

1964* Arthur Godfrey.

Near in-air
Collision

* stated as 1964 due to Wendy Connors listing audiotape of '64 news program that speaks of this. (she could be wrong, though)

ARTHUR GODFREY'S NEAR MISS WITH A UFO

PHILADELPHIA - Arthur Godfrey was one of the best known television personalities and pilot in the 1960's. He lived in Virginia and flew his own private plane back and forth to his broadcasting duties with the CBS in New York City. On his coast-to-coast program on June 25, 1965, Godfrey's guest was comedian Orson Bean, and the subject of UFOs came up. Mr. Godfrey said on a night flight he and copilot, Frank Munciello were flying near Philadelphia when a brightly lighted object suddenly appeared off the right wing of their twin-engine Convair. Godfrey, at the controls, rolled his plane sharply to the left to avoid a collision. He contacted the FAA tower at Philadelphia: 'Any traffic near us?' "None," the tower replied. "Well, there's darned well something up here!" Godfrey replied. At that instant the object reversed its course and circled them coming up seconds later behind their left wing. Godfrey again banked sharply away from the UFO and tried to create the distance between them. The object banked right with him. Every time Godfrey made an effort to elude the UFO, it duplicated his moves. "It stayed right there off my left wing," Godfrey told his audience, "no matter what I did!" He also admitted that both veteran pilots were scared and could not shake the UFO, no matter what they tried. It simply stayed right with them until it veered upward and away into the night. Thanks to Ron Hannivig

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Classic UFO Cases



by Brent Raynes



The Night Arthur Godfrey's Plane Nearly Collided With a UFO?

In *Saga* magazine's now defunct *UFO Report* (Summer 1974, Vol. 1, No. 6), author Timothy Green Beckley, in his Celebrities and UFOs column, described how famed radio and TV personality Arthur Godfrey had reportedly had a near collision with a UFO over Philadelphia, Pennsylvania. The incident had occurred at night, about ten years earlier. Godfrey was flying his own private airplane when quite unexpectedly a blinding light, twice the size of a conventional airplane, appeared out of no where and began to fly around him. Then it appeared to be on a collision course, at which point Godfrey executed a quick turn in order to avoid disaster. Godfrey radioed Philadelphia's air control tower and asked if there was any other air traffic in his vicinity. He was informed that nothing was supposed to be in his immediate area of the sky, at which time Godfrey reportedly replied: "Well, there sure is *something* flying near me."

Meanwhile, the UFO continued to fly alongside Godfrey's plane for several more miles. Despite his efforts to shake it, the UFO remained in hot pursuit. Eventually though it suddenly took off, reportedly like a bolt of lightning, and then was no longer visible.

Beckley wrote that Godfrey considered UFOs "serious business" and was concerned at how UFOs openly violate our air space and air safety, as happened to him in his own frightening encounter.

In *Flying Saucers Serious Business* (1966), author Frank Edwards also described the Godfrey incident. He added that the encounter was also witnessed by Godfrey's co-pilot Frank Munciello. At the time they were on a night flight in Godfrey's plane from New York to Washington. In this account, we read how a brightly lit object suddenly appeared off the right wing of the twin- engined Convair it states they were flying. This story agrees that the encounter happened "near" Philadelphia and that Godfrey, at the controls, rolled the plane sharply to the left in an attempt to avoid a possible collision, and then notified the FAA tower at Philadelphia, where again we read that he was told that there was no air traffic in his immediate vicinity. Next the UFO circled them and came up seconds later on their left wing. Again Godfrey tried to bank sharply away from the object. During his coast-to-coast program in June 1965, Godfrey told his audience: "It stayed right there off my left wing no matter what I did!" He stated that he and Munciello, both of them veteran pilots with thousands of hours of flying

time, were scared by the incident. Eventually the UFO flew upward and disappeared into the night.

Major Donald E. Keyhoe (USMC Retired) also recounted the Arthur Godfrey sighting in his book *Aliens From Space* (1973). He recalled how when Godfrey shared his experience with his national audience the debunkers were really jarred. He pointed out that Godfrey had impeccable qualifications. He was a colonel in the Air Force Reserve, and he had flown Navy, Air Force, and commercial planes, as well as jets, and was rated an expert pilot.

In addition, Major Keyhoe recalled how the Air Force got a lot of calls and letters from the public (as well as some members of Congress) following Godfrey's public disclosure of his UFO encounter, and remembers how a newsman at the Pentagon sarcastically asked, "Going to give him the usual? Incompetent observer or practical joker? Or was he having a delusion?"

In an interview I did with noted mentalist The Amazing Kreskin (*Alternate Perceptions*, No. 39, 1997), Kreskin recalled once meeting and talking with Godfrey about this chilling encounter. "People will ask me about UFO sightings and so forth, and I find much credibility to many UFO sightings," Kreskin told me. "Ever since the day that Arthur Godfrey, who was one of the heroes of my childhood, and an avid pilot...and he said, 'Hell Kreskin, if there's no UFO then I don't know what that thing was that was tracking me for so long next to my plane.' And he was a man who was extraordinarily observant, and I've spoken to many, many pilots, commercial pilots who can't even talk about it publicly because they were fearful of losing their jobs."

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ARTHUR GODFREY REVEALS UFO ENCOUNTER

Arthur Godfrey, famous TV and radio star, has revealed a dramatic encounter with a UFO during a flight in his private executive-type plane. The disclosure was made on June 25, when Mr. Godfrey discussed UFOs with Orson Bean and other guests on his radio program.

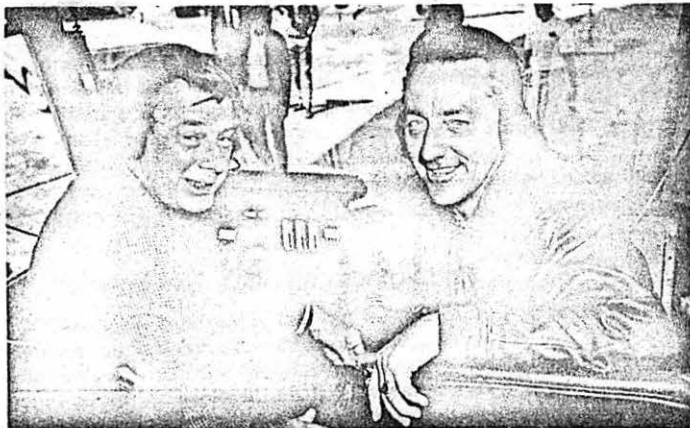
The co-pilot on the flight was Frank Munciello, Godfrey said. Although the sighting occurred sometime ago, this is the first time Godfrey has discussed it publicly.

The encounter took place during a night flight from New York to Washington. The plane was near Philadelphia when a brilliantly lighted object suddenly appeared off the right wing. Godfrey hurriedly banked to the left, to avoid a possible collision. Then he radioed the FAA tower at Philadelphia.

"Any traffic scheduled near us?" he asked.

"None," the tower told him.

"Well, there's darned well something up here," Godfrey responded.



Arthur Godfrey, a versatile pilot, at the controls of the Goodyear blimp.

As he and Munciello watched the strange object, it reversed course, quickly circled behind them and came up on the left wing. Godfrey turned sharply, trying to pull away. But the UFO instantly banked with him. He tried again to shake it off, but the unknown craft matched every move.

"It stayed there on the left wing, no matter what I did," Godfrey said. He admitted that he and Munciello were scared by the UFO's close maneuvers, until it veered away and disappeared.

The nationwide broadcast of this UFO encounter is certain to have impressed many listeners. Both Godfrey and Munciello are experienced pilots; Godfrey has flown for years, piloting Navy and AF jets as well as prop planes, and he is a colonel in the AF Reserve.

In his broadcast, Godfrey told guest Orson Bean that he thought UFO sightings had died down.

A summary of the best recent reports and a copy of "THE UFO EVIDENCE" are being sent to Mr. Godfrey through a friend of the star who has made a study of UFOs.

We hope Godfrey's forthright report on his encounter will encourage other well-known persons who have sighted UFOs to reveal their experiences and help end the UFO censorship.

INCREASED LANDINGS HINT NEW UFO PHASE

On the night of May 24, 1965, a disc-shaped bank of brilliant lights landed in Australia, re-ground for about 30 minutes. The report, made by an airline pilot and other competent observers, has been confirmed by the Regional Director of Civil Aviation as given below.)

If the steady increase in landings is any sign, it has begun a new phase of operations. In the first half of 1965, there have been six verified landings, compared with only one for all of last year. Close-range observations of UFOs also have increased, especially low-altitude approaches over cities and other buildings. It is possible that whoever is planning an attempt at communication with the earth is also planning to use the earth's buildings as a base.

The Australian report was confirmed in an interview by NICAP Investigator Paul Norman, an American residing in Australia. The following details in the report secured by Mr. Norman from the chief witness, a pilot named Tilse, holder of a senior commercial pilot's license on Trans-Australia Airlines and two years with Qantas, with a total of 11,500 flying hours.

It was just after midnight on May 24 when a disc-shaped object was sighted from the isolated Retreat Hotel located on the Eton Range, 42 miles from Melbourne. Two guests at the hotel — Mr. Eric Judin and Mr. Norman — watched the strange machine approach.

"It was about 300 yards from the hotel, moving slowly," states pilot Tilse. "It had a bank of spotlights on top, below a circular platform. It was looking, thirty feet or more in diameter."

All three witnesses were frightened, as they were. Burgess, an army veteran of World War II, wanted to shoot at the UFO, but Tilse stopped him.

"They might shoot back at us," he told Burgess.

As the machine settled on the sparsely timbered ground, the orange glow of the lights illuminated the trees, the orange glow of the lights inside, through ports, or from lights encircling the machine.

For 30 minutes or more, the three men watched the machine, without trying to get closer. When it touched the ground, or was hovering a few inches above it, could not tell because of the glare. For the first time, they could see no movement to indicate whether or not it was manned.

BULLETIN: NEW AIRLINE-UFO ENCOUNTER

Finally, the machine lifted, rising slowly. As it did, the men saw its massive tripod legs, which the glow had concealed. Each of the legs was topped with a bright, pulsating light. But after a few moments the legs were no longer visible — probably because they had been retracted.

As the UFO reached 300 feet, it accelerated and disappeared on a northeast course.

"I had always scoffed at these reports," Tilse said. "But I saw it. We all saw it. It was under our feet and it was certainly no known aircraft."

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