Full Report at: https://coi.tothestarsacademy.com/tictacreport

Based on a well-vetted Washington source, journalist George Knapp has provided to TTS Academy a newly released 2009 unclassified USG report that includes analysis from multiple sources regarding interactions with UAP's, including the Nimitz incident. The report accounts for the various advanced sensors being used during the incidents and the resulting determination that the advanced technology observed was far beyond any known US or international government capability.


## Executive Summary

During the period of approximately 10-16 November 2004, the Nimitz Carrier Strike Group (CSG) was operating off the western coast of the United States in preparation for their deployment to the Arabian Sea. The USS Princeton on several occasions detected multiple Anomalous Aerial Vehicles (AAVs) operating in and around the vicinity of the CSG. The AAVs would descend "very rapidly" from approximately 60,000 feet down to approximately 50 feet in a matter of seconds. They would then hover or stay stationary on the radar for a short time and depart at high velocities and turn rates. On 14 November after again detecting the AAV, the USS Princeton took the opportunity of having a flight of two F/A-18Fs returning from a training mission to further investigate the AAV. The USS Princeton took over control of the F/A-18s from the E-2C Airborne Early Warning aircraft and vectored in the F/A-18s for intercept leading to visual contact approximately one mile away from the AAV, which was reported to be "an elongated egg or a 'Tic Tac' shape with a discernable midline horizontal axis". It was "solid white, smooth, with no edges. It was "uniformly colored with no nacelles, pylons, or wings." It was approximately 46 feet in length. The F/A-18Fs radar could not obtain a 'lock' on the AAV; however it could be tracked while stationary and at slower speeds with the Forward Looking Infrared (FLIR). The AAV did take evasive actions upon intercept by the F/A-18 demonstrating an advanced acceleration (G), aerodynamic, and propulsion capability. The AAV did not take any offensive action against the CSG; however, given its ability to operate unchallenged in close vicinity to the CSG it demonstrated the potential to conduct undetected reconnaissance leaving the CSG with a limited ability to detect, track, and/or engage the AAV.

## Key Assessments

- The Anomalous Aerial Vehicle (AAV) was no known aircraft or air vehicle currently in the inventory of the United States or any foreign nation.
- The AAV exhibited advanced low observable characteristics at multiple radar bands rendering US radar based engagement capabilities ineffective.
- The AAV exhibited advanced aerodynamic performance with no visible control surfaces and no visible means to generate lift.
- The AAV exhibited advanced propulsion capability by demonstrating the ability to remain stationary with little to no variation in altitude transitioning to horizontal and/or vertical velocities far greater than any known aerial vehicle with little to no visible signature.
- The AAV possibly demonstrated the ability to 'cloak' or become invisible to the human eye or human observation.
- The AAV possibly demonstrated a highly advanced capability to operate undersea completely undetectable by our most advanced sensors.