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00:00:00,000 --> 00:00:10,320

Last Thursday, August 22, I was in San Francisco just catching a plane home from the Westcon,

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00:00:10,320 --> 00:00:17,120

the Western Conference of Electronic Manufacturers show in San Francisco.

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00:00:17,120 --> 00:00:24,320

And out on one of the auxiliary runways, we spotted this super constellation with the

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00:00:24,320 --> 00:00:28,080

strange sign Project Magnet on the tail.

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00:00:28,080 --> 00:00:33,280

I happened to be in the restaurant shortly after that and two gentlemen, which were obviously

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00:00:33,280 --> 00:00:38,960

pilots, sat down about one seat away from me and started discussing the ship that they'd

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00:00:38,960 --> 00:00:46,600

flown in here for part of the National Geophysical Year Conference, which seemed to be simultaneous

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00:00:46,600 --> 00:00:49,280

with the Westcon Conference in San Francisco.

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00:00:49,280 --> 00:00:54,720

And I was quite familiar with the constellation since I had tested these ships when I was

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00:00:54,720 --> 00:00:57,320

a flight test engineer at Lockheed.

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00:00:57,320 --> 00:01:03,480

And I asked them if Project Magnet on the tail signified the same as Wilbert Smith's

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00:01:03,480 --> 00:01:07,040

Project Magnet in Canada.

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00:01:07,040 --> 00:01:11,440

And the gentlemen were a little bit startled and they said, why, yes, we're closely or

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00:01:11,440 --> 00:01:13,640

we're closely related.

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00:01:13,640 --> 00:01:17,800

I asked them if for all time's sake I might be able to come out and take a look through

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00:01:17,800 --> 00:01:18,800

the ship.

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00:01:18,800 --> 00:01:20,840

They granted me permission.

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00:01:20,840 --> 00:01:23,680

So on the way in and out, I shot a few photographs.

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00:01:23,680 --> 00:01:25,600

These are a few from this series.

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00:01:25,600 --> 00:01:34,040

Now, the second shot shows clearly the markings on the ship, the constellation, the tip tanks,

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00:01:34,040 --> 00:01:35,040

etc.

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00:01:35,040 --> 00:01:40,640

The third shot shows a Mr. Crow, C-R-O-W, the gentleman with the beard standing beside

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00:01:40,640 --> 00:01:47,160

the Magnetic Anomaly Detector, which was in the aft end of the constellation.

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00:01:47,160 --> 00:01:54,680

I struck up a conversation with Mr. Crow and he spoke rather guardedly that this constellation

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00:01:54,680 --> 00:02:02,160

was a number one of a number unspecified of ships specifically equipped with these extremely

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00:02:02,160 --> 00:02:04,160

highly sensitive magnetometers.

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00:02:04,160 --> 00:02:09,920

He said that the Magnetic Anomaly Detector, which was vertically polarized as opposed

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00:02:09,920 --> 00:02:15,920

to horizontally polarized for the World War II units, which are still classified as secret,

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00:02:15,920 --> 00:02:21,280

had an absolute sensitivity of from 10 to 20 gamma, which I felt was rather remarkable

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00:02:21,280 --> 00:02:27,040

compared to the old anti-submarine detectors that were used in World War II.

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00:02:27,040 --> 00:02:33,680

I pressed him a little bit on the subject naturally without mentioning the term UFO and

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00:02:33,680 --> 00:02:39,000

every answer that he gave me before he finally clammed up indicated that one of the primary

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00:02:39,000 --> 00:02:46,160

missions of this particular constellation, which had been all over the world, was connected

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00:02:46,160 --> 00:02:52,800

with the same thing that the Project Magnet in Canada was searching for.

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00:02:52,800 --> 00:02:55,920

He said that he knew of the work of Wilbert Smith.

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00:02:55,920 --> 00:03:02,000

He said that this was an outgrowth of in cooperation with the Canadian government of Project Magnet

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00:03:02,000 --> 00:03:03,000

in Canada.

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00:03:03,000 --> 00:03:08,720

Later, when I made the mistake of mentioning the word UFO, he clammed up almost immediately

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00:03:08,720 --> 00:03:10,840

as if he were on security.

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00:03:10,840 --> 00:03:18,480

This ship was commissioned and paid for by the Department of the Navy.

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00:03:18,480 --> 00:03:23,840

Its cover story, the reason which they give for having this equipment on board, was that

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00:03:23,840 --> 00:03:30,480

it is searching out magnetic anomalies for navigational purposes and that these isometric

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00:03:30,480 --> 00:03:36,880

lines, which this ship can determine, are then forwarded to the U.S. Coast and Geodetic

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00:03:36,880 --> 00:03:43,120

Survey Office, where they will eventually go on navigational charts all over the world.

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00:03:43,120 --> 00:03:48,760

But Mr. Crowe, in this picture after I had the opportunity to communicate with him for

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00:03:48,760 --> 00:03:55,200

about 10 minutes, indicated rather strongly that the primary purpose of this was for magnetic

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00:03:55,200 --> 00:03:59,480

anomalies coming from above the surface of the Earth.

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00:03:59,480 --> 00:04:05,800

When I asked him if his crew had found any anomalies coming from above, he said yes very

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00:04:05,800 --> 00:04:11,480

definitely in the area of Key West, Florida, that when they flew close to the surface of

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00:04:11,480 --> 00:04:16,640

the Earth, they got rather smooth isometric lines.

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00:04:16,640 --> 00:04:20,320

When they flew at higher altitudes, these things were rough, which would indicate to

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00:04:20,320 --> 00:04:26,200

him that at the particular time this mission was flown, the magnetic anomalies were coming

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00:04:26,200 --> 00:04:28,320

from above the Earth.

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00:04:28,320 --> 00:04:34,280

The next photograph in this series is a close-up of this anomaly detector, which is fantastically

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00:04:34,280 --> 00:04:35,280

sensitive.

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00:04:35,280 --> 00:04:41,920

The fifth shot of the series shows the navigator station, this chair on the post, with a lookout

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00:04:41,920 --> 00:04:49,800

for their astro navigation, and behind it the control panels for the magnetic detectors.

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00:04:49,800 --> 00:04:54,720

The last shot in this series shows a close-up of the bench for the electronic control and

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00:04:54,720 --> 00:04:58,520

charting position for the magnetic anomaly detectors.

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00:04:58,520 --> 00:05:03,960

Another thing which came out of this conversation was that several of our satellites were equipped

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00:05:04,160 --> 00:05:08,840

with heavy-water proton progression type magnetometers.

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00:05:08,840 --> 00:05:13,120

The cover story here again being that they were searching for magnetic anomalies in the

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00:05:13,120 --> 00:05:17,720

Earth's magnetic field, and a very very obvious inference being that they were searching for

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00:05:17,720 --> 00:05:22,680

unidentified flying objects, which in some way disturbed the Earth's magnetic field and

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00:05:22,680 --> 00:05:25,480

gave themselves away in this manner.

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00:05:25,480 --> 00:05:27,240

I thought this was rather interesting.

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00:05:27,240 --> 00:05:30,840

You might add it to your collection of unsolved data.

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00:05:30,840 --> 00:05:36,920

My own conclusion based on talking with both the pilots, co-pilot and Mr. Crowe, was that

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00:05:36,920 --> 00:05:41,640

they are quite aware that this ship is being used and part of the overall search for the

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00:05:41,640 --> 00:05:42,520

UFO.