

DISPOSITION FORM

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BRANCH OR OFFICE SYMBOL

SUBJECT

Near Midair Collision with UFO Report


Commander
83D USARCOM
ATTN: AHRCCD
Columbus Support Facility
Columbus, Ohio 43215

FROM Flight Operations Off DATE 23 Nov 73 CNT 1
USAR Flight Facility
Cleveland Hopkins Airport
Cleveland, Ohio 44135

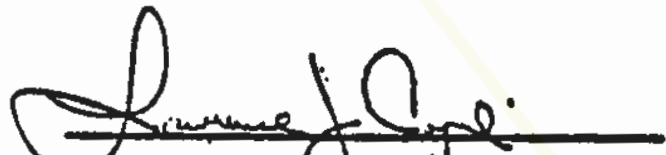
1. On 18 October 1973 at 2305 hours in the vicinity of Mansfield, Ohio, Army Helicopter 68-15444 assigned to Cleveland USARFFAC encountered a near midair collision with a unidentified flying object. Four crewmembers assigned to the Cleveland USARFFAC for flying proficiency were on AFTP status when this incident occurred. The flight crew assigned was CPT Lawrence J. Coyne, Pilot in Command, 1LT Arrigo Jezzi, Copilot, SSG Robert Yarnesek, Crew Chief, SSG John Henley, Flight Medic. All the above personnel are members of the 316th MED DST (HEL AMB), a tenant reserve unit of the Cleveland USARFFAC.

2. The reported incident happened as follows: Army Helicopter 68-15444 was returning from Columbus, Ohio to Cleveland, Ohio and at 2305 hours east, south east of Mansfield Airport in the vicinity of Mansfield, Ohio while flying at an altitude of 2500 feet and on a heading of 030 degrees, SSG Yarnesek observed a red light on the east horizon, 90 degrees to the flight path of the helicopter. Approximately 30 seconds later, SSG Yarnesek indicated the object was converging on the helicopter at the same altitude at a airspeed in excess of 600 knots and on a midair collision heading. CPT Coyne observed the converging object, took over the controls of the aircraft and initiated a power descent from 2500 feet to 1700 feet to avoid impact with the object. A radio call was initiated to Mansfield Tower who acknowledged the helicopter and was asked by CPT Coyne if there were any high performance aircraft flying in the vicinity of Mansfield Airport however there was no response received from the tower. The crew expected impact from the object instead, the object was observed to hesitate momentarily over the helicopter and then slowly continued on a westerly course accelerating at a high rate of speed, clear west of Mansfield Airport then turn 45 degree heading to the Northwest. CPT Coyne indicated the altimeter read a 1000 fpm climb and read 3500 feet with the collective in the full down position. The aircraft was returned to 2500 feet by CPT Coyne and flown back to Cleveland, Ohio. The Flight plan was altered and the FAA Flight Service Station notified of the incident. The FSS told CPT Coyne to report the incident to the FAA GADO office at Cleveland Hopkins Airport MR. Porter, 83d USARCOM was notified of the incident at 1530 hours on 19 Oct 73.

3. This report has been read and attested to by the crewmembers of the aircraft with signatures acknowledging this report.



Lawrence J. Coyne



Robert Yarnesek

Form 2496 - 1 FEB 63

REPLACES DD FORM 96, EXISTING SUPPLIES OF WHICH WILL BE ISSUED AND USED UNTIL 1 FEB 63 UNLESS SOONER EXHAUSTED. GPO: 1972-473-002 P.O. 1