with us in the aircraft. Rogoza now lives in Gimli. He bought himself a farm over here.

Q. Was this DC3 a passenger or cargo plane?

A. Cargo.

Q. You were coming out of Churchill. Where were you headed.

A. Here for Gimli, our main base. Ontario Central Airways' box is 1248, phone number is ~~642-5142~~ 642-5142.

Q. How old are you?

A. 51.

Q. Weston said you had some 20 years of flying experience.

A. Close, actually it's like 26 years.

Q. What were the weather conditions like that day?

A. It was clear and there was very little cloud--there was scarcely any cirrus. It was a clear day, except for these ~~xxx~~ puffs of smoke we saw, which were associated with whatever type of aircraft they were.

Q. You saw these off to your right over toward Lake Winnipeg.

A. Towards the ~~xxxx~~ lake. The one was almost directly in front of us, about 10 degrees off to our track, and our heading was toward Gimli, and the other was 30 degrees or 20 degrees farther to the right.

Q. How far from Gimli do you think you were?

A. We were about 150 miles out of Gimli at that time.

Q. So, would you be over Manitoba or over Ontario?

A. We were in Manitoba.

Q. And this object--did it ever come close enough that it got a distinct shape to it?

A. No. Actually, yes. Just a, well, I would say just a flat--not to get a real good look at it to see whether it had any windows, but it was a flat cylindrical shape.

Q. No color other than dark?

A. No, I couldn't distinguish color. All I could see was the form at that distance.

Q. Since you don't know the size you don't know the distance?

A. No, we couldn't--there was really was nothing to gauge any size to it.

Q. But you could plainly see that it was coming toward you,

A. Yes,

Q. And then it went back in the opposite direction without turning around?

A. That's right. We were both looking right at it.

Q. You say both--you and Wilson?

A. Yes. Myself and Wilson. We drew Rogoza's attention to it. He was in the back and he came up and looked at it. By this time it was receding, and he couldn't see it as well as we could.

Q. The puff of smoke--did it dissipate before you got to it or what?

A. Yes, it did. We didn't actually get to the smoke. It wasn't in our track and it did dissipate.

Q. And then it went back and you saw an object to your right, maybe 20 miles off to the west?

A. Yes.

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Q. And was it coming toward you? like

A. Well, no. All we saw there was a puff of smoke and a speck. ~~Ex~~ a black dot and we thought it was perhaps another one because the smoke had drawn our attention to it, or a puff of smoke, because it was so similar to the other one. It was almost identical. with the way the other one looked. It was identical except for the shape ~~and~~ <sup>of the</sup> smoke.

Q. With your experience in the air, it could definitely not have been a jet going away from you?

A. Well, the jet would have to turn around--

Q. I'm talking about the second object.

A. Well, the second one--

Q. As if you were looking straight at the exhaust of a jet . . . I'm thinking of seeing jets taking off with all of the exhaust coming back, say going directly away from you. With your experience you don't think it would be that type of thing.

A. Well, that's possible, with the one on the right. But, not with the one on the left.

Q. Would this be on any particular airline route?

A. No, it's not. It's north of the north of the regular airline routes, which I have flown.

Q. Then after the second object disappeared, the first one came back?

A. It did. It re-appeared. It came toward us and then did exactly the same thing--reversed without turning around. And disappeared. Then we lost sight of it entirely and nobody ever saw it again. We just--prior--after having heard <sup>rumors</sup> of--  
heard what made us possibly think of, we'd just heard of some sightings in the Sioux Lookout and Thunder Bay area (in Ontario) . . . the previous day. It's a few hundred miles to the southeast of where we saw the sightings.

Q. How long do you think you had these objects in sight?

W A. Well, the one we had in sight for approximately--well, ~~xx~~ it didn't really completely disappear the first time in so much as the smoke was still visible and I think we could still see the speck. And then when it turned around or reversed and came toward us again--the total time of sighting of that one would be 3 or 4 minutes. We had time to get the guy (Rogoza) out of the back and bring him up front and he had a look at it, and he was well back in the aircraft and we yelled at him and he sort of took his time coming up front.

Q. And the second time was it on a 45-degree angle?

A. Yes.

Q. As you were looking at it would it be slanted down to your right or your left?

A. To our right.

Q. But it was thick enough to get a definite ~~xxx~~ flat shape to it?

A. Yes.

Q. What did you think about all this?

A. Well, I thought to myself that in view of all the rumors I'd heard that I could actually say that I felt that I had seen something that I couldn't describe, that I could possibly say that was a UFO. This is what my thought was. I've never gone out of my way deliberately to look for them but I've heard of --we've had some reports from some of our airline people, or <sup>R</sup>ansair we've had people who've seen them . . . I felt at that point that that was an actual sighting. something that I could say I couldn't explain. in any other way than that it could have been a UFO.

Q. You've flown airliners--you said you flew a 737. that's a jet, right?

A. Yes, a passenger airliner, out of Winnipeg on the Toronto run on down to, of, Barbados, Nassau, Freeport, ~~xxxxxx~~ New York, etc.

Q. Wilson's no longer with the airline?

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A. He's no longer with OCA, no. (Agreed to check his log book to get exact ~~dx~~ date and call me later) . . .

Q. And this was a cargo plane?

A. Yes. . . . I wish ever since I saw it that I did get a better look at it, but certainly what we saw was something I couldn't possibly explain in any other way.