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

I don't know if you even know how people to call, but LA Center referred me to you.

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

Yes.

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

And are you, you work for the Air Force?

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

No sir, it's a private scientific organization.

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00:00:12,000 --> 00:00:14,000

Does the information help anybody?

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00:00:14,000 --> 00:00:15,000

Yes.

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00:00:15,000 --> 00:00:17,000

Can nobody else see what I saw?

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00:00:17,000 --> 00:00:21,000

Yes, it's all, it all goes into various research programs in this field.

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00:00:21,000 --> 00:00:26,000

Oh, okay, well, I'm a pilot for IBM.

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00:00:26,000 --> 00:00:27,000

Yes.

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00:00:27,000 --> 00:00:34,000

And we're at flight level 450 and about 20 minutes ago.

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00:00:34,000 --> 00:00:41,000

And we were coming from Hawaii and we were about 100 and,

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00:00:41,000 --> 00:00:53,000

alright when I saw this guy, I took note of where we were, about 150 miles off the Santa Barbara,

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00:00:53,000 --> 00:00:55,000

off the Santa Barbara 195 radio.

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00:00:55,000 --> 00:00:56,000

Okay.

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00:00:56,000 --> 00:01:05,000

And I was at 450 and this, this, this target comes up, you know, right, sort of right next to the wing.

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00:01:05,000 --> 00:01:12,000

And you get closer and closer and I said to the, I said to LA Center, I said,

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00:01:12,000 --> 00:01:14,000

what's the distance and the speed of that target?

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00:01:14,000 --> 00:01:16,000

And they said there's no target.

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00:01:16,000 --> 00:01:17,000

And I said, well there is.

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00:01:17,000 --> 00:01:19,000

And they said no, there isn't.

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00:01:19,000 --> 00:01:20,000

So I just let it go.

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00:01:20,000 --> 00:01:24,000

I just thought that, you know, either it was an Air Force guy or something that was on a flight plan

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00:01:24,000 --> 00:01:26,000

or a primary target or a transponder.

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00:01:26,000 --> 00:01:27,000

Are you a pilot?

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00:01:27,000 --> 00:01:28,000

No, sir.

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00:01:28,000 --> 00:01:29,000

But you know what I'm talking about, don't you?

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00:01:29,000 --> 00:01:30,000

Yes.

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00:01:30,000 --> 00:01:31,000

Okay.

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00:01:31,000 --> 00:01:37,000

And they got closer and it was not an airplane.

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

I can guarantee it was not an airplane.

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00:01:39,000 --> 00:01:45,000

And I would ride at airspeed right next to us for about, well not next to us, I'd say,

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00:01:45,000 --> 00:01:52,000

1,000 feet away, but the same altitude for about eight or nine minutes.

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00:01:52,000 --> 00:01:56,000

And then took off at the same altitude about triple our speed.

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00:01:56,000 --> 00:02:00,000

He was back in about less than 10 seconds.

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

We couldn't see him.

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00:02:01,000 --> 00:02:03,000

The visibility was perfect today.

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00:02:03,000 --> 00:02:10,000

And then he, he was sort of a back and stay in front of us and we waited there and then we caught up with him.

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00:02:10,000 --> 00:02:14,000

And then he kept with us again for another two or three minutes.

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00:02:14,000 --> 00:02:23,000

Then just climbed almost straight up and no thrust, no wings, no visible, no sort of,

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00:02:23,000 --> 00:02:25,000

no direction to control it from.

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00:02:25,000 --> 00:02:27,000

Just sort of just operate.

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00:02:27,000 --> 00:02:32,000

No jet engine, no propellers.

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00:02:32,000 --> 00:02:33,000

Okay.

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00:02:33,000 --> 00:02:35,000

What was the defined shape?

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00:02:35,000 --> 00:02:44,000

It was a software about 80 feet in diameter and had floodlights on it, recessed floodlights.

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00:02:44,000 --> 00:02:46,000

They weren't turned on, but you can see the lenses.

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00:02:46,000 --> 00:02:51,000

They were green, yellow and red.

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00:02:51,000 --> 00:02:53,000

And those are round the turner.

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00:02:53,000 --> 00:02:54,000

Round the turner, yeah.

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00:02:54,000 --> 00:02:55,000

Okay.

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00:02:55,000 --> 00:02:56,000

It didn't rotate.

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00:02:56,000 --> 00:02:58,000

It just, you know, stayed stationary.

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00:02:58,000 --> 00:03:00,000

But you could see there were lights.

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

I mean, it looked like lights.

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00:03:02,000 --> 00:03:09,000

And no, no way to see out of it, no opening, no door or anything on it.

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00:03:09,000 --> 00:03:14,000

Not on the underside, no thrust, no noise.

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00:03:14,000 --> 00:03:16,000

And they couldn't see it on radar.

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00:03:16,000 --> 00:03:19,000

And we have radar on our plane and we couldn't see it on our radar either.

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00:03:19,000 --> 00:03:21,000

Did you pick up any turbulence from it?

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00:03:21,000 --> 00:03:22,000

No, none.

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00:03:22,000 --> 00:03:23,000

Okay.

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00:03:23,000 --> 00:03:24,000

How about an instrument?

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00:03:24,000 --> 00:03:25,000

Interference.

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00:03:25,000 --> 00:03:26,000

Everything works fine.

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00:03:26,000 --> 00:03:27,000

Okay.

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00:03:27,000 --> 00:03:35,000

I know it sounds crazy, but I mean, I've been in the Air Force and I've flown for a long

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00:03:35,000 --> 00:03:39,000

time and I've seen, I know what things look like and this is broad daylight.

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00:03:39,000 --> 00:03:42,000

And my copot and myself, the only two in the plane.

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00:03:42,000 --> 00:03:45,000

Nobody else has been in it.

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00:03:45,000 --> 00:03:48,000

Okay, sir, how long did you have that on your observation?

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00:03:48,000 --> 00:03:53,000

The first time for about eight minutes and the second time for about two minutes.

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00:03:53,000 --> 00:03:54,000

Okay.

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00:03:54,000 --> 00:04:03,000

Concentratively, because we used to have to gauge distance pretty accurately.

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00:04:03,000 --> 00:04:07,000

Okay, did you get the feeling that you were being watched?

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00:04:07,000 --> 00:04:10,000

No, really.

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00:04:10,000 --> 00:04:14,000

I think whatever it was, it could be more interesting than an airplane.

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00:04:14,000 --> 00:04:15,000

Okay.

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00:04:15,000 --> 00:04:21,000

I don't know why I get that feeling, but I mean, there's no windows or anything in it.

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00:04:21,000 --> 00:04:23,000

So there's no way anything can look out of it.

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00:04:23,000 --> 00:04:24,000

Okay.

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00:04:24,000 --> 00:04:27,000

Did you get any more input from Los Angeles Center?

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00:04:27,000 --> 00:04:33,000

We just told them what we saw and they said, oh, they said, well, it's not on radar and

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00:04:33,000 --> 00:04:35,000

it's not a threat to you.

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00:04:35,000 --> 00:04:38,000

They said it's probably just a reflection or something.

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00:04:38,000 --> 00:04:40,000

So I said, well, what should I do?

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00:04:40,000 --> 00:04:42,000

And he said, well, no, do anything.

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00:04:42,000 --> 00:04:43,000

Just stay there.

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00:04:43,000 --> 00:04:48,000

So then when we landed, the men's guy called up on the phone and said, do you want to report

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00:04:48,000 --> 00:04:49,000

on this?

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00:04:49,000 --> 00:04:51,000

And they said, no, we don't care about that anymore.

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00:04:51,000 --> 00:04:54,000

They just called us number and they'll take information.

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00:04:54,000 --> 00:04:55,000

Okay.

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00:04:55,000 --> 00:04:59,000

I don't know why they don't care, but they don't seem to.

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00:04:59,000 --> 00:05:01,000

So we get your name?

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00:05:01,000 --> 00:05:02,000

Yeah.

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00:05:02,000 --> 00:05:07,000

London, WC2, England.

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00:05:07,000 --> 00:05:11,000

I fly for IBM.

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00:05:11,000 --> 00:05:15,000

I fly one of the three aircrafts we use for world transport.

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00:05:15,000 --> 00:05:17,000

So I'm not in London.

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00:05:17,000 --> 00:05:19,000

I'm usually in the air somewhere.

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00:05:19,000 --> 00:05:20,000

Okay.

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

If you had any trouble reaching me, my copilot has an address in the United States.

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00:05:25,000 --> 00:05:26,000

Okay.

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00:05:26,000 --> 00:05:27,000

What is his name?

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00:05:27,000 --> 00:05:31,000

Well, sir, we sure appreciate you reporting this.

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00:05:31,000 --> 00:05:32,000

I know.

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00:05:32,000 --> 00:05:37,000

It doesn't, it's only, you know, his and my word, you know, but.

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00:05:37,000 --> 00:05:42,000

Oh, no problem because the majority of these UFO reports, I'll come from single witnesses

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00:05:42,000 --> 00:05:43,000

anyway.

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00:05:43,000 --> 00:05:44,000

Oh.

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00:05:44,000 --> 00:05:46,000

Two at the most.

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00:05:46,000 --> 00:05:49,000

That's about the majority catalog.

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00:05:49,000 --> 00:05:54,000

The thing that surprised me is we just, you know, the ADIS is.

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00:05:54,000 --> 00:05:55,000

Yes.

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00:05:55,000 --> 00:05:56,000

The air defense identification zone.

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00:05:56,000 --> 00:05:57,000

Right.

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00:05:57,000 --> 00:06:01,000

Well, the radar at that point is very, very, you know, precise and it can go all the way

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00:06:01,000 --> 00:06:04,000

down to the surface for Russian aircraft.

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00:06:04,000 --> 00:06:08,000

And they always, always tell you whenever you cross that to let them know because they'll

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00:06:08,000 --> 00:06:11,000

send fighters after you if you don't tell them you cross it.

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00:06:11,000 --> 00:06:15,000

And we had just crossed it about five minutes before this.

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00:06:15,000 --> 00:06:19,000

And so I figured, you know, we're still inside that zone and they've got to see this guy,

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00:06:19,000 --> 00:06:20,000

but they didn't.

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00:06:20,000 --> 00:06:27,000

And so he went right through that, that area without being there.

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00:06:27,000 --> 00:06:30,000

The speed conservative, I would say is at Mach 3.

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00:06:30,000 --> 00:06:31,000

Okay.

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00:06:31,000 --> 00:06:35,000

Is there any question in your mind about, or any doubt in your mind about this being a

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00:06:35,000 --> 00:06:36,000

metallic object?

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00:06:36,000 --> 00:06:37,000

Yeah, there is.

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00:06:37,000 --> 00:06:40,000

I couldn't say it was metal because the sun didn't reflect off.

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00:06:40,000 --> 00:06:48,000

And you could see, you could see a rippling the way Kansas does on a wing, on older airplanes.

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00:06:48,000 --> 00:06:51,000

You can see the air had an effect on it.

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00:06:51,000 --> 00:06:54,000

I can almost say for sure it wasn't metal.

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00:06:54,000 --> 00:06:55,000

Okay.

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00:06:55,000 --> 00:07:07,000

And if it was a metal, we have a, we have a particle sensor in the airplane that we use

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

for, well, the airplane we just bought from Shell Oil.

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00:07:12,000 --> 00:07:17,000

And Shell used it, they were using part of it for geographic, geological things.

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00:07:17,000 --> 00:07:18,000

Oh, yes.

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00:07:18,000 --> 00:07:23,000

And had metal sensors in it, and which can sense something to do with the earthquake and

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00:07:23,000 --> 00:07:28,000

can sense when you get into areas of higher metal, you know, metal content in the ground.

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00:07:28,000 --> 00:07:29,000

Right.

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00:07:29,000 --> 00:07:34,000

And it didn't register anything because we had it turned on.

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00:07:34,000 --> 00:07:35,000

All right, sir.

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00:07:35,000 --> 00:07:37,000

Well, we sure appreciate this very much.

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00:07:37,000 --> 00:07:41,000

And if we come up with any more information on that, we'll get back to you and let you know.

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00:07:41,000 --> 00:07:44,000

Neil, what do you do with the information now?

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00:07:44,000 --> 00:07:49,000

Well, of course, we break it down, go through a data reduction system, and we feed it in,

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00:07:49,000 --> 00:07:51,000

or catalog it into the data bank.

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00:07:51,000 --> 00:07:59,000

And then we use this data for the various research programs in our study in the field of ufology.

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00:07:59,000 --> 00:08:06,000

Well, the idea, though, I mean, you and other people believe that they are not from the planet, don't you?

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

Right.

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

There's no doubt about that.

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00:08:08,000 --> 00:08:11,000

We feel they are not manufactured here.

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00:08:11,000 --> 00:08:13,000

Well, of course, it goes further than that.

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00:08:13,000 --> 00:08:19,000

There's scientific organizations, and kind of off the total off the record,

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00:08:19,000 --> 00:08:23,000

and officially, I guess NASA's convinced they're coming from deep space.

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00:08:23,000 --> 00:08:25,000

They are.

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00:08:26,000 --> 00:08:34,000

It's still a very controversial subject, but we've been in this study for 22 years,

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00:08:34,000 --> 00:08:37,000

and we feel that they're coming from space.

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00:08:37,000 --> 00:08:41,000

Yeah, well, this thing is very, very maneuverable.

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00:08:41,000 --> 00:08:46,000

It moves sideways once very rapidly, and I think it sort of had the power

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00:08:46,000 --> 00:08:49,000

that too much trouble at all is pushing a thousand skies.

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00:08:49,000 --> 00:08:51,000

I sort of kept that impression.

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00:08:51,000 --> 00:08:57,000

It seemed like if it could move laterally if it wanted to,

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00:08:57,000 --> 00:09:00,000

it could have just sliced the ship in two, no trouble at all.

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00:09:00,000 --> 00:09:02,000

Was that movement toward you?

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00:09:02,000 --> 00:09:07,000

Yeah, it moved laterally, I'd say about 100 feet and stopped, moved laterally back.

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00:09:07,000 --> 00:09:11,000

But I mean, it was instant, as long as it had to blink your eye.

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00:09:11,000 --> 00:09:13,000

Right.

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00:09:13,000 --> 00:09:17,000

And the acceleration was not...

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00:09:17,000 --> 00:09:25,000

I used to chase MiGs during the war, which the MiG-25 is fairly powerful,

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00:09:25,000 --> 00:09:30,000

and when they gave it full thrust and full afterburner, it was fast,

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00:09:30,000 --> 00:09:37,000

but there was that momentary delay, what it takes for the power to the output to have an effect.

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00:09:37,000 --> 00:09:38,000

Right.

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00:09:38,000 --> 00:09:41,000

Well, this didn't have any... there's no hesitation.

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00:09:41,000 --> 00:09:48,000

It just went from R-speed, which is about Mach 9-4 to about triple that,

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00:09:48,000 --> 00:09:54,000

I mean, instantly, no hesitation, no noise, no interference, no thrust.

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00:09:54,000 --> 00:09:57,000

Stopped without slowing down.

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00:09:57,000 --> 00:09:59,000

No, no, it sped up without...

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00:09:59,000 --> 00:10:02,000

Oh, yeah, then we caught up with it.

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00:10:02,000 --> 00:10:05,000

He was just sort of waiting the... I think he might have been hovering there,

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00:10:05,000 --> 00:10:07,000

because we caught up to him pretty easily.

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

I don't know why he went ahead and stopped.

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

Oh, that fits the pattern of other reports.

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00:10:13,000 --> 00:10:16,000

And he stayed on the left side, on the pilot side, my side, up the whole time.

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00:10:16,000 --> 00:10:19,000

He didn't... he never crossed to the other side.

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00:10:19,000 --> 00:10:21,000

Which I don't think is so surprising to me.

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00:10:21,000 --> 00:10:25,000

I wonder if they know that the pilot command is on the left side.

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00:10:25,000 --> 00:10:29,000

Well, they pull... I think so, because they pull the same trick when they...

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00:10:29,000 --> 00:10:34,000

we had what we call close encounters involving vehicles on the roadway.

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00:10:34,000 --> 00:10:38,000

The majority of the times they'll always come in on the driver's side.

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00:10:38,000 --> 00:10:40,000

Yeah.

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00:10:40,000 --> 00:10:43,000

But I had a feeling... I had a feeling of weakness there.

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00:10:43,000 --> 00:10:47,000

I had a feeling that it would have been very easy for him just to, you know,

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00:10:47,000 --> 00:10:50,000

have some sort of energy to push him out of the sky.

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00:10:50,000 --> 00:10:52,000

You sort of get those feelings, you know.

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00:10:52,000 --> 00:10:54,000

I think you're right.

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00:10:54,000 --> 00:10:59,000

Yeah. So... oh, let me try to tell you. So you can know.

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00:10:59,000 --> 00:11:08,000

And there was the United Jets, 4,000 feet above us, during part of this.

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00:11:08,000 --> 00:11:10,000

And they didn't see it at all.

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00:11:10,000 --> 00:11:13,000

We asked them, they were looking for it, and they didn't see it.

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00:11:15,000 --> 00:11:17,000

Alright, sure. We'll we thank you again.

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00:11:17,000 --> 00:11:19,000

Okay, fine.