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00:00:00,000 --> 00:00:05,000

I work at the Oakland Air Route Traffic Control Center.

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00:00:05,000 --> 00:00:12,000

Okay, and we observed an unknown phenomenon this morning, about 1600 Zulu.

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00:00:12,000 --> 00:00:16,000

And local time, that was about 8 o'clock.

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00:00:16,000 --> 00:00:22,000

And we observed it for about 10 to 15 minutes, two targets.

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00:00:22,000 --> 00:00:26,000

And we were working in conjunction with Air Defense Command.

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00:00:26,000 --> 00:00:29,000

They also pated the targets on their radar.

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00:00:29,000 --> 00:00:32,000

We checked two radar systems in our facility.

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00:00:32,000 --> 00:00:37,000

The targets were approximately 200 miles west of San Francisco over the water.

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00:00:37,000 --> 00:00:39,000

They stayed in close proximity to each other.

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00:00:39,000 --> 00:00:41,000

Correct, let me rephrase that.

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00:00:41,000 --> 00:00:48,000

They flew in what appeared to be unison, approximately 90 miles apart, in a north-south track.

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00:00:48,000 --> 00:00:51,000

We observed them initially tracking south.

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00:00:51,000 --> 00:00:55,000

Their speed was in excess of 2,000 knots.

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00:00:55,000 --> 00:01:01,000

They did a high-speed run for about 75 miles, made a very abrupt slowdown,

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00:01:01,000 --> 00:01:07,000

and then a 180-degree turn and tracked back northbound in excess of 2,000 knots.

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00:01:07,000 --> 00:01:11,000

They did about a 15 to 20-degree right turn, and then we lost them.

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00:01:11,000 --> 00:01:16,000

ADC advised me that the targets were too high to get an altitude readout on,

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00:01:16,000 --> 00:01:21,000

and they confirmed their speed in excess of 1857 miles an hour also.

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00:01:21,000 --> 00:01:24,000

Okay, any estimate of altitude?

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00:01:24,000 --> 00:01:29,000

Their altitude readout capabilities, I think, are classified,

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00:01:29,000 --> 00:01:33,000

and they were reluctant to advise us what the altitude was.

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00:01:33,000 --> 00:01:37,000

But I do know that they were in excess of 60,000 feet.

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00:01:37,000 --> 00:01:39,000

Okay, were you getting a good strong return?

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00:01:39,000 --> 00:01:43,000

Well, good, painted like a barn out there, and it was a good strong track.

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00:01:43,000 --> 00:01:48,000

Like we were painting a 747 on primary target within 50 miles of the antenna site.

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00:01:48,000 --> 00:01:49,000

Okay.

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00:01:49,000 --> 00:01:52,000

It was really a fantastic situation.

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00:01:52,000 --> 00:02:00,000

And several radar systems, we were receiving them off of two conjunctive radar sites

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00:02:00,000 --> 00:02:04,000

that we worked with, the 26th NOR-Ed was receiving targets on them,

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00:02:04,000 --> 00:02:07,000

and the 25th NOR-Ed was also receiving targets on them.

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00:02:07,000 --> 00:02:10,000

So there was no radar phenomenon involved,

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00:02:10,000 --> 00:02:13,000

unless it was something so unique that it would affect all radar systems.

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00:02:13,000 --> 00:02:15,000

Okay.

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00:02:15,000 --> 00:02:19,000

When they left to the north, did they just go off of the screen?

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00:02:19,000 --> 00:02:21,000

They just went off of the screen.

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00:02:21,000 --> 00:02:22,000

Okay.

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00:02:22,000 --> 00:02:27,000

It was almost like they went to such an excessively high speed and rate of climb

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00:02:27,000 --> 00:02:31,000

that one moment the antenna picked them up,

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00:02:31,000 --> 00:02:34,000

and the next sweep of the antenna, there was nothing there to hit.

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00:02:34,000 --> 00:02:36,000

Okay.

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00:02:36,000 --> 00:02:39,000

All right, sir, well, we sure appreciate this information.