

The M-Files: UFOs in Manitoba

The annual Canadian UFO Survey, prepared by Winnipeg-based Ufology Research, has been collecting data on reports of unidentified flying objects since the late 1980s. Its 25-year analysis of Canadian UFO cases looked at about 15,000 reports from coast to coast, with an average of several hundred per year. Last year, Ufology Research's 2014 Canadian Survey studied more than 1,000 UFO cases reported in Canada, or almost three cases each day.

But what about Manitoba, by itself?

Last year, in 2014, there were 44 UFO sightings reported in Manitoba. The number per year has varied from as low as only six in 1999 to as many as 124 in 2012. During the 25-year Ufology Research study, covering 1989-2013, there were 1,075 UFO reports from Manitoba.

However, Ufology Research originally had been the local provincial group Ufology Research of Manitoba (UFOROM), created in 1976 through the encouragement of the US-based UFO organization, the Center for UFO Studies (CUFOS). Ufology Research thus also had access to the UFOROM cases for analyses.

Although unusual objects in the sky have been seen and reported throughout history, the "modern" UFO era began in 1947 when pilot Kenneth Arnold reported seeing several metallic objects flying over Mount Rainer in Washington. In subsequent years, the then-called "flying saucers" were reported around the globe. Not surprisingly, many sightings were reported in Canada, and many were by observers in Manitoba. The infamous Project Blue Book and related earlier official studies by the US Air Force included many Manitoba reports. Blue Book files have been released to researchers and the Manitoba cases have been extracted.

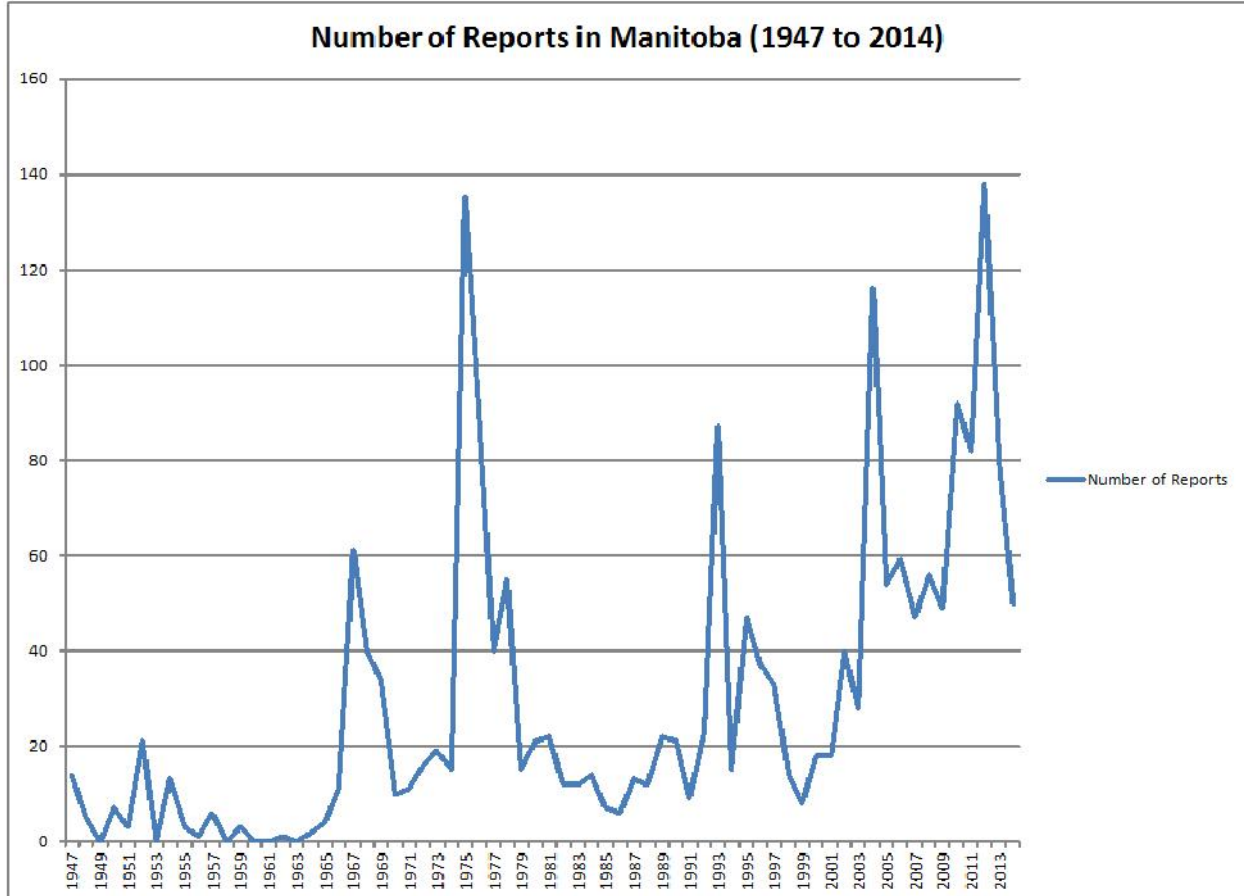
In addition, historical records from newspaper archives, journals and personal diaries have been scoured for reports of unusual aerial objects. These and all other sources were used to add Manitoba reports into a master database for studying what Manitobans have been seeing in the province's skies.

The oldest account of an odd object over Manitoba took place in the fall of 1792. Explorers David Thompson and Andrew Davy were camped on the shore of Landing Lake, near what is now Thicket Portage. In Thompson's diary, he recorded that one night he and his companion were surprised by the appearance of a brilliant "meteor of globular form... larger than the Moon." This object seemed to move directly towards them, descending slightly, and "when within three hundred yards of us, it struck the River ice with a sound like a mass of jelly, was dashed in innumerable luminous pieces and instantly expired." Thompson noted that the next morning, when they went to see the hole it should have made in the ice, they could not find any sign of the object's apparent impact on the Earth.

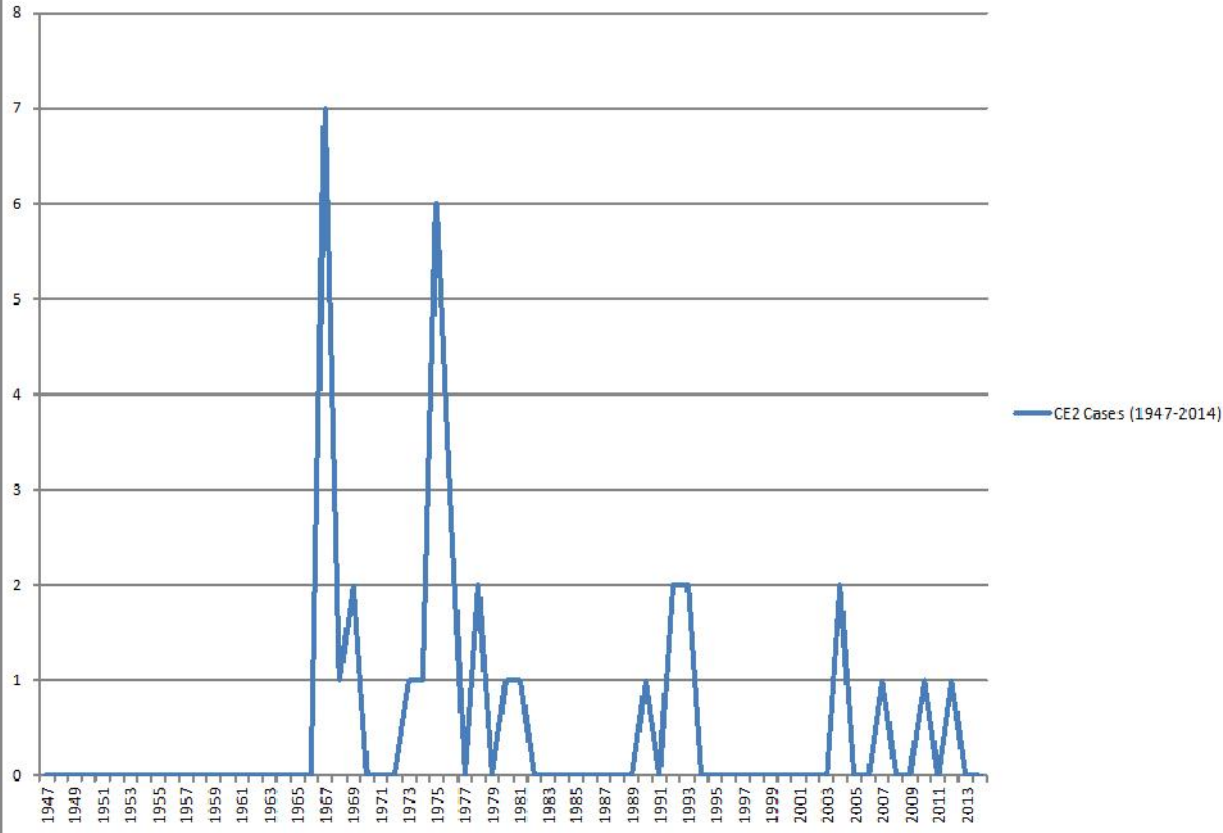
Between then and now, Ufology Research has collected more than 2,000 reports of unidentified flying objects over Manitoba. These reports include observations by people from all walks of life—from farmers, pilots, campers and police. There are reports noted in newspapers, mailed to civilian investigators and posted to Facebook groups. Cases have been obtained from private files, RCMP files, Canadian Forces documents and the National Archives in Ottawa.

The Results

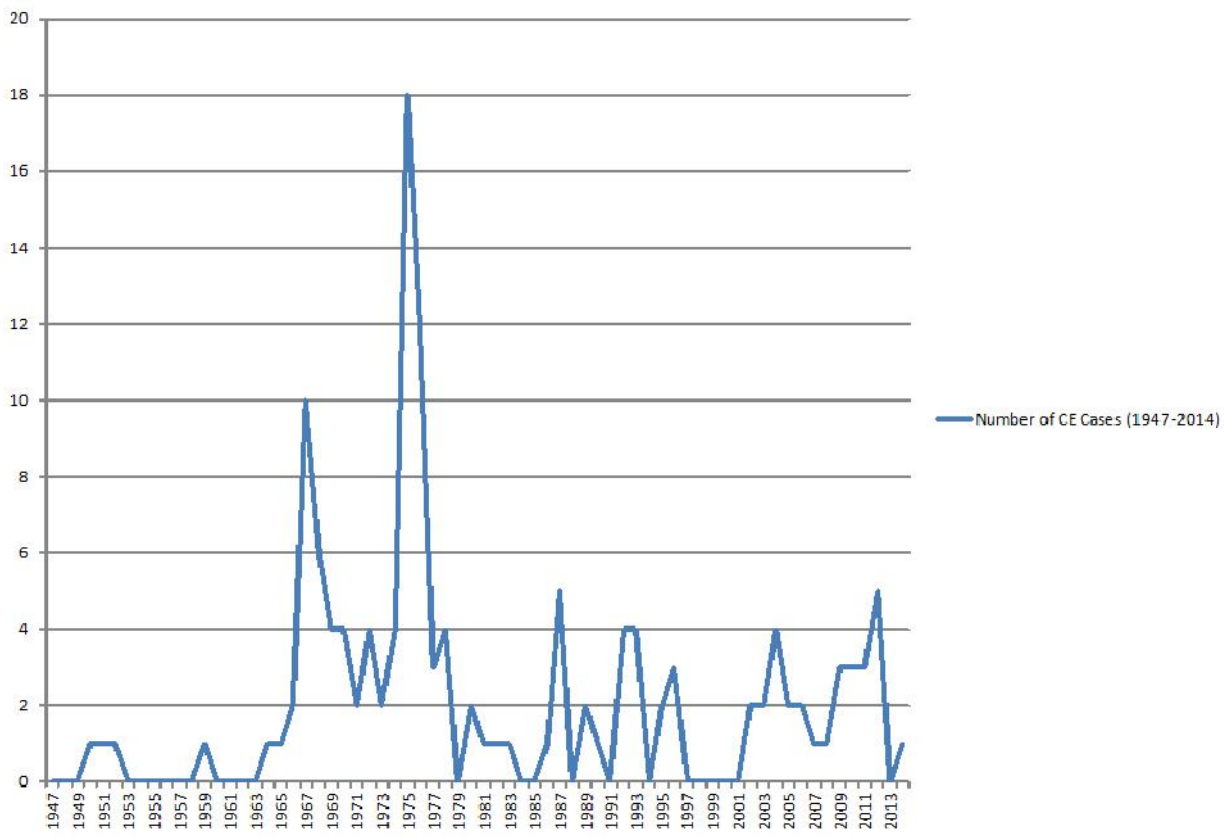
A total of 2,023 Manitoba reports were found in historical records, existing files and modern databases. Of these, most were clustered during the years 1952, 1967, 1975, 1992, 2004 and 2012. Some of these years correspond with UFO report trends elsewhere in the world, although there are some differences.

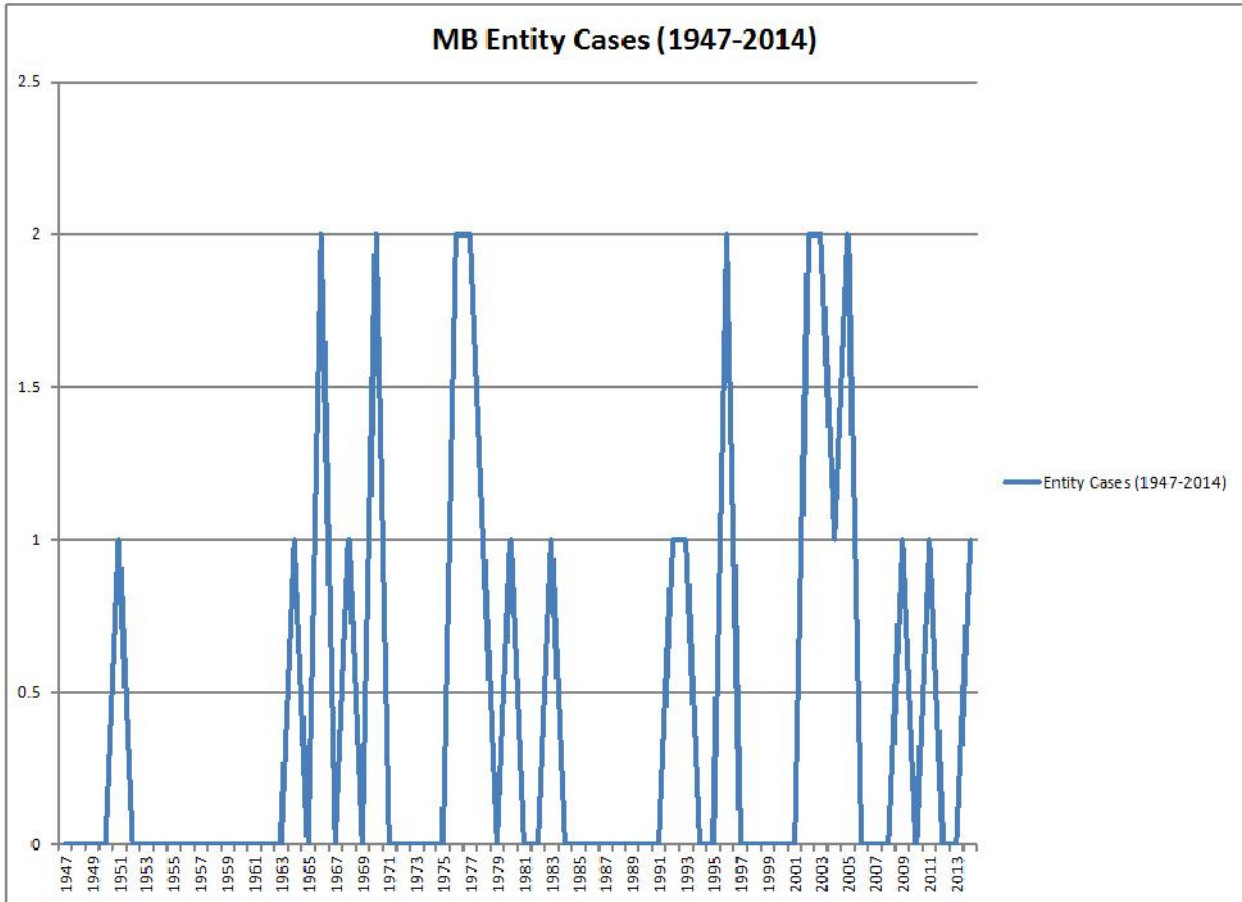


MB CE2 Cases (1947-2014)



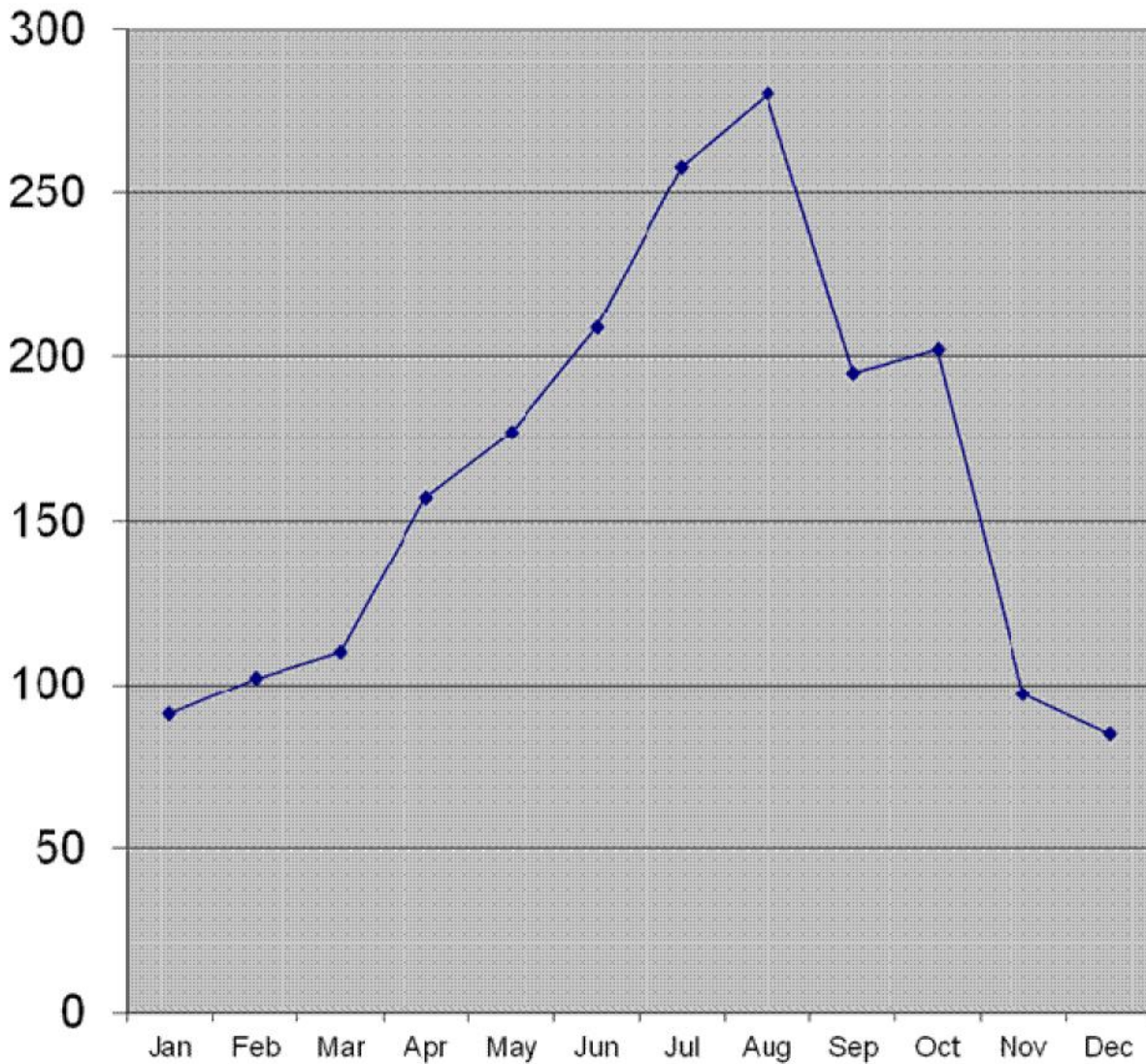
Number of MB CE Cases (1947-2014)





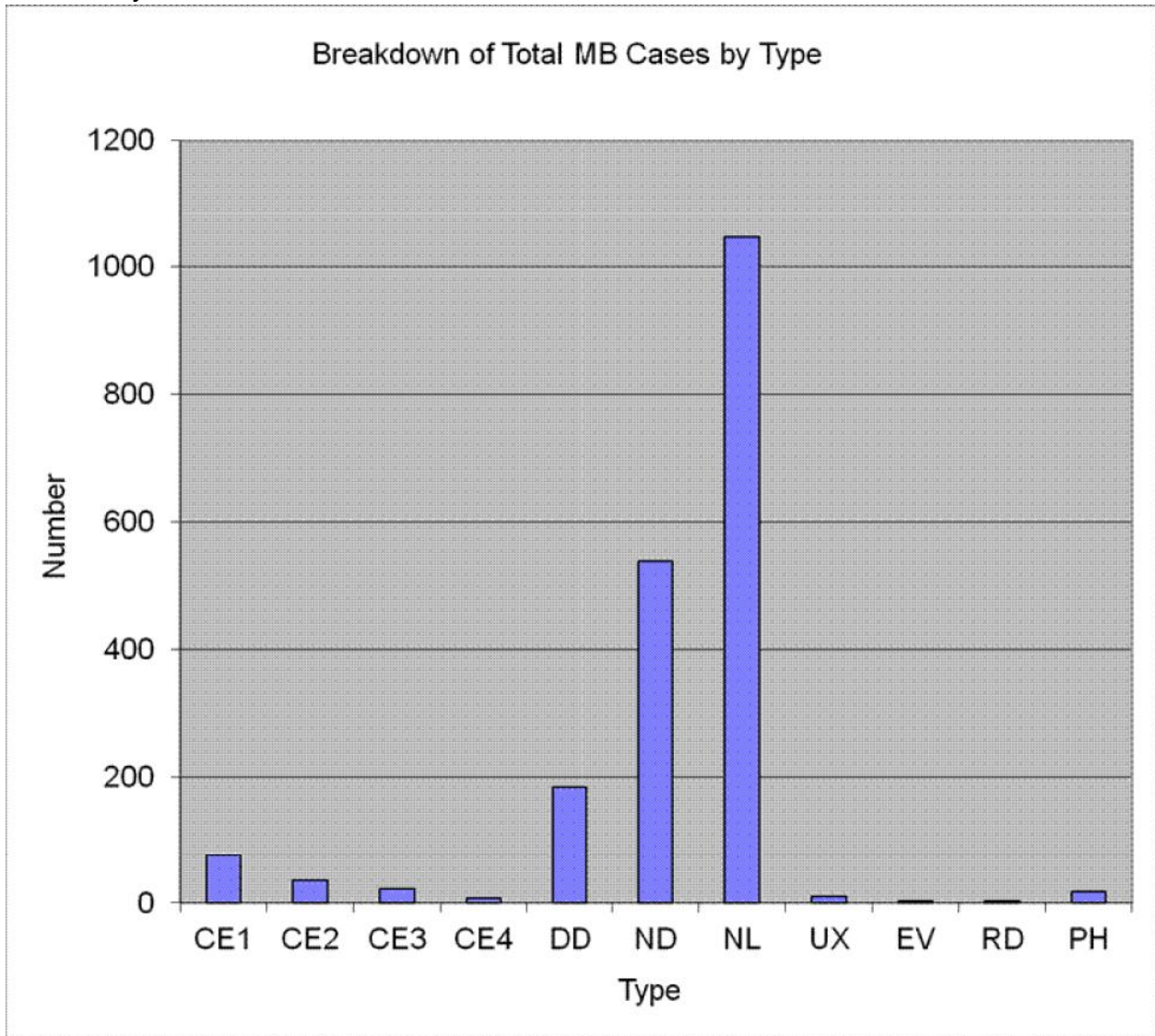
Breaking down the cases by month, UFO reports peak in Manitoba in July and August, which is what we would expect for a province that has harsh winters. Most sightings occur when the weather is warm and more witnesses are outside, at cottages, campgrounds or when evening sky observing is comfortable.

Breakdown of MB Cases by Month



For the type of UFO reported, the most common was a simple Nocturnal Light (NL) at 54% of the total. This was followed closely by Nocturnal Disc (ND), at 28%. What this means is that at least 82% of all sightings occur at night and that most are simply lights in the night sky. Less than 10% of all cases are Daylight Discs (DD), and are object reported during the day. Less

than 7% of all cases were Close Encounters, where witnesses were within 100 metres of an unusual object.



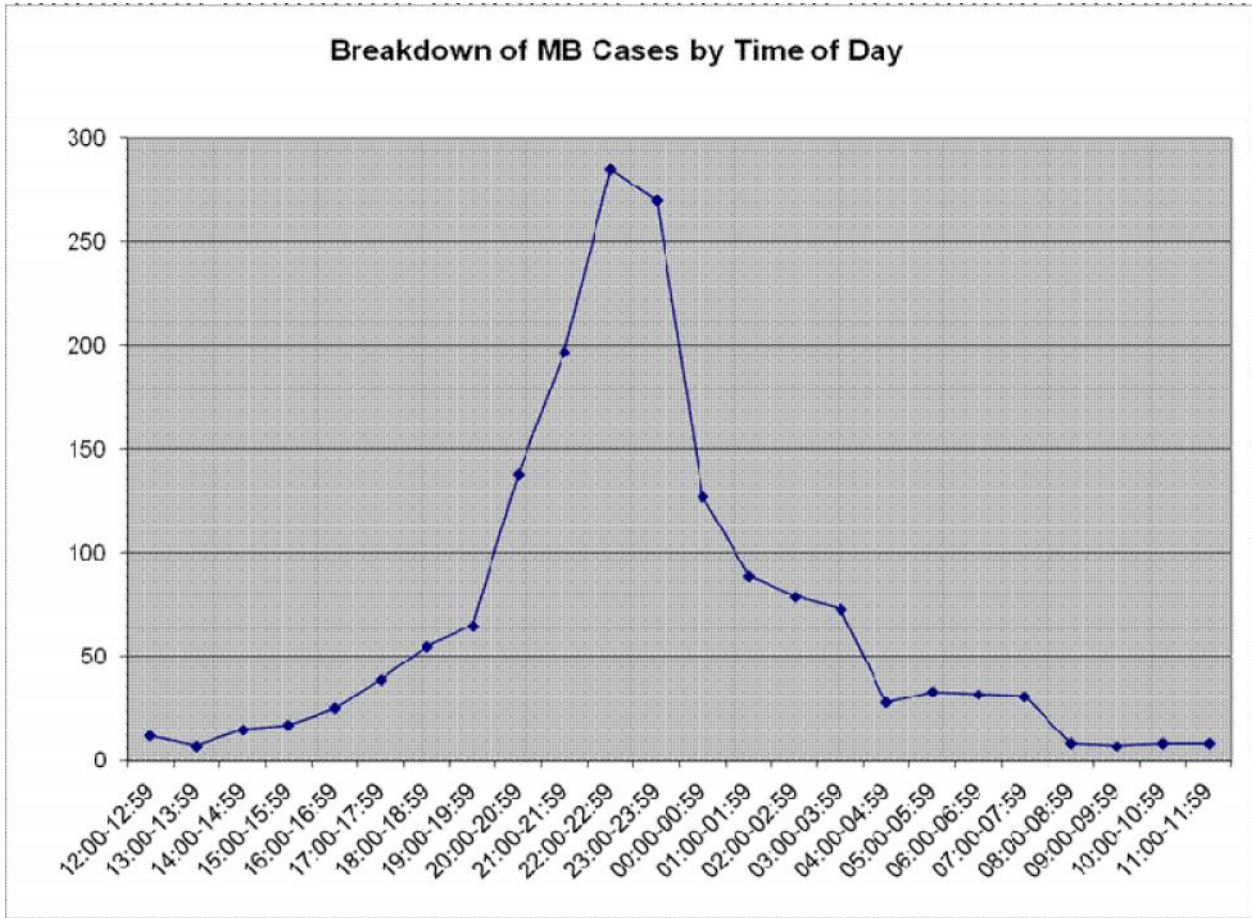
Since previous studies have shown that the density of UFO reports is related to population, it should not be surprising that the largest proportion of Manitoba UFO reports occurred in Winnipeg (38%). However, towns with small populations such as Carman and Sperling made the top five list of UFO "hotspots" in the province, obviously due to the major UFO flap in the Carman area in the 1970s.

Top 10 Manitoba Cities and Towns with Most UFO Reports

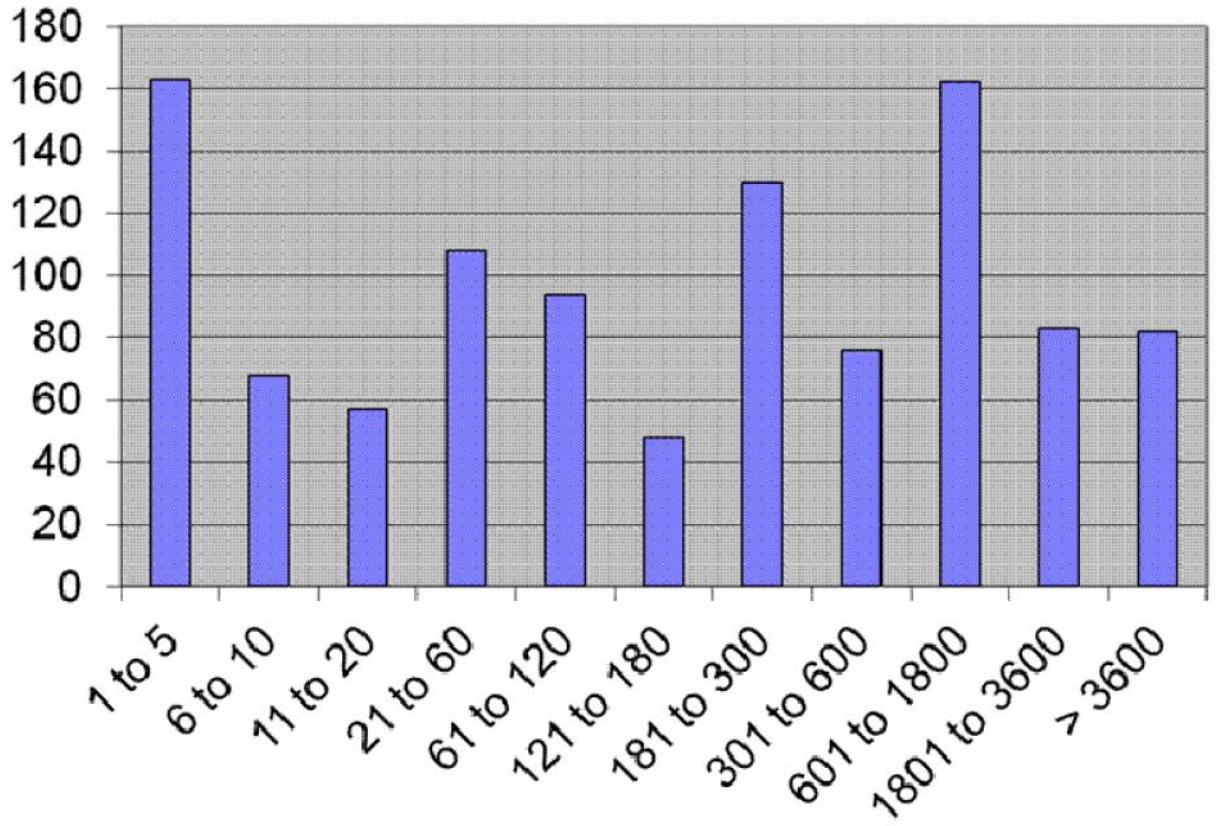
Rank	Location	Number	% of Total Sightings	2011 Population	% of Total Population
1	Winnipeg	767	37.9%	663,617	54.9%
2	Carman	53	2.6%	3,027	0.3%
3	Brandon	45	2.2%	41,511	3.4%
4	Thompson	40	2.0%	13,446	1.1%
5	Sperling	36	1.8%	100	0.0%
6	Gimli	35	1.7%	1,916	0.2%
7	Dauphin	32	1.6%	7,906	0.7%
7	Portage la Prairie	32	1.6%	12,728	1.1%
9	Selkirk	27	1.3%	9,515	0.8%
10	Barnsley	16	0.8%		0.0%
10	Beausejour	16	0.8%	3,126	0.3%
	Other	924	45.7%	451,376	37.4%
	Total	2023		1,208,268	

The prime time for seeing UFOs in Manitoba was between 10:00 pm and midnight. The average duration of a UFO sighting was about 20 minutes, suggesting that a witness had plenty of time to observe and try and explain the object being observed. Curiously, in cases where the UFO was Unexplained, the average duration of observation is lower, at only about 17 minutes.

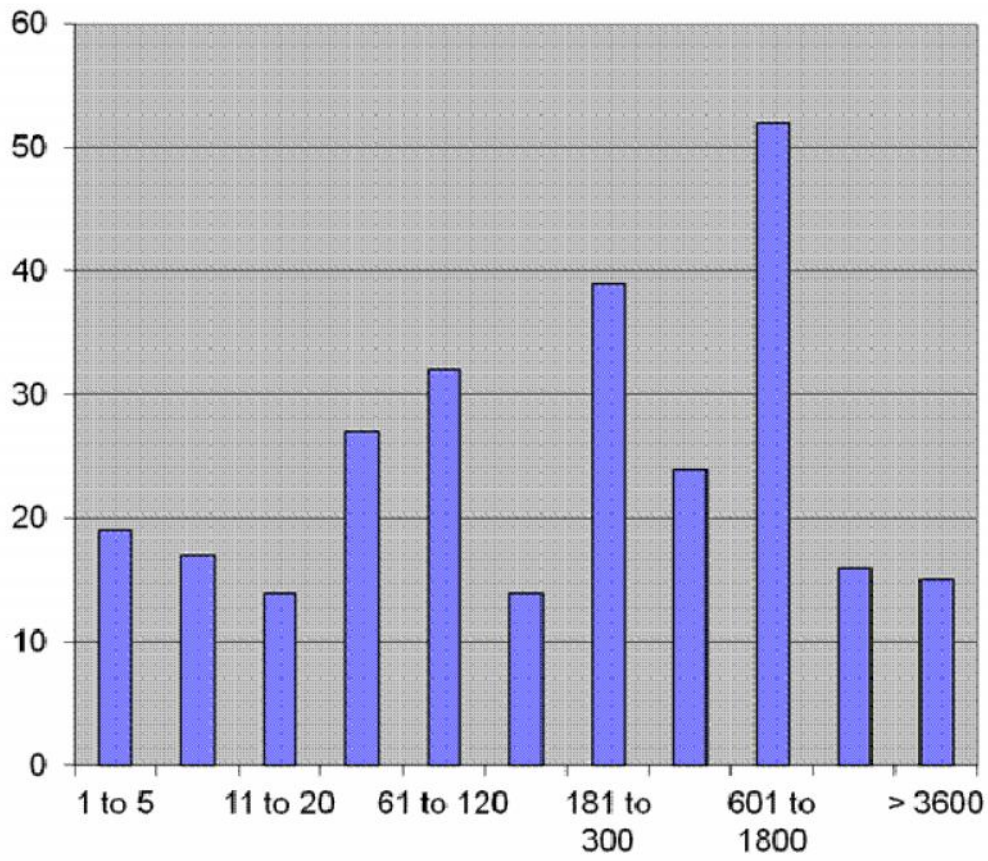
The average number of witnesses per sighting is 2.08, meaning that the typical case involved two people observing a UFO together.



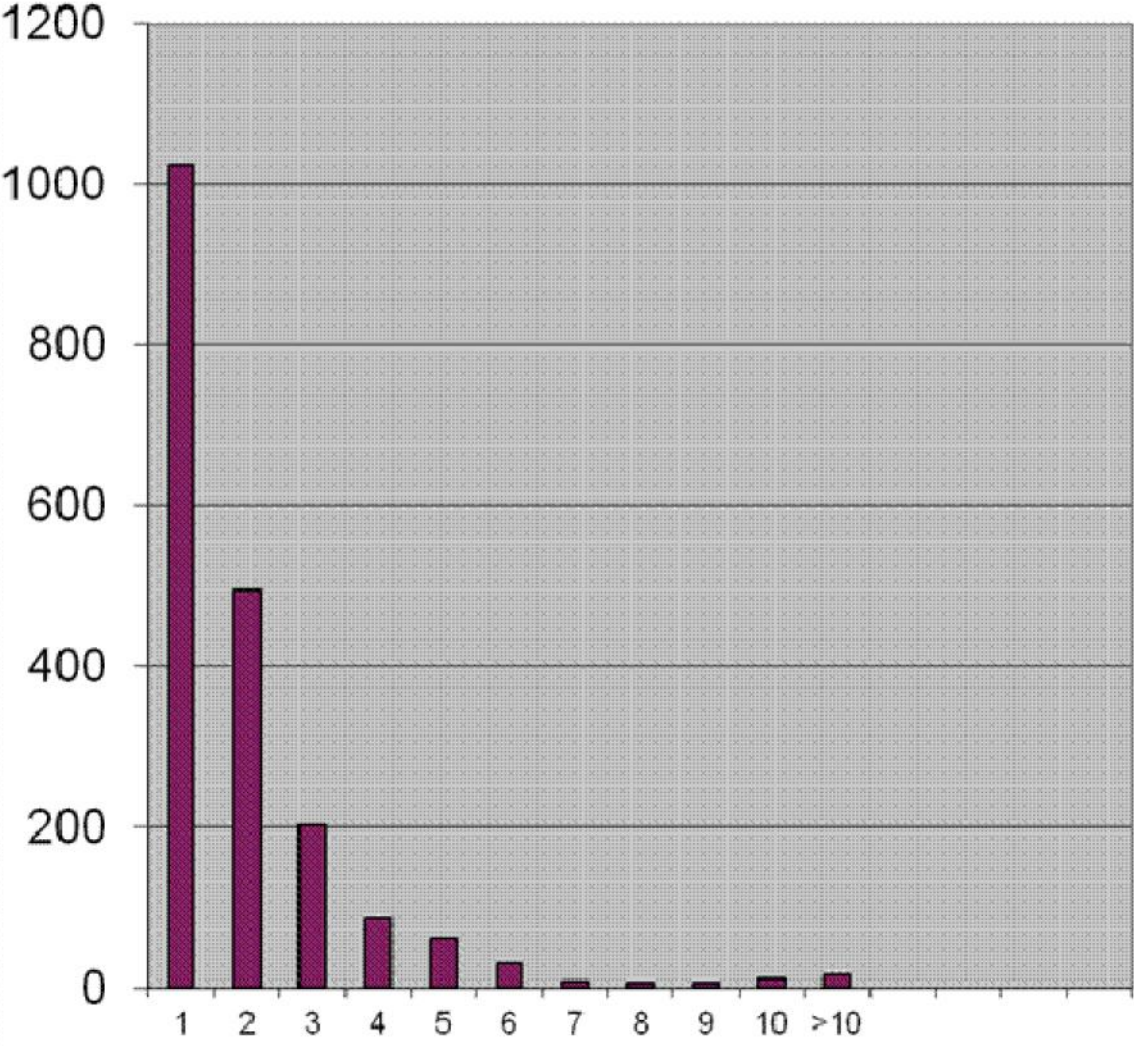
Duration of Total MB Sightings



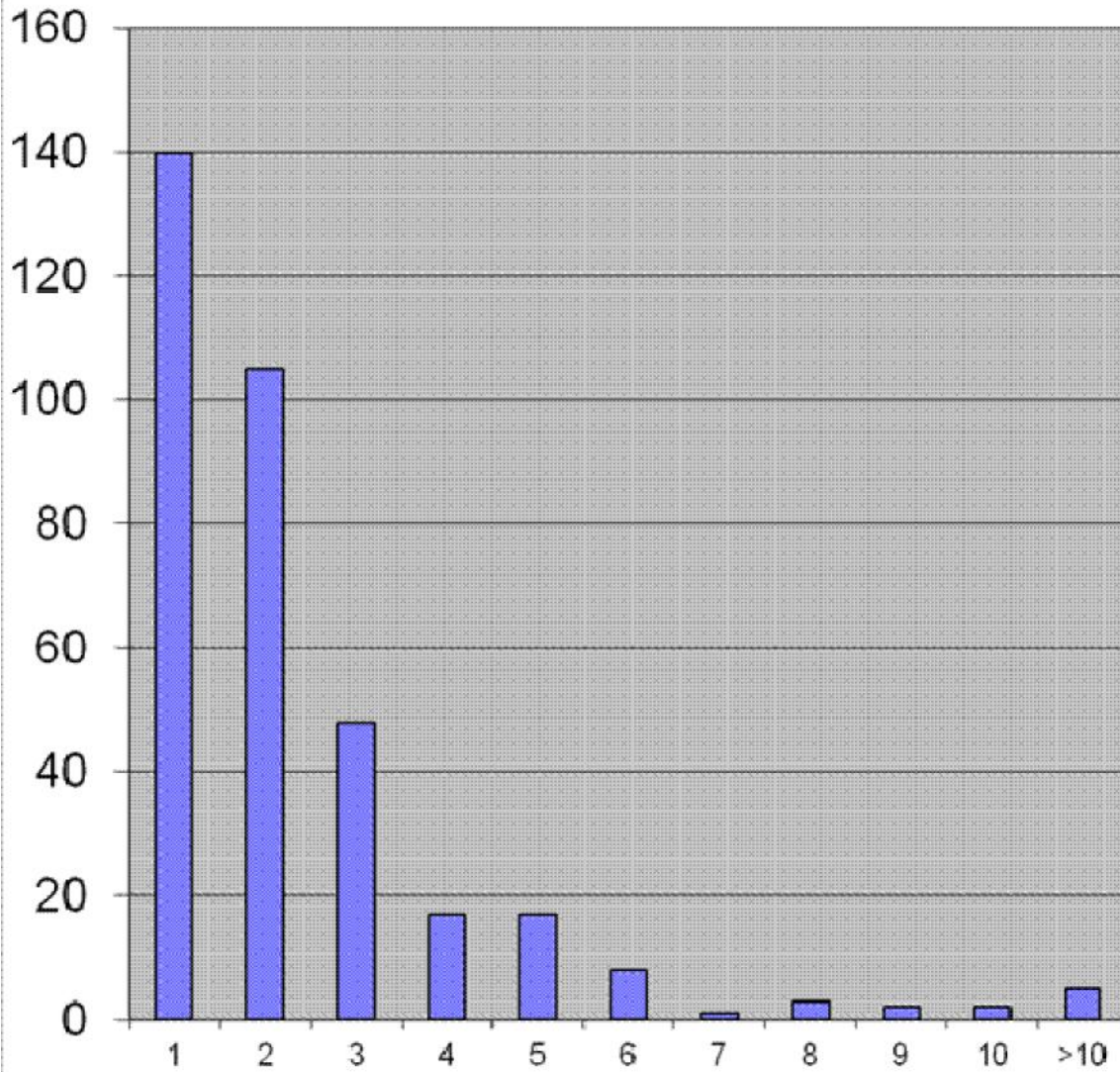
Duration of Unidentified Cases



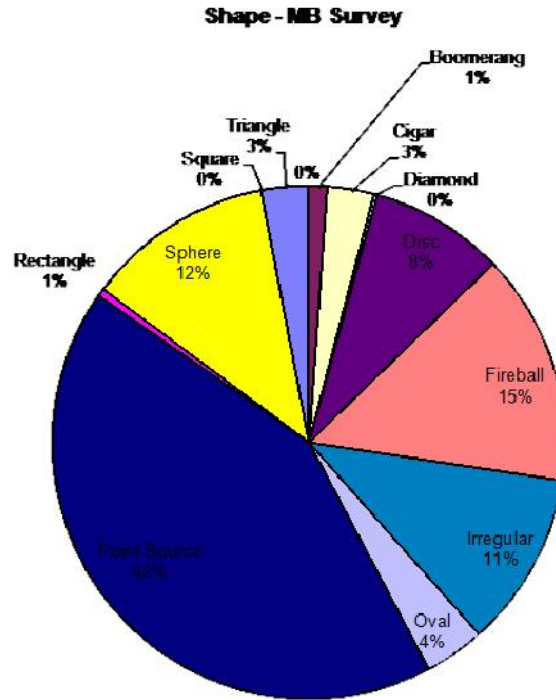
Breakdown of Total MB Cases by # of Witnesses



Breakdown of MB Unknowns by # of Witnesses



The predominant colour of reported UFOs was white, followed by red, orange and "multicoloured." The predominant shape reported was "point source" (i.e. a distant light), followed by fireball, sphere and then "irregular."

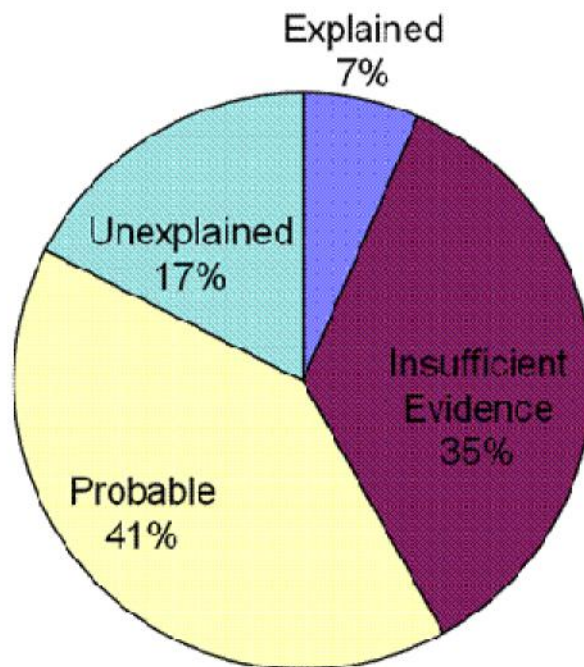


For Source of reports, about 37% were reported directly to Ufology Research. National Defence had 8% of the cases, with smaller fractions coming from RCMP, Transport Canada and the National Research Centre in Ottawa. US-based UFO organizations such as MUFON, APRO and NUFORC provided about 25% of the data.

The breakdown of all Manitoba UFO reports by Conclusion is as follows:

Explained	6.5%
Insufficient Evidence	35.4%
Probable Explanation	40.5%
Unexplained	17.5%

Breakdown of Total MB Reports by Conclusion



Examples of Reported UFOs in Manitoba

The first recorded "airship" sighting in Manitoba was in Winnipeg at about 6:00 p.m. on July 1, 1896. People were said to have observed a "balloon" which came from the west and made a "rapid journey some thousands of feet above the Earth." It was said to have been larger than a toy balloon, and about the same size as those used for "ascensions at River Park." Manitoba was visited by an American airship on April 14, 1897, when a newspaper story reported that a

“specter” with lights “as large as the Moon” flew from North Dakota towards Glenboro at a speed of “365 miles per hour.”

On July 15, 1947, at about 3:15 am, Winnipeg telegraph operator Homer Clinton had just returned home from his shift when he heard a “noisy disturbance” in his back yard. He and his wife and son ran out to watch a “whatzit” in the NW sky near the Big Dipper. The object was starlike in appearance, but it moved on a zig-zag course and would periodically “flop over” as it flew. The three witnesses observed the noisy object for about 15 minutes before it gained altitude and was lost to sight.”

In Canada, there were two military investigations of UFOs: Project Second Storey and Project Magnet. Both were relatively short-lived, and associated with a controversial electronics specialist named Wilbert B. Smith. During the course of his work in the Department of National Defense, Smith became convinced that UFOs did represent alien contact, though his view was not shared by his superiors. However, Smith claimed he had been privy to top-level meetings with both Canadian and American military personnel, and he was told at these meetings that flying saucers were considered to be of major concern to the American military. Later in his career, Smith claimed to actually have been in contact with the aliens, who had begun preliminary negotiations for an official landing at a Canadian military base. As strange as his claims were, Smith was a creditable electronics genius. According to some reports, when he died, government officials confiscated all of his documents and personal papers from his home.

According to the files of Project Second Storey, on July 29, 1952, at about 11:00 pm., a witness at MacDonald Airport north of Winnipeg watched an orange, oblong, stationary object in the south-southwest sky for about two minutes. The aerial craft was about 15 degrees above the horizon and was calculated to be about six miles away from the airfield. As the witness watched, the craft seemed to change into a group of smaller, round lights, and then they all disappeared altogether.

On August 27, 1952, at about 4:45 p.m., two meteorological officers at MacDonald Airport a disc shaped object “like “shiny aluminum” and with “with shadows on it as if it had an irregular surface.” It was seen hovering motionless over the airport where the rotating beacon caught it in the sky. It was thought to be below the cloud ceiling of 5,000 feet and was judged to be five or six times the apparent size of the Moon. As the observers watched, the object started moving and flew around the field twice, then suddenly zoomed northeast, getting out of sight in only a second.

The American presence in Manitoba during the Cold War was quite significant. The 916th Base at Beausejour (Milner Ridge) was a major radar facility for monitoring objects flying south towards the United States. A former duty officer in the radar operations building there said that in the fall of 1956, he detected a strange object moving south over Eastern Manitoba. It was a strong return, indicative of a solid object such as an aircraft, and about 175 miles northeast of Milner Ridge. He was surprised when the second trace on the radar scope showed it had moved a great distance from the first plot. In order to confirm the return, he checked the height and range indicator and calculated the object’s altitude to be 75,000 feet. When he spotted the

object again, the equipment suggested that its speed was between 6,000 and 7,500 knots — faster than any known aircraft at the time. He explained: “If I had not confirmed its location on the two independent systems, I would have just passed it off as a malfunction.” He tracked the object for about 10 minutes as it flew a straight course with slight changes in direction, but always the same altitude. The nearest it came to the base was around MacArthur Falls. He reported it to the chief controller, who labeled it a malfunction. However, the officer was called into the controller’s office the next day and instructed never to tell anyone what he had seen.

Just north of Falcon Lake on May 20th, 1967, at 12:15 pm, Stefan Michalak looked up and saw two disc-shaped objects, glowing bright red and descending in his direction. One dropped down and appeared to land on a large, flat rock about 150 feet away. It changed colour from red to grey, until it finally was the colour of “hot stainless steel.” Michalak knelt behind a rock outcropping, trying to remain hidden from sight, making a sketch of the object and noting things like waves of warm air radiating from the craft, the smell of sulphur and the whirring of a fast electric motor and a hissing, as if air were being expelled or taken in by the craft. Brilliant purple light flooded out of slitlike openings in the upper part of the craft, and a door opened in the side of the craft where he could see smaller lights inside. Michalak warily approached to within 60 feet of the craft and heard two human-like voices, one with a higher pitch than the other. Convinced the craft was an American secret test vehicle, he walked closer to the craft, ending up directly in front of the open doorway.

Suddenly, the craft rotated and an exhaust vent of some kind blasted hot gas hit him in the chest, setting his shirt and undershirt on fire. Michalak immediately felt nauseous and his forehead throbbed from a headache. He decided to return to Winnipeg where he was taken to the Misericordia Hospital. He was tested for radiation contamination, since some radiation was found at the site where Michalak said he had his experience. He did exhibit some very unusual ailments, including reported weight loss, peculiar burn marks on his chest and stomach, charred hair, an odd rash and recurrent dizziness. He was interviewed by the RCAF and RCMP. He led officials to the site, where the Department of Health and Welfare found such high levels of radiation that they considered cordoning off the area for a short while.

Michalak spent a great deal of his own money traveling to the Mayo Clinic, as it was not covered by Medicare. The results of the tests were negative; the physicians could find no explanation for his symptoms, and psychiatrists concluded he was not the type of person who would make up such a bizarre tale. If it was a hoax, it is the most contrived on record, involving radiation, contaminated soil, medical examinations and a flurry of interrogation by government officials at many levels.

In the report of the United States Government-sponsored UFO Project, the Condon Committee, Michalak's experience was described as “unknown,” meaning there was no explanation for his experience. Their concluding remarks were impressive: “if (the case) were physically real, it would show the existence of alien flying vehicles in our environment.”

At about 6:00 p.m. on June 30, 1967, a woman was walking through her home in Thompson when she heard an odd beeping sound. She looked out her kitchen window, and saw dirt and loose pieces of paper flying in a large circle around the house. She went outside, and saw her

husband (who had just returned home) and five children staring up into the sky. A young boy was holding down her eight-year-old daughter, on the ground.

Up in the sky, a rectangular object hung in the air, slowly rotating counter-clockwise and showing alternating silver and black sides. It was black on its lower surface and made no noise. The object began moving off at an angle, stopped and hovered, then continued towards the southeast. Until this time, the circle of dirt and dust had persisted, but it now died down. The whirlwind was very strange in that it was confined to the area immediately around their house, and did not affect any other houses on the street. When the object moved away, the dirt fell to the ground in a circle around the house.

Going to the children, the woman found they were gradually calming down, all except her daughter, who seemed dazed. The boy explained that the five of them had been playing in the yard when the object first appeared overhead. As they watched, her daughter had risen into the air, apparently under the influence of the object in the sky. By the time the other children had come to her aid, she was about three feet off the ground, and her clothes had edge up her body. Her daughter said she did not remember anything from the time she felt the wind to the time she recovered after being dragged back to the ground.

On April 10, 1975, as Bob and Elaine Diemert were walking from their farmhouse to their private airfield in Carman. They were startled to see:

... a big red light coming at us, like a big landing light. You couldn't miss it. It was right at eye level, and it was just loafing along. It was close enough already that you could see the dome on the top, but it was all red—pulsing red.

The saucer-shaped object flew towards them from the west, then eventually veered north and travelled "about 300 feet above the tree tops," going an estimated 30 miles an hour. The entire sighting lasted no more than five to seven minutes.

The Diemerts observed objects a few more times that month, but the real affront on their airport took place later, beginning on May 7, 1975, when sightings began a nightly streak that lasted, literally, for months. During the summer, a large number of people would gather at the Diemert's field, watching for the nightly appearance of the affectionately-named "Charlie Redstar" as he (or it) skimmed low over the trees on the horizon, then soared overhead in a grand finale.

"Charlie" continued to put on a show for observers all that summer; UFO watching became a favourite pastime for Carman residents, and many Winnipeggers joined the fray as well. Carloads of curious people came each night to try to see their own UFO bobbing through the night sky. The media made a mockery of the hysteria, both in print and on the airwaves. Ads in local newspapers urged the reader to "Shop where Charlie Redstar shops!" A *National Enquirer* reporter even arrived to interview witnesses and put Carman "on the map." A circus-like atmosphere evolved; cars lined the dirt roads along favourite "hot spots," and traffic jams occurred as Charlie flew by and drivers scrambled to be first in the chase. During these chases, speeds of 80 or 90 miles per hour were not uncommon, and it was perhaps only luck that no serious accidents happened. UFO watching parties took place throughout the region, lasting in many cases through the night and into the dawn.

On June 4, 1975, a lone witness was nine miles north of St. Claude in a pasture at 2:30 p.m. He looked up to see "a huge craft...20-25 feet from my truck...at treetop level." He described it as "two domes" with a middle section of "clear material that resembled glass." The top was silver and the bottom was milky white "like the belly of a fish." Frightened, the witness tried to drive his truck away from the scene, but his truck wouldn't start. He watched the object fly slowly into the east and disappear behind the trees.

On July 2, 1975, a farmer living near Halbstadt, a hamlet about 95 kilometres south of Winnipeg, discovered an unusual oval barren patch in his otherwise healthy field of sugar beets. This "landing site" measured exactly 30 by 39 feet and was 200 yards from a dirt road. Vegetation within the oval was apparently dehydrated, crumbling to bits when crushed in the hand. The plants outside this patch were healthy and unaffected except for an area immediately to the west where the condition of the plants progressively became less withered over a tail-like swath of about 50 feet. The implication was that something "swooped" over the field from the west, spewing radiation before landing on top of the foot-high plants.

What was most remarkable about the "landing site" was that inside it were "tripod" marks: three impressions in the dry, hard, packed soil that were bowl shaped, about 18 inches across and three inches deep with small rectangular holes in their centers. It was as if something like a lunar module with three legs had hovered over the field and landed, its exhaust heating plants and soil to the point where desiccation occurred. Yet, it should be noted that no one in the area had reported seeing any UFO at any time before the site was discovered. This was a UFO case without any UFO involved.

On February 15, 1977, at about 3:15 a.m., Mrs. B, who lived just on the outskirts of Sundown, heard howling outside, and thought stray dogs were attacking her cattle. She got her .22 calibre rifle, went outdoors and fired shots into the air to scare the culprits away. She became frightened and went back inside her house. Looking out from her bedroom window, which faces north towards a swamp, she saw a group of orange lights by a bridge three-quarters of a mile to the north, with a second set of lights off to one side. The lights were arranged in a row, appearing like the windows on a house, although there was no house near that area. In addition, there were "searchlights," like those at Hollywood premieres, playing about the sky in various colours of blue, green, red, yellow and white.

Mrs. B continued to watch the lights in amazement from her window until around 6:15 a.m. Then, two objects in the swamp lifted off and one headed in her direction, moving in a peculiar up-and-down manner. In the morning sunlight, it appeared "metallic brown," with protrusions that on the object looked like "wings."

The nearest the saucer came was over a tree in Mrs. B's garden, which is about 25 feet in height. Using the width of the tree as a guide, she judged the object to be only seven feet wide, and about four feet high.

Later, an examination of the area near the bridge revealed nothing unusual. Due to the heavy snowfall and the lack of travel on the road, investigators were forced to examine the area riding snowmobiles. No recent tracks were discovered that could be attributed to activity around the bridge or in the bush.

In the early morning of March 4, 1977, Mr. S was driving eastward towards his farm near Sundown, along Provincial Road 201. About four miles west of Sundown, at about 6:00 a.m., Mr. S saw a "vibrating," shimmering, oval source of light directly ahead of him, an estimated 15 feet above the road. Its colour was whitish-cream around its outer edge, darkening to yellowish-cream toward its centre. It made no noise and did not look to be a solid, metallic object. Mr. S estimated it was "as big as a car."

Thinking, "I'm not really seeing this," he continued driving and passed directly underneath the object. He said he still could not see any solidity to it.

Approximately two miles further on, he suddenly came upon three "people" standing on the road before him in the glare of his headlights. They were arranged in a row only 25 feet in front of his vehicle, spaced evenly across his side of the road. Mr. S said they were about five feet tall and shaped like "bowling pins." Later, he told investigators the entities each had a bulbous head, a narrow neck and a flared body "like a skirt" to the ground. No features were visible on the heads.

Quickly applying his brakes, he realized that he could not stop in time, so he braced for the impact. To his surprise, he felt absolutely nothing as he "drove right over" the creatures on the road. They seemed to "disappear" when they touched the front bumper. Mr. S compared this to driving over three vertical flashlight beams shining from three spots under the road. He saw the entities reappear behind him when he looked in his rear-view mirror. As they reappeared, he saw that they were shrinking proportionately, "like they were balloons going down," until they disappeared entirely.

Shaken up and in a very anxious state due to this experience, Mr. S drove straight to the house of a friend who lived south of Sundown at Sirko, Manitoba. There, Mr. S told his story to his friend, who listened patiently and saw that Mr. S was visibly shaken by his experience. Concerned that Mr. S had killed some living beings, his friend persuaded him to call the RCMP. The police arrived in a matter of minutes (responding to the "accident!"), and went with Mr. S and his friend to the spot where the incident had occurred. By this time, the Sun had risen, and the site could be inspected easily. There were skid marks where Mr. S had applied his brakes, but no sign of blood, footprints, glass or any other evidence that anyone had been hit by a car. As well, there were no signs of impact on Mr. S's car.

On October 22, 1978, at approximately 8:05 p.m., a large, red light was observed by many people in southern Winnipeg. Several district police offices were inundated with telephone calls from people reporting the slow-moving light. It was seen to move on an "S-shaped" path for two to three minutes before it grew brighter, then exploded and disappeared in a shower of sparks. At 9:22 p.m., the pilot of Air Canada Flight 181 (a DC-9), on final approach to Winnipeg International Airport, was approximately four and a half miles southeast of the runway when he reported "traffic" in his vicinity. Air traffic controllers reported that they detected no traffic near him, and questioned his observation. The pilot replied that there was a bright red ball of light at the same height as his aircraft, which was at about 2300 feet at the time. The object was observed to move east, then "got bigger" and finally "burst" in a bright display. A smaller aircraft heading southeast confirmed this report; the pilot of the small plane reported a "steady

light" for two to three minutes, then was startled when the UFO exploded. Three of the air traffic controllers also observed the explosion while conversing with the pilots.

At about 12:30 a.m. in early March, 1980, while recuperating from an illness and surgery in Teulon Hospital, a man happened to be unable to sleep, and gazed out the window of his room. He was surprised to see a "football-shaped" object silently gliding over a building, apparently "just across the street." The object was an estimated 30 feet in diameter and 15 feet in thickness, with multicoloured "Christmas lights" along its upper edge, steady and unblinking. It was moving southeast, and as it passed the witness, it seemed to briefly turn on its "cabin lights." The man found himself looking into four white "windows" which appeared along the middle of the craft. After a few seconds, the "cabin lights" were extinguished, and the object travelled out of view in about two to three minutes.

He described "people" in the windows with their heads facing the direction of flight. He recalled seeing "hair" "cut fairly short" on each of the heads, as well as other normal features such as ears, noses, lips, etc. At its nearest point, the object was at an estimated 150 feet away from the hospital window, over another building. In fifteen minutes, the same object travelled back, westward, without turning on any cabin lights. After another fifteen minutes had passed, the same object passed by again on its way back to the east. At this point, the man called for a nurse to stay with him and watch for its expected return trip, but it never appeared.

On the evening of March 4, 1985, a woman called the Dauphin city RCMP to report a UFO. In response, two constables were dispatched and immediately observed a light in the sky, "brighter than a star." It was thought to be about half a mile north and one mile west of the town, and like a "helicopter with a floodlight." The police drove west of Dauphin in pursuit of the object, at speeds of up to "140 kilometres an hour." Despite the speed, they were unable to gain on the object over a distance of nearly 20 kilometres. Other RCMP Detachments at Grandview and Roblin also said observed the object. Calls were made to radar installations, but no aircraft were reported in that area at the time.

On October 9, 1989, at 2:50 p.m., a family was visiting the Fort Whyte Nature Centre when they saw a white boomerang shaped object in the northeast, hanging in the air over Winnipeg. One parent ordered the children into their car to prevent them from seeing the frightening craft. As the adults watched, the object slowly rotated, showing a bulge on its underside. After a few minutes, the object moved away out of sight.

On November 1, 1992, Karen, a nurse living in southern Winnipeg, awoke at about 2:00 am because of a loud thump on her door. She thought it was her noisy neighbours, who often were very loud and were very disturbing. She decided to get out of bed and see who was in the hallway outside.

When she entered her living room, however, she was startled to see two "little people" standing in the middle of the room. At first, she thought they were children and ordered them to get out of her apartment. She asked them: "How did you get in here?"

She then realized that they were not children, but unusual beings with large round eyes and wearing long white gowns or robes. They were very small, only 3½ feet in height.

She asked them to leave, but they just stood, facing her. They did not seem to have any other facial features, but they somehow began communicating with her, by what she assumed was telepathy.

She asked them: "What do you want?"

They turned their heads to look at each other, then turned back to her. They told her that they wanted to take her for a ride into space.

Suddenly, Karen found herself in a very large room, like a "hangar," in which a cigar-shaped craft of some sort was parked. She did not remember how she had got there. There were no other craft in the hangar, which was very modern in appearance and looked "brand new."

Karen was led across the floor of the hangar by the two beings, who walked or floated, one ahead of her and one behind her in a single file. They approached the cigar-shaped craft, which had a small door in its side. They entered and walked down an aisle in the interior of the craft, towards its bow. There, the aisle opened up into a "control room."

The control room had three chairs, in front of a table which had three rectangular screens and two sets of coloured buttons or control mechanisms. In front of the table were large windows which seemed to show a very dark blue "sky."

Karen was told they were "going to the stars," and watched as the beings on either side of her manipulated the controls. As they took turns pressing the buttons, the buttons would light up. The blue sky in the forward windows deepened in colour to black, and she soon could see many stars.

Watching the beings in action, she noticed that their hands were more like "mitts," with no fingers, and that they used their entire hands when depressing the buttons.

Suddenly, Karen found herself back in her room.

Karen was convinced that the experience had been real. She insisted that she did not normally have vivid dreams and that she did not read science fiction novels, go to SF movies or watch TV shows with such themes. When she met with UFOROM investigators, Karen seemed very rational and calm. She did not seem to be the type of person who would make up such a story and wasn't seeking any money or notoriety.

It was a cold winter night in January, 1993, when Craig and Paul were returning home after watching the Winnipeg Jets play hockey at the Arena. It was about 10:30 p.m., and Paul had just turned east on the Perimeter Highway at the Highway 7 overpass north of the city. There were no cars near them on that stretch of road which was very dark that time of night. The highway was very slippery and they were forced to drive very slowly as a consequence.

As they rode along, they were talking about the game and about some of the charity work that they had been doing there. They had only gone about three kilometres when the car's engine suddenly died and the headlights went out. Surprised, Paul began trying to start the engine again but then noticed a strange object not far from the road.

It looked like "two Frisbees put together, with a bump on the bottom," Paul said. It was hovering noiselessly about 150 metres in the air and within 100 metres of the highway, near some telephone poles.

The object didn't have any features except the "bump," not even windows or flashing lights. It was dark orange in colour and "about the size of a house." It made no sound and "was just hanging there."

Craig said that they were both in some kind of shock, completely taken aback by what was happening.

"It all seemed so unbelievable," he added.

After about 15 seconds, the strange object moved away from them at high speed, heading southeast towards the city. It was out of sight in a matter of seconds. Then, without warning, the car's headlights came back on and Paul was able to start the engine again.

They travelled back home and told their families what had happened. Soon, UFOFORUM investigators were called and attempts were made to understand what had been seen.

According to Craig and Paul, the car's cigarette lighter, horn and interior dome light would not work after the encounter.

On August 4, 1997, at 7:20 pm near Hadashville, two forest rangers in different towers simultaneously observed a "silver ball" which hovered over the trees some distance away from them. A second identical object approached the first and the two travelled away together.

On August 7, 2005, at 2:08 pm near Vita, a silver, cigar-shaped object like a "wingless missile" flew over three witnesses. A fast-flying conventional aircraft followed the object on the same trajectory after a few seconds.

On February 25, 2012, at 7:00 pm in Winnipeg, two witnesses observed a flat, disc-shaped object with red lights around its perimeter. As it flew it in horizontal flight, it turned on its side and then darted towards the witnesses' vehicle, then vanished before their eyes when it was within five metres of them.

On December 31, 2012, a witness reported:

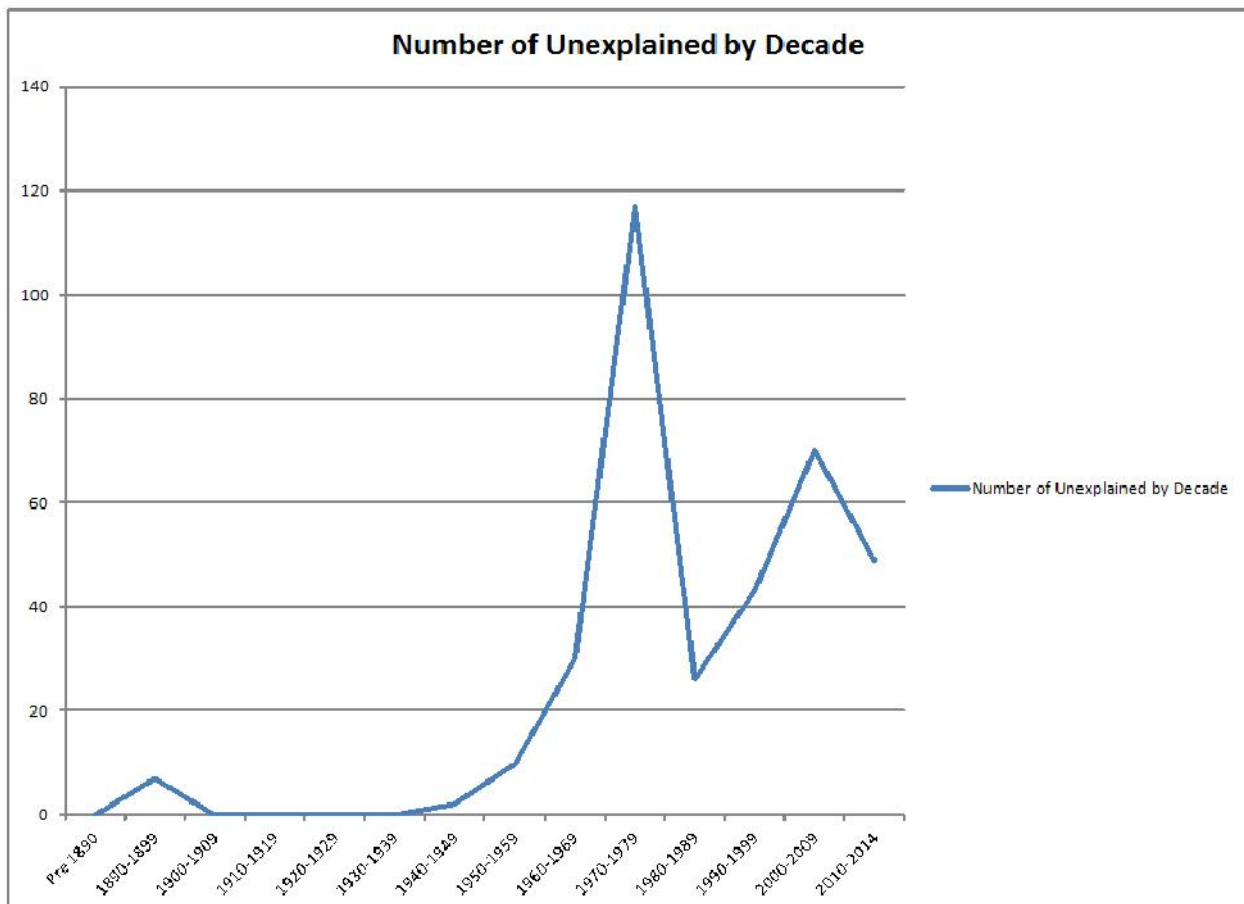
At approximately 10:30pm CST some friends and I were walking along a street in Thompson, Manitoba when we noticed three orange glowing orbs in the sky in a rough triangular formation. They were not blinking like an airplane, and they moved slowly across the sky. We stood and watched them for a few minutes, each of us in turn trying to rationalize what they may be. As they moved across the sky the orbs shifted into a line formation. We waited to hear the typical airplane noise but it never came, even after the lights had disappeared on the horizon. In my search for an explanation, many similar descriptions have been dismissed as Chinese paper lanterns being set adrift in the sky. I firmly believe this was not the case in the event we saw—the lights were far away yet seemed quite large.

On March 17, 2014, at 3:00 am, three people were driving from Calgary nearing Winnipeg, with no other cars visible on the road. They saw what looked like a transport truck in the middle of the road up ahead, and continued to drive but decreased speed. But as they approached, they saw that the shape of the object was like "a squished octagon." They came to within 150

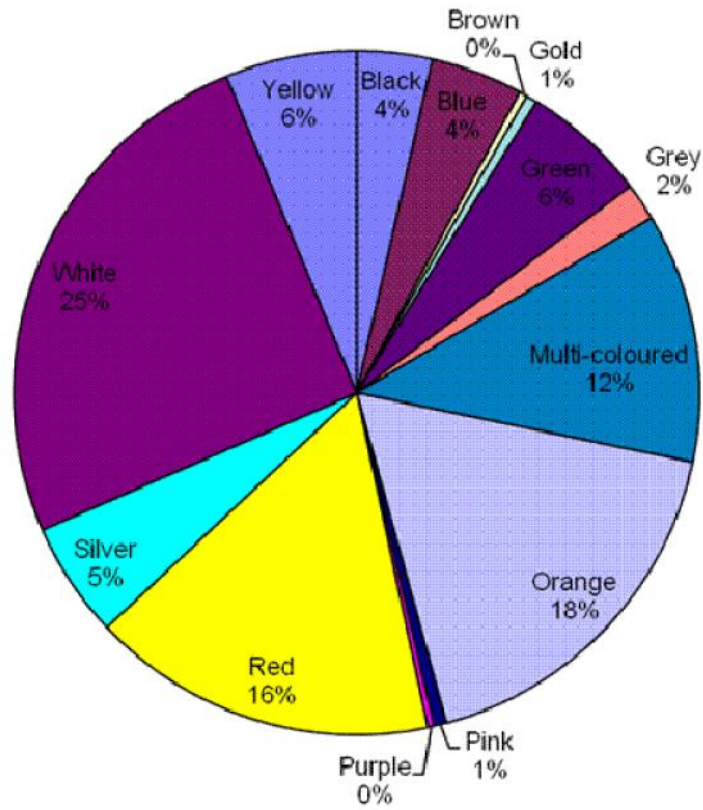
meters from the object's strange "headlights." Suddenly, the lights moved up into the sky and in "the car shook like there was a huge gust of wind, and the object was gone."

On February 15, 2015, rumours circulated on the Internet (mostly Facebook, Twitter and Youtube) that a UFO had crashed near Jackhead along the western shore of Lake Manitoba, and that the military had covered up the incident. Despite many wild and unsupported claims, the event actually was a misinterpretation of the Canadian Forces Exercise ARCTIC BISON 2015, held February 13-22, 2015, focusing on challenging training for the Arctic Response Company Group in austere winter conditions. For further information, see:

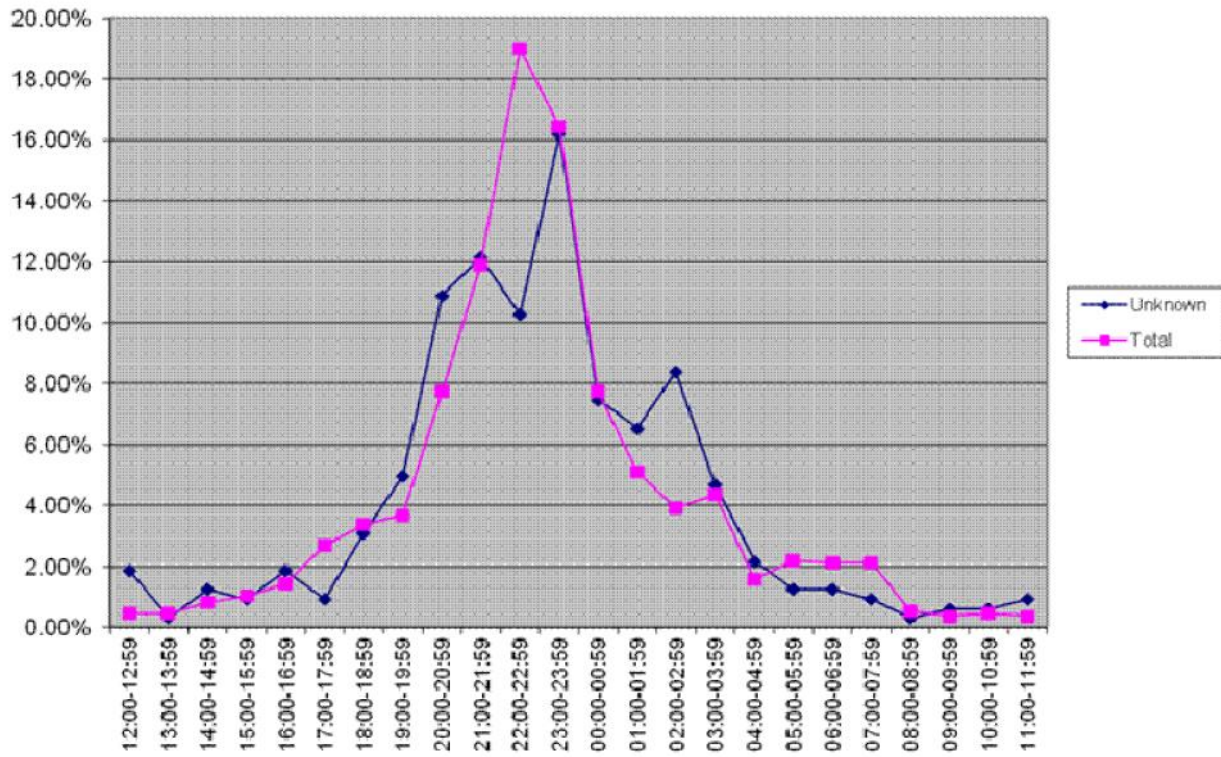
<http://uforum.blogspot.ca/2015/02/hit-road-jack.html>



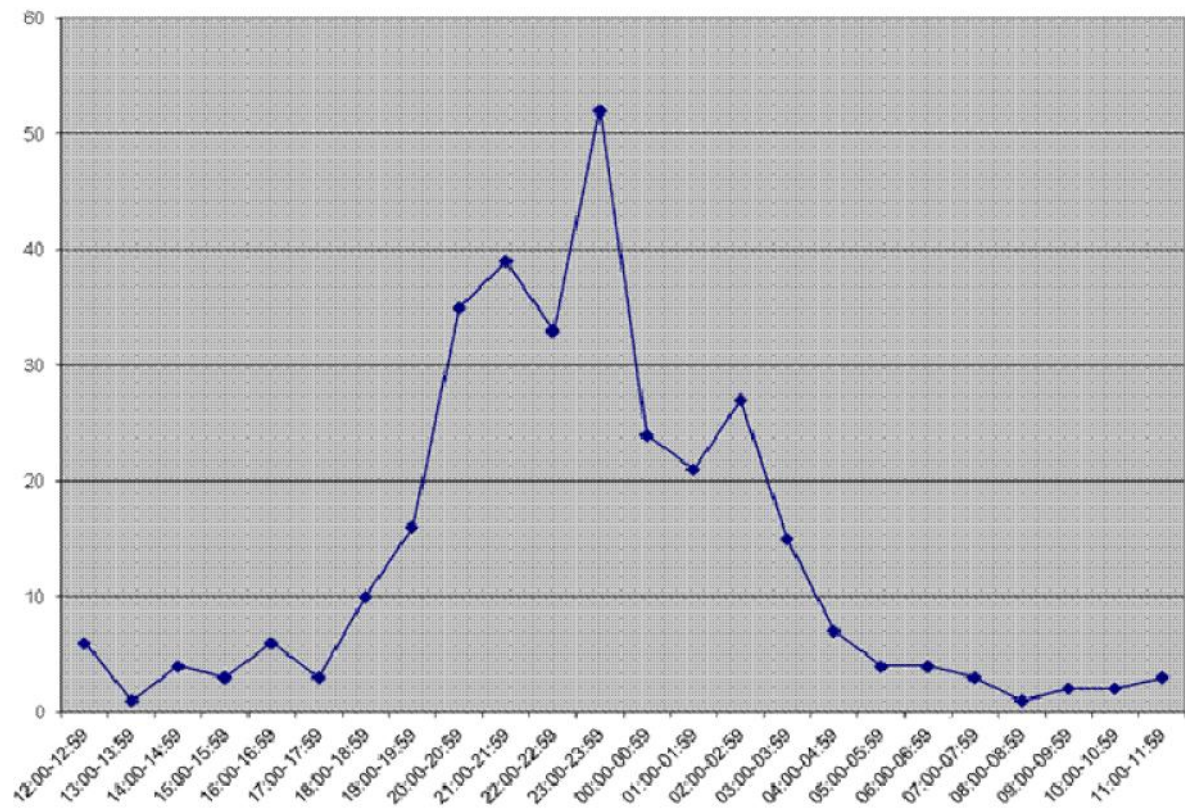
Breakdown of 2013 Reports by Colour



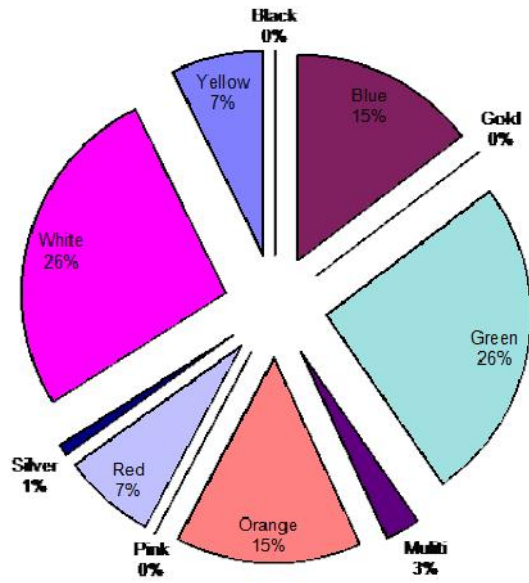
MB Unknowns Vs. Other by Time of Day



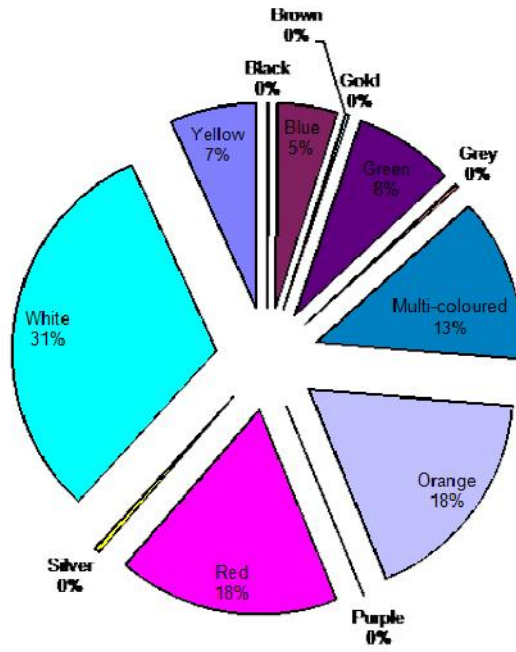
MB Unknowns by Time of Day



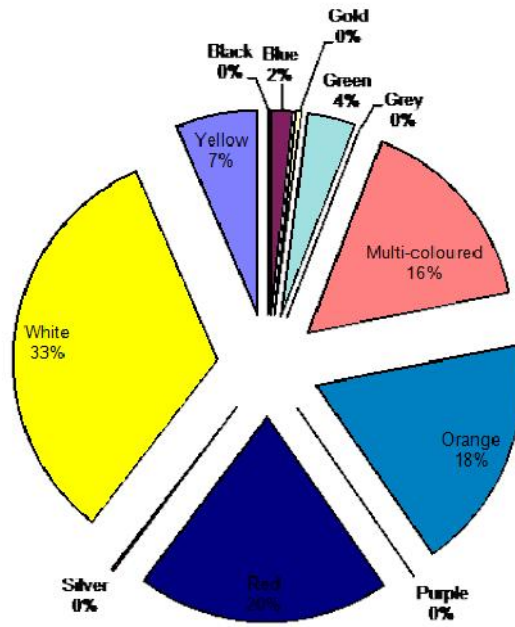
Colour of MB Fireball Cases



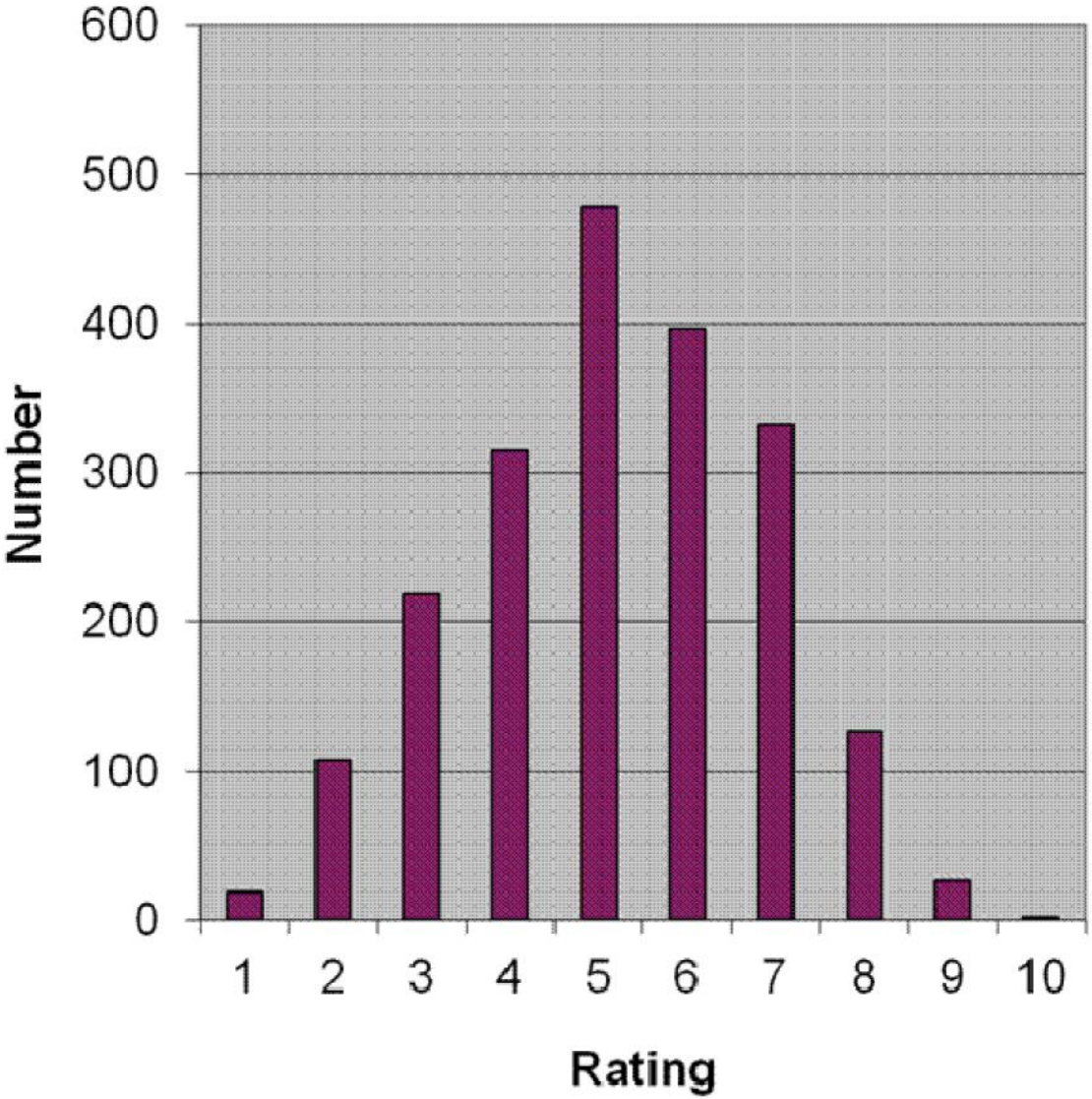
Colour of MB NL Cases



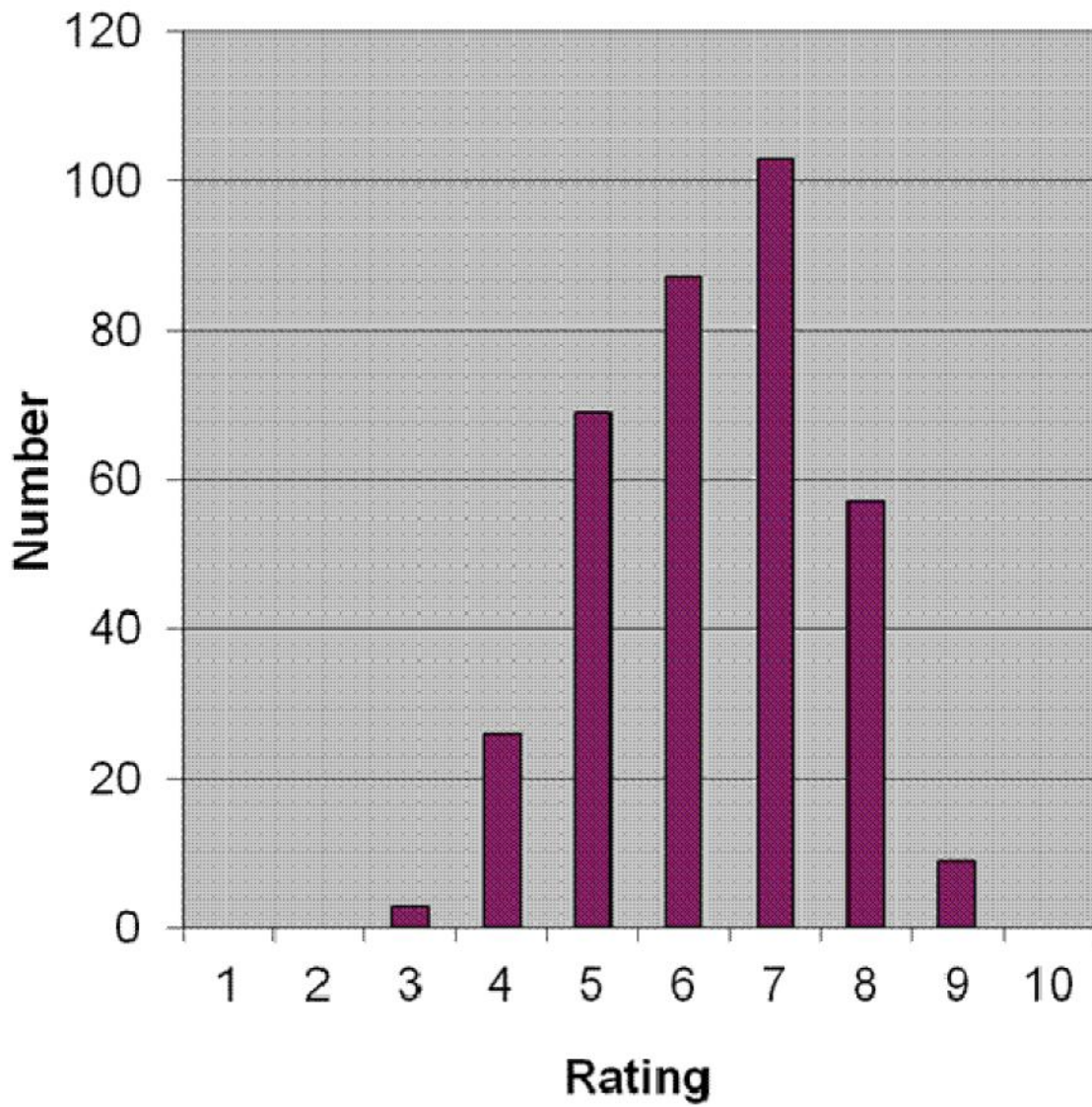
Colour of MB Point Source Cases



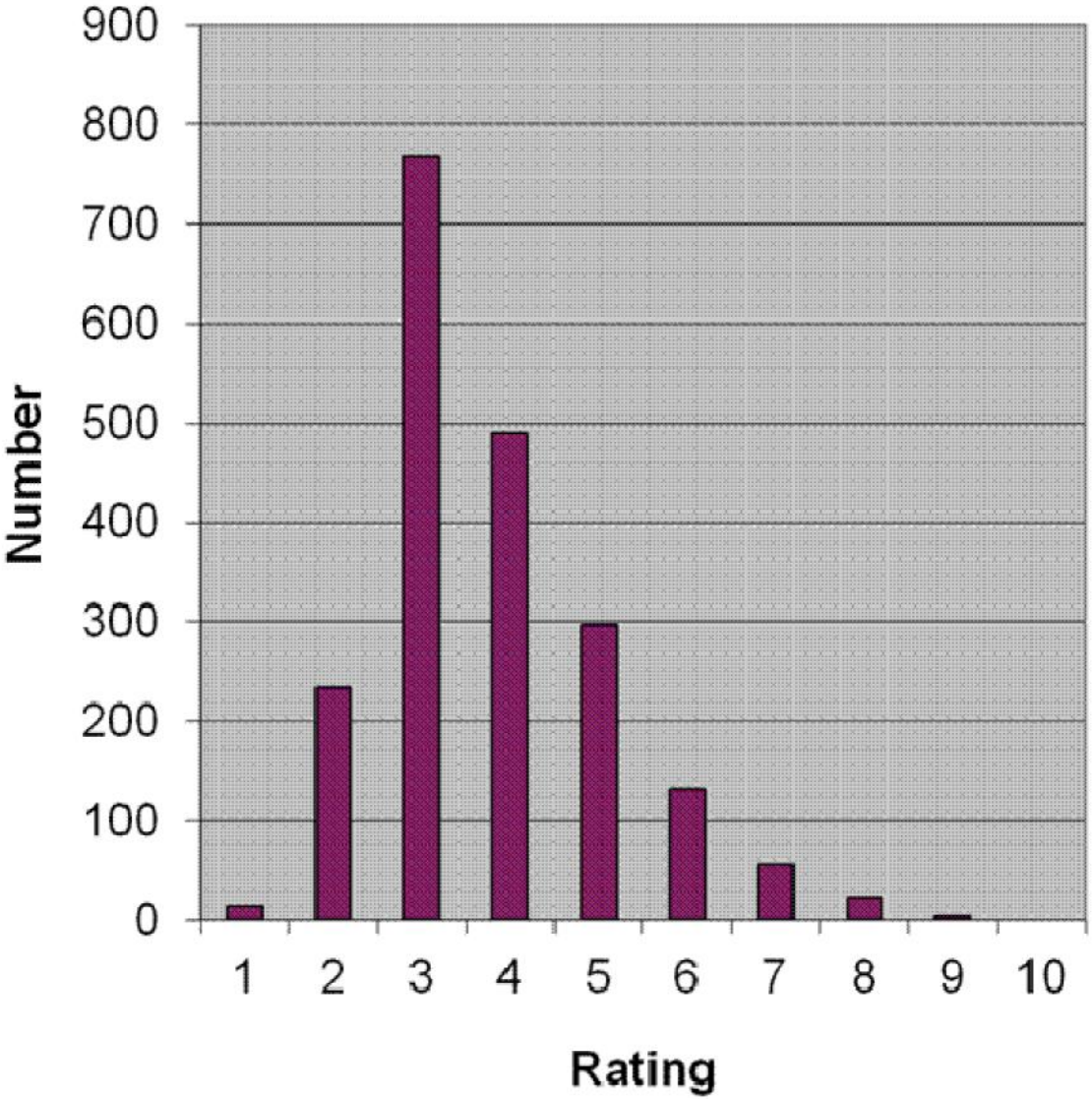
Breakdown of Total MB Cases by Reliability



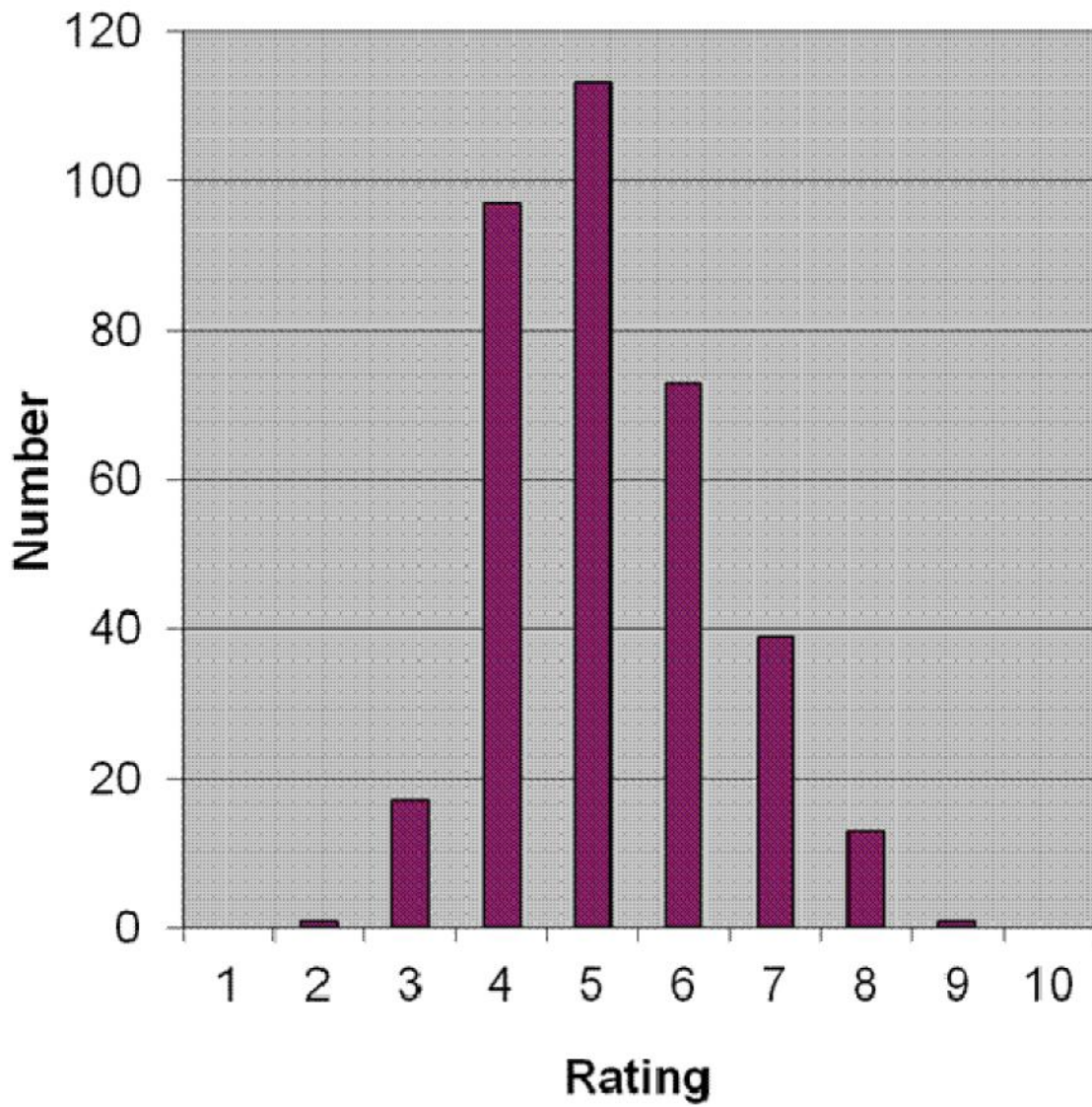
Breakdown of MB Unknowns by Reliability



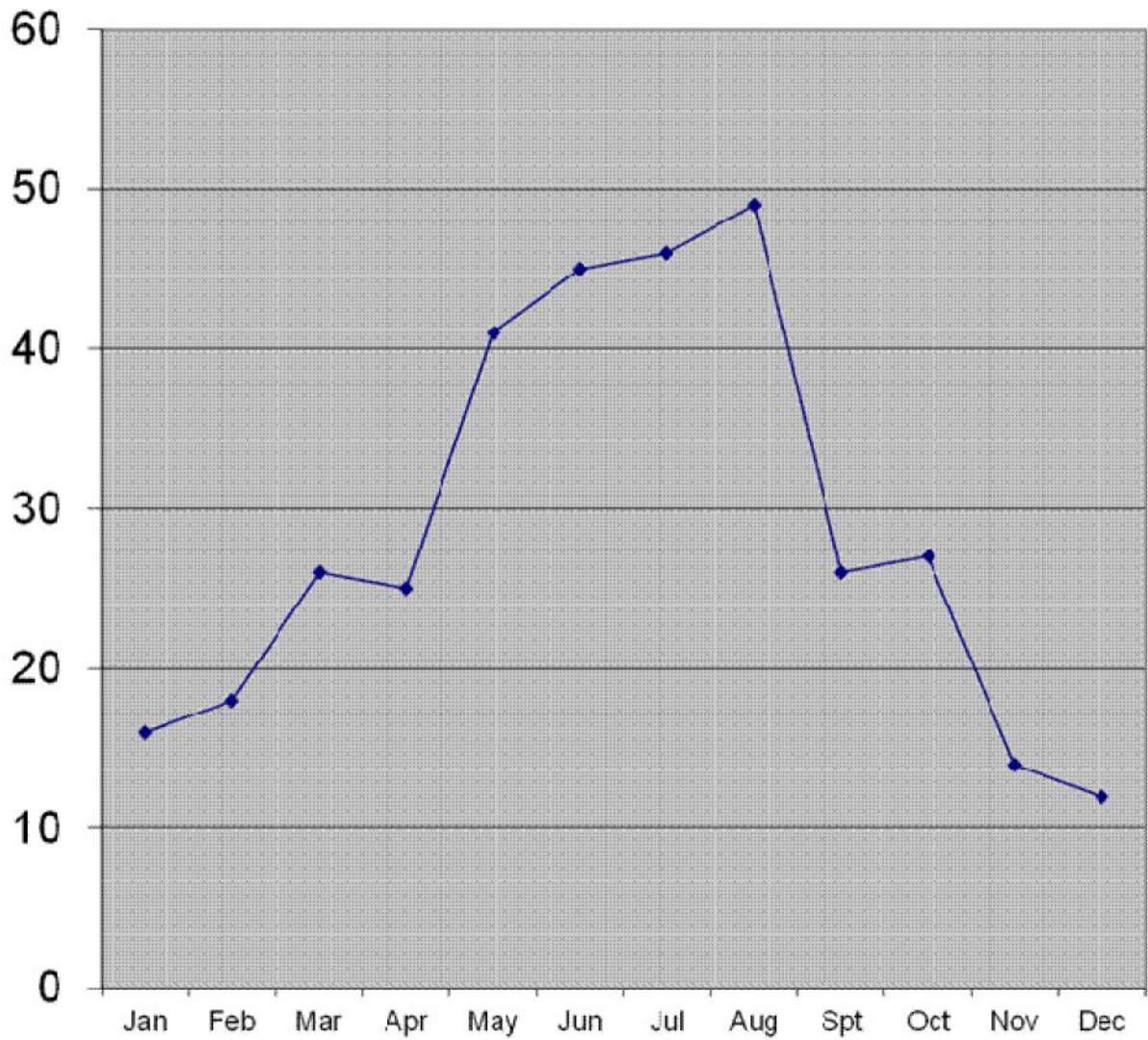
Breakdown of MB Cases by Strangeness



Breakdown of MB Unknowns by Strangeness



Breakdown of MB Unknowns by Month



Breakdown of MB Unknowns by Type

