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

I was in a pilot aircraft with two other guys come back from Walla Walla.

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00:00:07,000 --> 00:00:12,000

And we were on instruments, so we were at about 12,000 feet.

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00:00:12,000 --> 00:00:21,000

And shortly after we were being on instruments, we were in contact with radio and very clear up there.

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00:00:21,000 --> 00:00:31,000

We passed in here on our left and we're just going to begin our descent into the clouds by on the right.

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00:00:31,000 --> 00:00:37,000

We were on a trajectory, if you drew a line from the acumen, we were over the acumen, the airport,

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00:00:37,000 --> 00:00:42,000

and put that vector right on in so you draw a line from the acumen to Seattle.

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00:00:42,000 --> 00:00:47,000

We were proceeding not quite northwest, but west, northwest direction.

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00:00:48,000 --> 00:00:54,000

This we went a little beyond Renear, we didn't really know the location.

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00:00:54,000 --> 00:01:02,000

Another guy said, Sline, it was a better idea to begin the navigation, but he was behind at 625 checkpoint

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00:01:02,000 --> 00:01:06,000

and it was before 635 when we checked again.

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00:01:06,000 --> 00:01:09,000

We went back over the flight plan.

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00:01:09,000 --> 00:01:18,000

We went off to the right and to the front of the airplane, which we had a good time to go back

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00:01:18,000 --> 00:01:20,000

and look at the trajectory.

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00:01:20,000 --> 00:01:25,000

Say somewhere over Vancouver Island or up in the island, someplace, maybe toward Mary's Hill.

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00:01:25,000 --> 00:01:37,000

There was a rather bright object, like a moon color, white or yellowish white ball.

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00:01:37,000 --> 00:01:44,000

At first they thought it was a bright afterburner, but it started increasing size.

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00:01:44,000 --> 00:01:51,000

Where it got about, oh, not quite 90 degrees off to our right, somewhere up toward Baker.

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00:01:51,000 --> 00:02:00,000

It appeared as a white ball with a tight, easy cone of multi-colored red, blue, yellow sparks

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

or it kind of looked to me like a comet.

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00:02:04,000 --> 00:02:14,000

A ball and then a space of a little bit and then all these fantastic colors following it.

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00:02:14,000 --> 00:02:17,000

They followed it a little bit longer.

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00:02:17,000 --> 00:02:20,000

They gave me a head of a few minutes and seconds.

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00:02:20,000 --> 00:02:24,000

I figured I had it in view about 45 seconds and they followed it because they thought,

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00:02:24,000 --> 00:02:27,000

oh, I only do my afterburner and I didn't really care.

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00:02:27,000 --> 00:02:29,000

God, look at that.

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00:02:29,000 --> 00:02:34,000

Then we followed it and it was right off the right wing tip.

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00:02:34,000 --> 00:02:38,000

In fact, you had to paint a little bit to keep it in view.

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00:02:38,000 --> 00:02:45,000

Then as it went kind of off toward the caskies, it burned out and it started to break up.

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00:02:45,000 --> 00:02:52,000

You could see the old kind of flash off in all directions and it faded and it was gone.

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00:02:53,000 --> 00:03:00,000

That's the first thing I've ever seen of that size or that intensity in the sky.

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00:03:00,000 --> 00:03:06,000

I immediately thought it was a meteor or something burning out.

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00:03:06,000 --> 00:03:08,000

It wasn't like a falling star.

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00:03:08,000 --> 00:03:10,000

It was going horizontal.

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00:03:10,000 --> 00:03:12,000

It wasn't moving in the altitude.

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00:03:12,000 --> 00:03:20,000

The other pilot who has 2,000 or more hours flying just got back in Tokyo.

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00:03:20,000 --> 00:03:29,000

He'd estimate that it was slightly above the horizon level and that far off could have been 60 to 90,000 feet.

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00:03:29,000 --> 00:03:33,000

70,000 feet would be his best estimate.

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00:03:33,000 --> 00:03:37,000

If that thing burned out and dropped, stay with these pilots and all the caskies,

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00:03:37,000 --> 00:03:41,000

it was kind of headed on a trajectory that you're parallel to it.

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00:03:41,000 --> 00:03:45,000

Might have landed someplace like Green Pooley if it landed at all.

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00:03:45,000 --> 00:03:52,000

That's the trajectory from the old St. Ballyam to the Pooley Dam.

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00:03:52,000 --> 00:03:57,000

It was parallel to our Yakamata, Seattle.

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00:03:57,000 --> 00:03:59,000

It looked like it was parallel.

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00:03:59,000 --> 00:04:02,000

It could have been going more west to East.

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00:04:02,000 --> 00:04:05,000

In other words, staying up parallel to the border.

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00:04:05,000 --> 00:04:07,000

It's very possible to expect.

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00:04:07,000 --> 00:04:13,000

It wasn't coming anywhere toward us because we had no fear like anything was going to happen

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00:04:13,000 --> 00:04:16,000

or it was going to get through the city.

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00:04:16,000 --> 00:04:20,000

And the other deproximity of time, would you say?

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00:04:20,000 --> 00:04:22,000

Between 625 and 635.

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00:04:22,000 --> 00:04:23,000

I mean 635.

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00:04:23,000 --> 00:04:25,000

It'd be about 630.

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00:04:25,000 --> 00:04:28,000

It would be an accurate because it was between 2 checkpoints.

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00:04:28,000 --> 00:04:30,000

I see.

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00:04:30,000 --> 00:04:35,000

Okay, well that's very interesting because we got another report from a little bit in the Shilk Lake.

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00:04:35,000 --> 00:04:41,000

In the Shilk Lake area, it said to keep off something about 625.

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00:04:41,000 --> 00:04:47,000

It's just traveling approximately west to East or northwest to southeast.

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00:04:47,000 --> 00:04:50,000

And it first came the area over there.

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00:04:50,000 --> 00:04:54,000

It looked like there may be large areas on and off.

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00:04:54,000 --> 00:04:59,000

I would be about where I would say it could have terminated.

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00:04:59,000 --> 00:05:05,000

I'd say that you could check with Seattle's around the control or three other pilots confirmed it on here.

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00:05:05,000 --> 00:05:06,000

We did.

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00:05:06,000 --> 00:05:10,000

It was a Northwest Airlines flight pilot.

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00:05:10,000 --> 00:05:15,000

Northwest Airlines, you got upright objects on your radar, if you ask.

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00:05:15,000 --> 00:05:20,000

And the nine-air lines that I see at two, the nine-air lines, and I also have a view.

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00:05:20,000 --> 00:05:25,000

And then I tell us we used in the twin command, he was commenting on it.

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00:05:25,000 --> 00:05:29,000

They carried out a little dialogue with down control.

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00:05:29,000 --> 00:05:38,000

The down control so they didn't have it on no, nothing showing on radar.

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00:05:39,000 --> 00:05:43,000

I can just say it's away, so it's just away.

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00:05:43,000 --> 00:05:48,000

But there would be three other pilots that verified it.

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00:05:48,000 --> 00:05:55,000

And they would have to have been on instruments, so they would have had to file a flight ban.

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00:05:55,000 --> 00:05:59,000

And I know one was on a platform in the United States and one had a twin engine to Nancy.

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00:05:59,000 --> 00:06:01,000

I don't know the destination.

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00:06:01,000 --> 00:06:09,000

And ours was going to, all right, from the other two, a C-TAC going to Cummings.

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00:06:09,000 --> 00:06:13,000

Would you say that that would be in sight long enough for a great artist to pick it up?

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00:06:13,000 --> 00:06:15,000

I don't know that much about radar.

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00:06:19,000 --> 00:06:21,000

It was really moving.

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00:06:21,000 --> 00:06:28,000

I mean, we knew it was a long way to wait, you know, 100 miles involved, or 50 to 100 miles.

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00:06:28,000 --> 00:06:31,000

It was no one near us.

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00:06:31,000 --> 00:06:37,000

And it went from the front of the plane right on back down toward behind the plane.

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00:06:37,000 --> 00:06:46,000

It would have to be, you know, no one, it would have to be 150 to 200 miles.

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00:06:46,000 --> 00:06:49,000

This is like a 70 dozen o'aim on the line.

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00:06:49,000 --> 00:06:52,000

Yeah, okay.

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00:06:52,000 --> 00:06:58,000

Fine. I wonder if the other two gentlemen who were with you would object to my contact.

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00:06:58,000 --> 00:07:00,000

Oh, I doubt it.

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00:07:00,000 --> 00:07:03,000

I've got, just a second, I've got something on the other line.

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00:07:03,000 --> 00:07:05,000

Okay.

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00:07:05,000 --> 00:07:06,000

Okay?

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00:07:06,000 --> 00:07:08,000

Yes, just a couple more questions.

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00:07:08,000 --> 00:07:14,000

In your opinion, would you consider this a media, consider it a climate that we've been in today?

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00:07:14,000 --> 00:07:16,000

Yeah, it was too large to be any help.

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00:07:16,000 --> 00:07:28,000

I mean, it was a, although I've never seen a good size satellite, I guess I don't know how large they are, but this was a, this was a one good size mass.

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00:07:31,000 --> 00:07:34,000

You know, I've heard of satellites coming in and burning them.

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00:07:37,000 --> 00:07:45,000

And we, I don't know how large those satellites are, but I'm saying, there would be something, you know, I would say it's a meteorite.

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00:07:45,000 --> 00:07:50,000

Yeah, because, yeah, I thought it was a tiny little comet.

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00:07:50,000 --> 00:07:51,000

Yes.

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00:07:51,000 --> 00:08:00,000

And I first thought that would have been my, you know, but the comets are in sight, as I understand it now, doing more research than I thought.

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00:08:00,000 --> 00:08:02,000

They're in sight much longer.

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00:08:02,000 --> 00:08:05,000

Yeah, so they don't move like a meteorite.

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00:08:05,000 --> 00:08:07,000

No, this thing was moving.

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00:08:07,000 --> 00:08:14,000

So, you know, based on what I found out since, I mean, in fact, when we thought it burned out this meteorite,

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00:08:14,000 --> 00:08:16,000

I thought it was a meteorite.

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00:08:16,000 --> 00:08:21,000

Now, I know there's a newsman here, and I'd like to talk to you, would you be interested in talking to him?

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00:08:21,000 --> 00:08:22,000

Sure.

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00:08:22,000 --> 00:08:24,000

And then you would object to my touch and number on it.

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00:08:24,000 --> 00:08:25,000

No, not really.

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00:08:25,000 --> 00:08:27,000

Thank you very much, doctor.

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00:08:27,000 --> 00:08:28,000

Good afternoon.

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00:08:28,000 --> 00:08:29,000

Bye.