

# IRANIAN JET CASE

September 19, 1976

The pilot reported he  
“...lost all instrumentation and communications (UHF and intercom).”

By  
Bruce Maccabee  
c 2006



## A RUDE AWAKENING

When I talked to Henry in late 1982 he still remembered the night, 6 years before, when he was rudely awakened by the loud roar of jets taking off at full speed. At that time he lived close to the Shahroki Air Field in Hamadan, Iran. Jets taking off at full speed at night and “with afterburner” were a rarity, he said. Henry was an employee of the Westinghouse Corp. and he was in Iran to help maintain the avionics, including radar, in the F-4 Phantom jets that the Iranians had bought several years earlier. Although he did not know the reason for the high speed takeoffs at the time they occurred, he found out the next day: the jets chased a UFO. Several days after that, he and co-workers were allowed to examine the planes. They found that all the electronics were operating normally. This was surprising, considering what the pilots reported had happened during the chase!

Mehrebad Airport in Tehran was a busy airport, handling many hundreds of takeoffs and landings, civilian and military, every day. Houssain Pirouzi was the night supervisor in charge of the air traffic control tower at Mehrebad Airport in Tehran. At age 35 he already had 13 years experience in traffic control. When he arrived at work about 10 PM the evening of September 18, 1976, there was nothing to suggest that this warm evening would unlike any other he had ever experienced. The first hint of something different came at about 10:30 PM when the airport received a phone call from a civilian in the Shemiran area, about 10 miles northeast of the airport.

[Note: what follows is my reconstruction of the sighting history. This is based, in part, on two interviews of Hossain Pirouzi, done 3 and 4 months after the events. They were provided to me by reporter Bob Pratt, who was, at the time, a full time UFO investigator employed by the National Enquirer. This history is also based on newspaper accounts and on the initially classified (Confidential) U. S. Air Force (USAF) teletype message by Lt. Col. Olin Mooy, that primarily describes the events as recounted during an interview of the pilot of the second jet. Col. Mooy was a member of the MAAG or Military Assistance and Advisory Group which consisted of USAF officers who provided assistance and advice to the Imperial Iranian Air Force (IIAF).]

### DON'T WORRY ABOUT THAT LIGHT!

Hossain Pirouzi listened as a lady described seeing “a strange object like a sun in the sky about 1,000 meters (about 3,000 ft) above me. The colors change through orange, red and yellow.” Can you describe a shape, he asked. She said the closest thing she could compare it with was a fan with four blades. Furthermore, she thought there might be two objects because sometimes it seemed to separate into two parts. “What is it?” she wanted to know. Pirouzi said the lady shouldn't worry, he would check it out. She hung up.



TEHRAN, view to the North (web picture, 2006)  
There is a range of high mountains north and east of Tehran, with peaks up to about 18,000 ft.



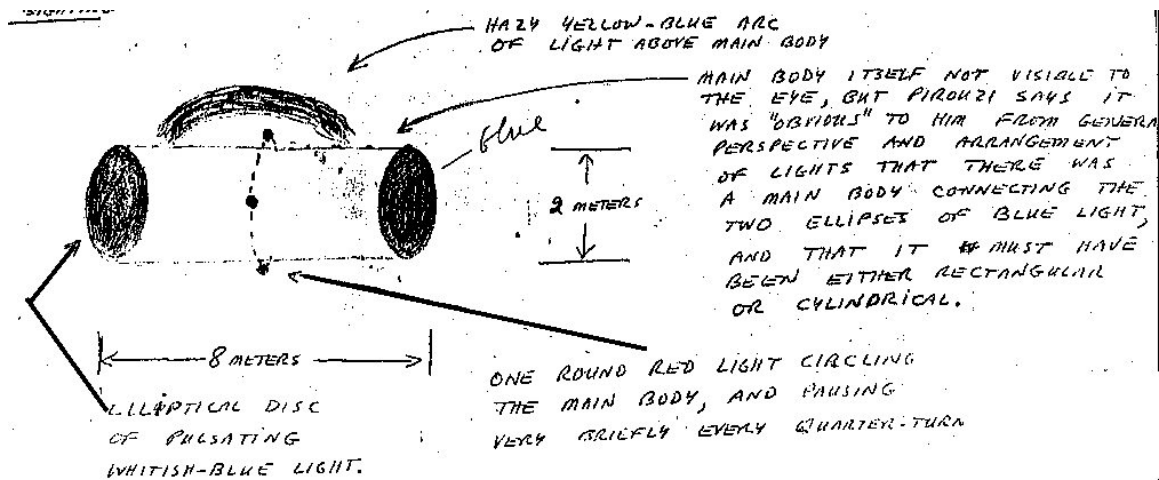
TEHRAN, view to the East (web picture, 2006)

Pirouzi didn't bother to check up on it. His radar was being repaired, so there was nothing on the radar screen. He assumed she had been seeing some star and forgot about her. He went about his normal business taking care of other aircraft that were passing through his control area. Then at about 10:45 he got another call. This caller was another lady in the same area of the city as the first lady. The second lady said she had been on the roof of her house and suddenly saw a strange object lighting up and changing direction and "sometimes dividing into two and joining together again." She said she could see the object as she was talking to Pirouzi. He told her not to worry about it.

Then a man who also lived in northeast Tehran called to say he was seeing an object that he was certain was not an aircraft. Pirouzi had three trainees working with him at the control tower and he sent them outside to look for the object/light. They couldn't see anything. Then one of the trainees got a phone call from a lady who said her husband had seen the object.

## NOT A STAR!

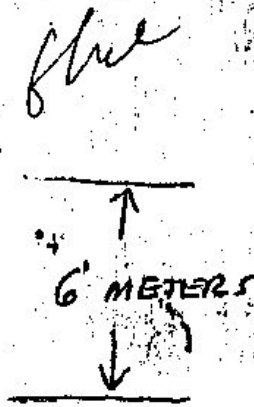
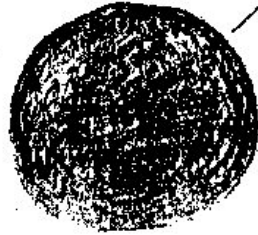
It was now about 11:15 and there had been four calls since 10:30. These were enough to arouse his interest. He obtained binoculars and walked onto the terrace around the control tower. He first focused the binoculars carefully until he could read the registration numbers on a distant aircraft that was parked at the airport. Then he turned them to the northeast. It took him a minute or so of looking, but then he saw it. "I was amazed, flabbergasted. I didn't know what to think. There definitely was a very strange object there in the sky right over Tehran. To the naked eye it looked like a large star low in the sky but without the twinkle." However, through binoculars he could see many details of the shape and color. "It was rectangular in shape at a height of about 6,000 ft." The right end was blue, the left end was blue, and in the middle was a red light making a circular motion. He thought that the object was probably cylindrical. "It reminded me of the flashing light of an ambulance, this one (red light) was not flashing. The circular motion of the red light was not continuous. Every 90 degrees or so, it paused for a fraction of a second." He estimated that it took a second or two to make a complete circle. The object was also oscillating or tilting like a see-saw.



### DRAWING BASED ON A SKETCH AND DESCRIPTION BY PIROUZI

"Suddenly it appeared at another position one mile further on." That is, it was slowly traveling north but suddenly it disappeared and a few seconds later appeared at a further north location. Pirouzi also said it moved southward at times. "I could see it this time as bright as a sun. It was all yellow, like a star, but much bigger. Then it appeared to me to be like a starfish. I can't be sure of the order of the colors but there were blue, orange, red and yellow lights."

V SIGHTING



OBJECT SHAPE DURING PIROUZI'S SECOND SIGHTING

GLOWING RED COLE

GREEN RING



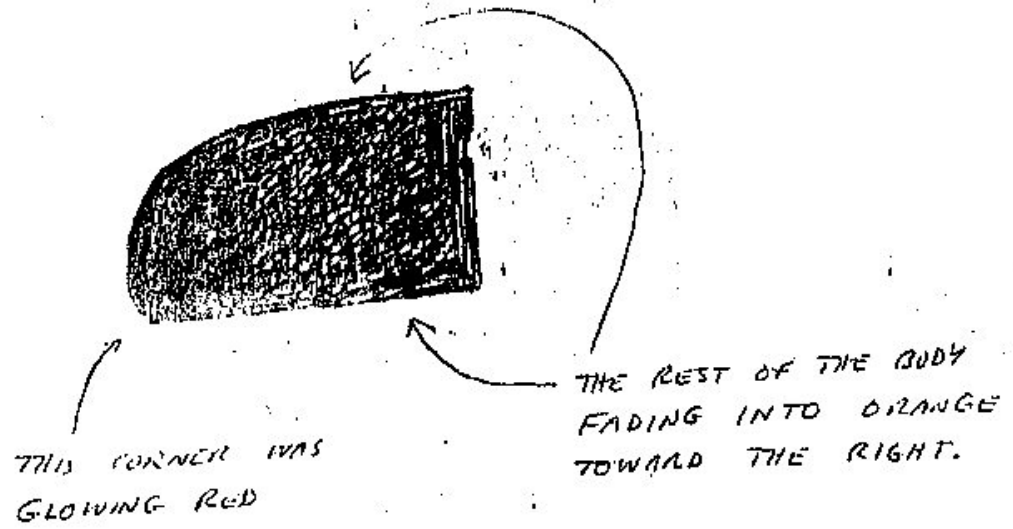
~~DARK ORANGE~~ EXTENSION AS  
THOUGH FLOWING OUT OF  
GREEN AREA. TOWARDS THE  
TIP IT BECAME MORE YELLOW  
THAN ORANGE.

PIROUZI IS CERTAIN THERE  
WAS ONLY ONE SUCH EXTENSION  
WHICH KEPT REVOLVING AND  
CREATED THE ILLUSION OF  
4 AND SOMETIMES 3 EXTENSIONS.  
(DIFFERENT)

EACH OF THE EXTENSIONS WAS  
ABOUT 2 METERS LONG.

(THE OUTLINES OF THE  
EXTENSIONS SHOULD BE MORE  
FUZZY THAN I HAVE DRAWN.)

OBJECT SHAPE DURING PIROUZI'S THIRD SIGHTING

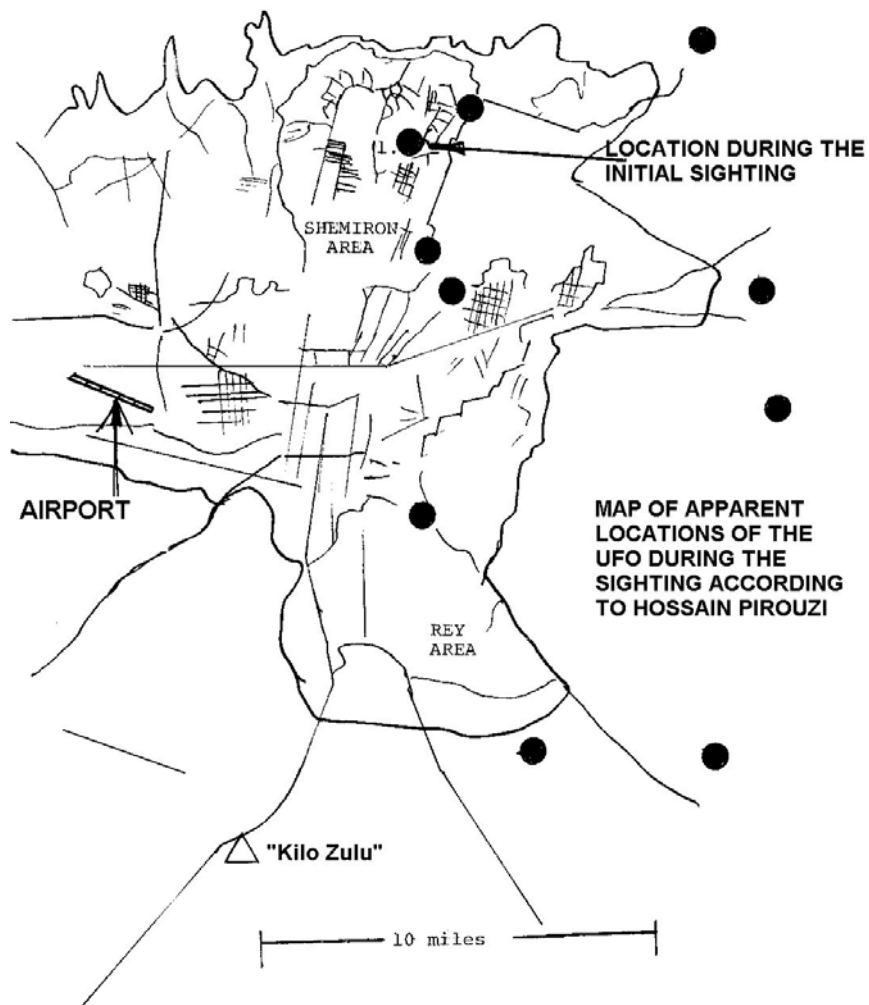


**OBJECT SHAPE DURING PIROUZI'S FOURTH SIGHTING**

**THE ABOVE DRAWINGS ARE BASED ON SKETCHES AND DESCRIPTIONS BY PIROUZI**

Pirouzi gave the binoculars to the others present and “they saw the object as a half-circle, in the same colors, blue, range, red and yellow.” The object seemed to change its shape. While Pirouzi over several minutes watched the apparent shape seemed to change from cylindrical, with blue ends and a red light going around the middle, to a fan like shape with drooping blades (“starfish” shaped) with fuzzy edges. The “blades” were dark orange near the hub changing to yellow at the tips. “The hub itself was made up of two concentric areas of color. There seemed to be a large green surface and then a smaller core which glowed like a piece of red hot coal.” One of the trainee witnesses compared it to an orange-red horseshoe with a blue area in the enclosed space of the horseshoe.

Pirouzi now knew that the strange object was real, but he didn't do anything about it. He had normal aircraft control duties to occupy his time. There were no aircraft scheduled to land at this time, but during the next hour four aircraft flew through his control area. As these aircraft passed by the pilots reported receiving an emergency radio beacon signal at 121.12 MHz. The pilot of a civilian liner asked if there was a crashed aircraft in the vicinity. There was none. The onset of the beacon signals combined with the earlier reports and his own sighting of some strangely lighted object began to worry him. He decided to appeal to “higher powers.” He called the Imperial Iranian Air Force (IIAF).



MAP OF TEHRAN SHOWING THE VARIOUS APPARENT LOCATIONS OF THE UFO ACCORDING TO PIROUZI

#### ENTER: THE IMPERIAL AIR FORCE

It was now about 12:30 AM, Sept. 19, 1976. Pirouzi called the IIAF Officer on Duty and told him about the emergency beacon and the lighted object that seemed to be about 6,000 ft above the city and that was changing positions and was changing color. He told the Officer that he did not have the object on radar because the radar was being repaired but that he had seen it visually. He asked the Officer what, if anything, he should do about it. The Officer, in turn, called IIAF General Youssefi, the senior officer on duty. Youssefi called radar installations at Babolsar and Shaharoki. [Babolsar is about 100 (statute) miles northeast of Tehran, on the north side of the Elburz Mountains, which rise to over 18,000 ft (Tehran is at about 4,000 ft above sea level). Shaharoki Air Base is about 150 (statute) miles west - southwest of Tehran.] Neither of these radar installations had a radar target in the location of the object. [Conjecture: perhaps the high

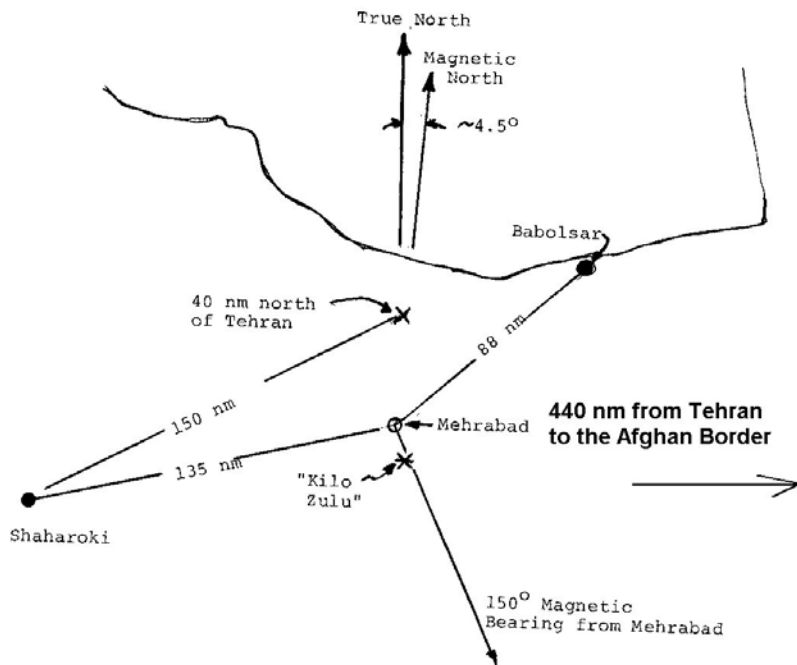
mountains blocked the Babolsar radar and perhaps the object was not apparent to the Shahariki radar because it would have been silhouetted against “ground clutter” caused by the high mountains around northern and eastern Tehran.] Youssefi then called Pirouzi and Perouzi told the General where to look for the object. Youssefi went onto the roof of his northern Tehran house. He reported to Pirouzi that he saw the same object and “it isn’t a star.” He decided to appeal to “air powers.”

General Youssefi called Shahroki Air Base and ordered an immediate launch of a Phantom jet. [According to Janes’ *All the Worlds Aircraft*, in the late 60’s and early 70’s Iran purchased 32, F-4D Phantom jets and also some – number not given - F-4E jets. These are capable of speeds up to Mach 2.2.] Twenty-three year old Lt. Jafari responded to the scramble order. He took off at 1:30 AM at his fastest takeoff speed (... and woke up Henry!). He spotted the UFO soon after because it was bright enough to be seen from 70 miles away. He proceeded to a point about 40 miles north of Tehran. Hossain Pirouzi acted as an intermediary, relaying Youssefi’s orders to the pilot. The General ordered the pilot to get as close as possible to determine the shape of the object but to do nothing else (no order to attack). It appeared to now be as high as 12,000 ft. According to Jafari, as he approached at more than the speed of sound the object sped up to stay ahead. He described it as “half the size of the moon as seen from earth” and “it was radiating violet, orange and white light about three times as strong as moonlight.”

#### MACH 2 IS NOT ENOUGH: THE FIRST JET CHASE

Jafari put the “pedal to the metal” and reached a speed of about Mach 2 (1,500 mph or 25 miles per minute) and still couldn’t catch it. He was flying toward the Afghanistan, about 500 miles east of Tehran. Youssefi ordered him to return to Tehran if he couldn’t catch it, so Jafari turned and headed back eastward. The object also reversed direction and began to chase the plane. In a short section of an audio tape recording (I presume made at the Air Traffic Control Center at Mehrabad) that was published in a local newspaper (see below), Jafari reported “something is coming at me from behind. It is 15 miles away...now ten miles...now five miles...It is level now...I think it is going to crash into me...It has just passed me by..missing me narrowly..” According to the newspaper report, “The disturbed voice of the pilot was clear on the tape. He then asked to be guided back to base.”





**GEOGRAPHIC FEATURES  
MENTIONED IN THE TELETYPE  
MESSAGE BY LT. COL. MOOY**

According to Pirouzi, while the jet was about 150 miles from Tehran, the object appeared over the city again, having beaten the jet back to the city. Jafari, now flying westward, again approached the object. He reported to Pirouzi that every time he closed on the object it affected his radio and all his instruments. According to Pirouzi, "...his engines were working normally, the lights on the instrument panel were working but all his navigation aids were out..." Youssefi ordered him to close again to get a better view. This time, according to the Air Force teletype message (see below) of Lt. Col. Mooy, when he got to a range of about 25 nautical miles (about 29 statute miles; 1 nm = 6077 feet), he "lost all instrumentation and communications (UHF radio and intercom)." [Note: the intercom allows communication between the pilot in the front seat and the radar operator in the back seat of the aircraft.] Pirouzi reported that "... at one point as he was talking to me, his radio went dead completely as he got close to the object." By this time he was running low on fuel so he broke off the chase and headed back toward Shaharoki. According to the Air Force teletype message, "When the F-4 turned away from the object and apparently was no longer a threat to it the aircraft regained all instrumentation and communications." Before he left the area Jafari reported receiving an emergency beacon signal, as had the earlier civilian aircraft. (Whether or not this was related to the presence of the UFO is not known. It may be that an emergency beacon somehow fell out of an aircraft that had passed over earlier and had landed on the ground and started transmitting as if a crash had occurred.)

## THE GENERAL TRIES AGAIN: THE SECOND JET CHASE

The jet-UFO chase just described occurred over a period of about 10 minutes. At 1:40AM Youssefi ordered a second scramble. (Henry was just getting back to sleep when he was rudely awakened for the second time!) Almost immediately the pilot of the second craft was in communication with Pirouzi, who reported that the pilot said he could see the UFO from 100 miles away. The jet flew toward the object which, according to Pirouzi's recollection of the pilot report, changed direction rapidly and forced the plane to chase it in a circular path.

According to the Air Force teletype message, based on the interview of the second pilot during the following day, the "backseater acquired a radar lock on at 27 nm, 12 o'clock high position with the VC (rate of closure) at 150 mph. As the range decreased to 25 nm the object moved away at a speed that was visible on the radar scope and stayed at 25 nm." [Comment: to decrease the distance by 2 nm when the rate of closure is 150 nm/hr would require about 48 seconds. Apparently the VC decreased as the object sped up, meaning that the lock-on period was definitely longer than 48 seconds.] The AF teletype message further states, "The size of the (radar) return was comparable to a 707 tanker. The visual size of the object was difficult to discern because of its intense brilliance. The light that it gave off was that of flashing strobe lights arranged in a rectangular pattern and alternating blue, green, red and orange in color. The sequence of the lights was so fast that all the colors could be seen at once."

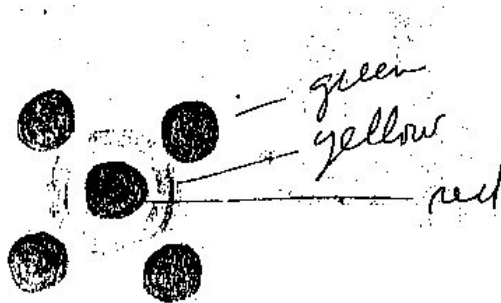


ILLUSTRATION OF WHAT  
ONE OF THE F-4 PHANTOM  
PILOTS SAW -- AS DRAWN  
FROM A SECOND-HAND REPORT  
OF THE PILOT'S DESCRIPTION.  
DIMENSIONS UNKNOWN.

**DRAWING BASED ON THE DESCRIPTION  
BY ONE OF THE PILOTS**

The plane tried to pursue the object while flying south of Tehran. According to Pirouzi the pilot reported that he couldn't easily follow the track of the object because it would change its position very fast, appearing at one location and then suddenly at another location, the same sort of saltatory (jumping) motion that Pirouzi had seen when he first saw the object. But then things started to "heat up."

#### CHASER BECOMES THE CHASED

As the second jet attempted to close on the object it suddenly emitted a smaller bright object, and this object headed toward the jet. According to the Air Force teletype message, "The object and the pursuing F-4 continued a course to the south of Tehran when another brightly lighted object estimated to be 1/2 to 1/3 the apparent size of the moon, came out of the original object, This second object headed straight toward the F-4 at a very fast pace. The pilot attempted to fire an AIM-9 (heat seeking) missile at the object but at that instant his weapons control panel went off and he lost all communications (UHS and intercom). At this point the pilot initiated a turn and a negative G dive to get away. As he turned the object fell in trail at what appeared to be about 3-4 nm. As he continued in his turn away from the primary object the second object went to the inside of his turn and then returned to the primary object for a perfect rejoin."

According to Pirouzi, the plane and the second object passed over the airport at the time that the plane lost communication. The pilot reported that every time he got close his electronic systems "went crazy" so he was about to give up the chase and land at Mehrebad when the object emitted a secondary object, as described in the previous paragraph. The pilot reported to Pirouzi that the secondary object started heading toward the airplane. At this time the pilot was approaching the airport and Pirouzi and the others at the control tower saw this happening. According to Pirouzi, "I saw this light for the first time, though only for a few seconds" after it first appeared. As the plane went "screaming" over the airport Pirouzi and the others saw a dark rectangular form almost "sitting" on top of the jet. It was at about this time that the communications were lost, cut off in mid-sentence. The plane then went into a diving turn and it wasn't until the plane and object were over Saveh, about 15 miles south of the airport, that communications were re-established. Then the pilot reported to Pirouzi that the second object had broken off the chase and was traveling within a few meters of the first. Then he reported that they had rejoined, as described above.

#### A FALLING LIGHT

According to the Air Force teletype message, "Shortly after the second object joined up with the primary object another object appeared to come out of the other side of the primary object going straight down, at a great rate of speed. The F-4 crew had regained communications and the weapons control panel and watched the object

approach the ground anticipating a large explosion. This object appeared to come to rest gently on the earth and cast a very bright light over an area of about 2-3 kilometers.” According to a newspaper report pilot estimated the size of this smaller object to be about 4.5 m in diameter. According to Pirouzi, the pilot reported that the smaller object had landed near a refinery in the area known as Rey and the pilot said that it had such a powerful light that he could see almost everything on the ground for two miles around. Pirouzi said that he and the others at the control tower saw the descent of the smaller light/object but could not see where it landed because of obscuring buildings. He could see the glow near the refinery.



VIEW OF TEHRAN LOOKING SOUTH

The Air Force message continues, “The crew descended from their altitude of 26,000 ft to 15,000 ft and continued to observe and mark the object’s position. They had some difficulty in adjusting their night visibility for landing. “ [Note: this could be evidence of the great brightness of the object; their night vision problem would be like looking at the bright full moon for many seconds or a minute and then trying to see stars in the dark sky at a distance away from the moon.] “So, after orbiting Mehrebad a few times they went out for a straight-in landing. There was a lot of interference in the UHF and each time they passed through a magnetic bearing of 150 deg from Mehrebad they lost their communications (UHF and intercom) and the INS [inertial navigation system] fluctuated from 30 to 50 degrees. The one civil airliner that was approaching Mehrebad during this same time experienced communications failure in the same vicinity (Kilo Zulu) but did not report seeing anything.”

According to Pirouzi, the F-4 was observing the main UFO as it orbited over the landed UFO light. The pilot said there was so much light he could see the stones on the ground. “It is like daytime,” he told Pirouzi. According to Pirouzi, the General ordered the pilot to descend to 6,000 ft, halfway between the primary object above and the ground below, but when the pilot got to within 15 miles of the UFO he lost all navigational aids. Then the General ordered the pilot to try to shoot down the primary object but then his firing control panel went dead. The pilot was finding very strong interference on the radio and also received emergency signals, as had the previous pilot. Finally, running out of fuel, the pilot headed for Mehrebad and landed as described above.

During the final descent the pilot saw something, also. According to the Air Force message, "While the F-4 was on a long final approach the crew noticed another cylinder shaped object (about the size of a T bird at 10,000 ft) with bright steady lights on each end and a flasher in the middle." [Note: this is comparable to Pirouzi's first sighting of the object.] "When queried the tower stated that there was no other known traffic in the area. During the time that the object passed over the F-4 the tower did not have a visual on it but picked it up after the pilot told them to look between the mountains and the refinery."

According to Pirouzi, it was about 4:00 AM when the original UFO climbed upward and disappeared from view. The next day, according to the Air Force message, "the F-4 crew was taken out to the area in a helicopter where the object apparently had landed. Nothing was noticed at the spot where they thought the object landed (a dry lake bed) but as they circled off to the West of the area they picked up a very noticeable beeper signal. At the point where the return was the loudest was a small house with a garden. They landed and asked the people within if they had noticed anything strange last night. The people talked about a loud noise and a very bright light like lightning. The aircraft and area where the object is believed to have landed are being checked for possible radiation. More information will be forwarded when it becomes available." [Note: there are no further US Air Force memoranda on this case. That does not mean that there was no further investigation by the USAF or the IIAF.]

According to the newspapers, the local police were notified when the smaller object landed and they began a search for it. However, the result of this search and any other investigations were never published.

## THE REACTION

The fact that two jets were ordered to chase a flying something-or-other is undisputed. The jet chases occurred early Sunday morning, Sept. 19, 1976, and were reported in the next day's newspaper. The Tehran Journal of September 20, with errors typical of a commercial news story (incomplete and incorrect history, failure to identify sources, mixing up event sequences, etc.) reported as follows:

"Two jet fighters of the Imperial Iranian Air Force were chased by a brightly lit, unidentified flying object over the suburbs of Tehran on Saturday night [actually early Sunday morning] authorities revealed Sunday. The UFO was first sighted by Mehrabad Airport Control Tower officials who said the object was flying at an altitude of about 6,000 feet over the southern area of the city flashing alternate red, blue and green lights. The control tower authorities immediately informed the Air Force which sent two Phantoms off in pursuit of the reported UFO. The two Phantom pilots eventually caught up with what they described as a 'round body' due south of Tehran, but, as the aircraft approached, the UFO increased speed to what was reported as 'many times the speed of sound' and then turned in its course to chase the Phantoms. One of the pilots said that although the Phantoms broke the sound barrier it was impossible to catch up with the object.

Late Saturday night [Note: I presume this should have been very early Sunday morning or Sunday night but not Saturday night since the jet chases occurred after midnight.] the Ettela'at evening daily reporter who broke the story in Tehran, said that highly informed sources had told him that the pilots tried to open fire on the object when it became obvious it was changing its course against them but, inexplicably, their electronically operated devices failed to respond. The same sources told the Ettela'at reporter that once the object came into within a five kilometer radius with the Phantoms all electronic appliances on their aircraft went out of action and they lost radio control. The UFO reportedly gave chase only for a short while before taking off at great speed and disappearing over the hills south of Rey [which is about 6 mile south of Tehran].”

“One of the pilots, authorities said, reported to Mehrebad Control Tower during the chase that he had seen a ‘bright object’ separate from the UFO and fall into the hills below. He described it as a ‘round body’ with a circumference [diameter?] of about 4.5meters which would indicate the reported UFO was of quite massive size. The Gendarmerie post at Aminabad outside of Rey was immediately alerted and an all-night search took place over the hills in the region to try and find the object. Late Sunday night reports on whether or not the Gendarmerie search party had found anything were conflicting. One source said nothing had been found in the hunt that continued on into Sunday morning while others reported that ‘something’ had been found. The authenticity of the object, however, already confirmed by several control tower officials at Mehrebad and the two pilots, was further backed up by eyewitness reports from the area. People in the vicinity reported having seen a ‘bright body’ flit across the sky while others claimed to have seen ‘some bright thing’ falling from the sky. Investigations into the unusual circumstances are still continuing.”

The differences between the witness testimony and the Tehran Journal story are obvious, but on key general points the news story backs up the testimony that there was some bright object moving in the sky and the Phantom jets chased it and, to some extent, it chased them. The same newspaper published a follow-up story the next day.

“The mystery of the ‘Unidentified Flying Object’ which was chased by the Air Force on Saturday night deepened yesterday as the pilot’s reports were released. The tape of Imperial Air Force Lt. Jafari’s reports to the control tower at Mehrebad airport was made available to Ettela’at reporters yesterday. The 23 year old pilot told controllers that the UFO had doubled back on it pursuers and he was in danger of being forced down. Jafari was piloting the first of two jet fighters which took off from Shahrokii Air Base in Hamadan to investigate the object. The aircraft flew toward Tehran at over the speed of sound and the pilot contacted Mehrebad control after he had made contact with the UFO. He said, on seeing him coming the UFO increased its speed. ‘It was half the size of the moon as seen from earth’, he said. ‘It was radiating violet, orange and white light about three times as strong as moonlight.’ Although the pilot was flying at maximum speed he could not catch the UFO up (sic). The control tower told the pilot to

return to base if he was not able to get near. The pilot agreed to do so, but a moment later radioed 'something is coming at me from behind. It is 15 miles away...now 10 miles....now five miles... It is level now. I think it is going to crash into me. It has just passed by, missing me narrowly...' The disturbed voice of the pilot was clear on the tape. He then asked to be guided back to base."

"It was at this time that a second plane was ordered to take off. Flying over Shahre Rey [south of Tehran], the pilot reported having seen the UFO and told the control tower that it had reduced speed. The pilot said that plane was working well and he was preparing to fire missiles at the UFO. After a moment's silence he said he had seen a bright round object with a circumference of about 4.5meter, leave the UFO. A few seconds later the bright object rejoined the mother craft and it flew away at many times the speed of sound."

It is unfortunate that the audio tape upon which the above highly edited transcript is based, has not been available to interested UFO investigators.

During the same day as the above newspaper story (Sept. 21) there was a bold attempt at a cover-up, apparently organized by "an official source," an attempt that, in an odd way, confirms much of what is written above. The Kayhan International newspaper reported as follows:

"And now the REAL story about that 'UFO'. Unfortunately it's not quite as exciting as the tales we've been hearing over the last day or two about the bright light 'thing' that allegedly had the audacity to chase two jets of the Imperial Iranian Air Force across Tehran. Nevertheless, the true facts as outlined by an official source yesterday still have the ring of science fiction about them. The source said individuals telephoned Mehrabad Airport's control tower to report a bright light in the night sky. Two jets were scrambled to investigate and one of the pilots reported seeing an object with a light so bright it illuminated the ground below. [Note: compare with Pirouzi's testimony above that the pilot said: "It's like daytime."] But the apparition soon disappeared and...that's it. The pilot did not report seeing red, blue and green flashing lights as the newspaper reports said. And, most emphatically, said the source, it did not switch around and chase the jets. The newspaper reports also said that when the object came to within five kilometers of the jets, all electrical appliances on the aircraft went out of action, they lost radio contact with the ground and could not fire on the object as they intended. Not so, said the official. The pilots made no attempt to open fire and at no time did the aircraft's electronic gear fail to function. And since everything on the plane is electronically operated, it's a little puzzling to figure out how the plane could possibly have kept in the air anyway. The official summed it all up by saying the reports which first appeared in the afternoon papers on Sunday were 'exaggerated.'

A reported verbatim conversation between pilot 'J' and ground control, in which he reported the different lights and the chase, left the official frankly puzzled. But

he agreed that there was no apparent explanation for what the pilot DID see. Well, far be it from us to scoff at the UFO theory. After all, they have just opened a special airport in France for UFOs, arguing that the reason none have landed on earth before is that there was nowhere for them to land. Perhaps our UFO lost its way in the dark. Investigations are continuing.

[Note: the comment above about the planes staying in the air when the electronics fail is answered in this way: hydraulic systems operate control surfaces. It is true that if the jet engine stopped it would require electronics to restart it, but there was no report of the engine failing. Furthermore, the time durations of electronics failure were very short, measured in seconds, probably, during which the planes were able to take evasive maneuvers and regain electronics. The point is, that short “self repairing” failures of the type reported are not fatal.... The plane does not fall out of the sky.]

The official mentioned in the above news story did not have the last word. On June 22 the Tehran Journal reported the testimony of Hossain Pirouzi:

“(Pirouzi) insisted that he had personally seen the unidentified flying object on Saturday night. In an interview with the Persian language Ettela’at newspaper, Pirouzi said he first received a call for a woman near Cinema Moulin Rouge on Old Shemiran Road who reported sighting of the UFO. ‘However, I did not pay much attention to this because we are accustomed (to) receiving such reports from people,’ Pirouzi said. Shortly afterwards, two other women, one from a house near Sayed Khanden and the other from one near the CRC Bowling Club made similar reports. On receiving these three separate reports, Pirouzi said, his curiosity was aroused and he went onto the balcony of the control tower with a pair of strong field glasses normally used by control tower officials to watch plane landings and take offs. Pirouzi said he trained the night glasses onto the UFO and was surprised to see that it did exist. ‘Knowing that at that time no plane or helicopters were in the vicinity I reported the matter to Air Force authorities requesting them to investigate,’ Pirouzi added. The control tower aide was emphatic that the UFA (sic) was brightly lit and was emitting blue and red lights. He said there could be no doubt about it because he had personally seen the light.”

## THE AFTERMATH

The pilots were interviewed the next day. The Military Assistance and Advisory Group (MAAG), in the person of Lt. Col. Mooy, sat in on the interview of the second pilot who landed at Mehrebad. (Only a second hand, and very shortened, version of the first pilot’s story was available to Col. Mooy.) This interview forms the core of the official teletype message that was sent to many USA military and intelligence agencies including the three armed services, the CIA, National Security Agency (NSA), the Defense Intelligence Agency (DIA) and the White House.



INFO: *11/18*  
NY 00000  
230810Z SEP 76

**INITIAL PORTION OF THE DECLASSIFIED  
TELETYPE MESSAGE FROM COL MOOY  
SHOWING THAT IT WAS ORIGINALLY  
CLASSIFIED CONFIDENTIAL**

M JCS  
RFD RIFHC/SECSTAT  
OFAIIF/C I A  
OFOIAH/NSA WASH DC  
OFAADUW/WHITE HOUSE WASH DC  
OFAHOM/CSAF WASH DC  
OFAAAA/CNO WASH DC  
OFAADUD/CSA WASH DC  
230630Z SEP 76  
M USDAO TEHRAN  
O RUFKJCS/DIA WASH DC  
INFO RUFKJCS/SECDEF DEPSECDEF WASH DC  
OERRA/COMINFASFOR  
O OCA/CINCSAF LINDSEY AS GE/INCF  
O OAR/CINCSAF TRAMSTEIN AB GE/INOCN  
O USNAAA/FUDAC WAIHINGEN GER  
O USNAAA/H8CINCEUR WAIHINGEN GER/ECJ-2  
BT

~~C O N F I D E N T I A L~~ 1235 SEP 76  
THIS IS IR 6 846 0139 76

- 1. (U) IRAN
- 2. REPORTED UFO SIGHTING (U)
- 3. (U) NA
- 4. (U) 19 & 20 SEP 76
- 5. (U) TEHRAN, IRAN; 20 SEP 76
- 6. (U) F-6
- 7. (U) 6 846 0008 (NOTE NO COMMENTS)
- 8. (U) 6 846 0139 76

**LIST OF OFFICES THAT RECEIVED A COPY  
LT. COL. MOOY'S (FORMERLY) "CONFIDENTIAL" MESSAGE**

PRIORITY

~~UNCLASSIFIED~~  
~~UNCLASSIFIED~~

MSG 554

PAGE 02 267 02 13

**A PORTION OF THE DECLASSIFIED-  
TELETYPE MESSAGE FROM COL MOOY**

THAT THEY HAD SEEN STRANGE OBJECTS IN THE SKY. SOME REPORTED  
A KIND OF BIRD-LIKE OBJECT WHILE OTHERS REPORTED A HELICOPTER  
WITH A LIGHT ON. THERE WERE NO HELICOPTERS AIRBORNE AT THAT  
TIME.

AFTER HE TOLD THE CITIZEN IT WAS ONLY  
STARS AND HAD TALKED TO MEHRABAD TOWER HE DECIDED TO LOOK FOR  
HIMSELF. HE NOTICED AN OBJECT IN THE SKY SIMILAR TO A STAR  
BIGGER AND BRIGHTER. HE DECIDED TO SCRAMBLE AN F-4 FROM  
SHAHROKHI AFB TO INVESTIGATE.

AT 0130 HRS ON THE 19TH THE F-4 TOOK OFF AND PROCEEDED  
TO A POINT ABOUT 40 NM NORTH OF TEHRAN. DUE TO ITS BRILLIANCE  
THE OBJECT WAS EASILY VISIBLE FROM 70 MILES AWAY.  
AS THE F-4 APPROACHED A RANGE OF 25 NM HE LOST ALL INSTRUMENTATION  
AND COMMUNICATIONS (HF AND INTERCOM). HE BROKE OFF THE  
INTERCEPT AND HEADED BACK TO SHAHROKHI. WHEN THE F-4 TURNED  
AWAY FROM THE OBJECT AND APPARENTLY WAS NO LONGER A THREAT  
TO IT THE AIRCRAFT REGAINED ALL INSTRUMENTATION AND COM-  
MUNICATIONS. AT 0140 HRS A SECOND F-4 WAS LAUNCHED. THE  
SECOND F-4 ACQUIRED A RADAR LOCK ON AT 27 NM. 12 O'CLOCK  
POSITION WITH THE VC (RATE OF CLOSURE) AT 150 NMPH.  
AS THE RANGE DECREASED TO 25 NM THE OBJECT MOVED AWAY AT A  
SPEED THAT WAS VISIBLE ON THE RADAR SCOPE AND STAYED AT 25NM.  
THE SIZE OF THE RADAR RETURN WAS COMPARABLE TO THAT OF  
A B-70 TANKER. THE VISUAL SIZE OF THE OBJECT WAS DIFFICULT  
TO DETERMINE BECAUSE OF ITS INTENSE BRILLIANCE. THE

**A PORTION OF THE TEXT OF THE MESSAGE  
SHOWING THE REPORTS BY THE TWO PILOTS**

**The complete contents of the message are presented in the preceding text.**

As indicated in the above list of recipients of the teletype message, the Defense Intelligence Agency of the U. S. Government got a copy of this teletype, as did the Chief of Staff of the Air Force (CSAF), the Chief of Naval Operations (CNO), the Chief of Staff of the Army (CSA), the Central Intelligence Agency (CIA), the National Security Agency (NSA), the White House, the Secretary of State (SECSTATE), the Deputy Undersecretary of Defense (DEPSECDEF) and others. Col. Roland Evans wrote an evaluation of the report, dated October 12, 1976. Evans wrote:

- 1) An outstanding report: this case is a classic which meets all the criteria necessary for a valid study of UFO phenomena
  - a. The object was seen by multiple witnesses from different locations (i.e., Shemiran, Mehrebad and the dry lake bed) and viewpoints (both airborne and from the ground)
  - b. The credibility of many of the witnesses was high (an Air Force General, qualified aircrews and experienced tower operators)
  - c. Visual sightings were confirmed by radar

- d. Similar electromagnetic effects (EME) were reported by three separate aircraft [Note: this refers to the electromagnetic interference reported by the jets and the commercial airliner]
- e. There were physiological effects on some crew members (i.e., loss of night vision due to the brightness of the object)
- f. An inordinate amount of maneuverability was displayed by the UFOs

The report evaluation form indicated that the reliability of the information was “confirmed by other sources” and the value of the information was “High (Unique, Timely and of Major Significance).” The information would be “Potentially Useful” as “Current Intelligence.”

#### NO PERMANENT EVIDENCE OF ELECTRONIC CONTROL (AVIONICS) SYSTEMS FAILURE

Remember Henry, who was rudely awakened as the jets took off at high speed? Henry was a Westinghouse Corporation avionics engineer stationed at Shaharoki AFB where he participated with the IIAF in maintaining the operation of the radar and other electronics in the F-4 jets. He told me (during an interview in 1982) that during the first couple of days after the first jet landed at Shaharoki AFB he was not allowed to examine the airplane. The Iranians checked the operation of the electronics and told him they found no problem. The same thing happened at Mehrabad where the second jet landed. Bob, another Westinghouse avionics engineer, was not allowed to examine the jet for several days after the incident. However, the Iranians did examine it during the day after it landed and subsequently told him that everything was OK. Four days after the incident Henry was allowed to examine the first jet and Bob was allowed to examine the second jet. They could find no problem with the avionics or radar. Henry told me that there was no possibility that the Iranians had switched radar systems (taken out the system used during the chase and replaced it with another system) because the Westinghouse engineers had kept track of the system serial numbers. The serial numbers were all the same. Hence the Westinghouse engineers had to agree with the Iranians that the jet chase had occurred, apparently with “self-repairing” failures of the avionics on two jets when in the vicinity of the UFO. Bob told me that he had worked on radar systems such as on the F-4 for many years and had never had a self-repairing failure such as reported by the Iranian pilots.

#### ARE THE RADAR DETECTIONS CONSISTENT WITH A LARGE FAST OBJECT?

Referring to the radar detections, Bob said that the comparison of the radar return (the reflection of radar signal from a distant object) with the size of the return from a Boeing 707 indicated that the object was quite large. When I first spoke to him he suggested that the large return might have been a momentary ground return (radar reflection from the ground), perhaps from a distant mountain peak. However, after he read the information reported in the Mooy’s teletype message (which he had not seen so I sent a copy to him) he rejected the ground return idea because the lock-on, as reported,

must have lasted for many seconds as the jet approached the object. He said that a large return lasting a second or two might have been a ground return but that any return lasting 5 seconds or more was not a ground return. According to the teletype message, "the backseater acquired a radar lock on at 27 nm, 12 o'clock high position with the VC (rate of closure) at 150 mph. As the range decreased to 25 nm the object moved away at a speed that was visible on the radar scope and stayed at 25 nm." If the rate of closure had stayed constant at 150 nm/hr, it would have taken 48 seconds for the distance to decrease from 27 to 25 nm. However, according to the pilot the VC decreased as the object sped up, meaning that the lock-on period was definitely longer than 48 seconds.

## CONCLUSION

The object which was seen and detected on airplane radar has not been identified. It must have been a source of considerable optical power because of the bright lights. Of more importance, it appeared to react to the activities of the jets and it appears to have taken defensive measures against the jet by seriously affecting the jet electronics (avionics). Although the American government claims that there was no investigation following the initial interviews of the pilots, the Iranians indicated that there was further investigation. It seems reasonable there that there would have been more investigation by the USAF to try to determine the nature of the failure of the electronics. What could have affected the avionics at a distance of many miles from each jet? Would intense electromagnetic radiation beamed at a jet cause temporary electronics failure? How about a beamed "electromagnetic pulse" (EMP)? (EMP is a high strength, very short pulse of electromagnetic field that can cause temporary or permanent failure of some types of electronics and computer systems.)

One thing is certain, if the American defense and intelligence agencies had thought that this object was a Soviet jet carrying some new defensive capability to affect electronics at a distance they would have spared no expense to find out how it was done and what phenomenon allowed for such awesome capabilities. On the other hand, the lack of evidence that there was an investigation could mean that there was none and this, in turn could mean that the intelligence agencies realized that this was not a Soviet aircraft and, furthermore, that it represented some technology far beyond any earthly technology. And, realizing this, the intelligence and defense agencies may have just decided to "give up" and ignore it.