



1
00:00:05,450 --> 00:00:02,409
on the 22nd of March

2
00:00:08,930 --> 00:00:05,460
1967 we are returning from Gibraltar to

3
00:00:13,910 --> 00:00:11,930
quite suddenly we were aware that ahead

4
00:00:15,770 --> 00:00:13,920
of us was a star which was at least

5
00:00:18,470 --> 00:00:15,780
twice as bright as the best of Syria

6
00:00:20,810 --> 00:00:18,480
Seoul Venus all while it was changing

7
00:00:22,730 --> 00:00:20,820
color it was it was very very bright

8
00:00:26,870 --> 00:00:22,740
iridescent colors

9
00:00:28,849 --> 00:00:26,880
to Greens and blues beautiful Reds

10
00:00:30,310 --> 00:00:28,859
um and suddenly again suddenly

11
00:00:34,069 --> 00:00:30,320
everything happens

12
00:00:35,930 --> 00:00:34,079
it it started error batting

13
00:00:38,990 --> 00:00:35,940

it was moving around the sky doing

14

00:00:42,069 --> 00:00:39,000

figures of eight it was doing Loops it's

15

00:00:44,270 --> 00:00:42,079

it was maneuvering at a rate which is

16

00:00:45,470 --> 00:00:44,280

impossible in my view

17

00:00:46,729 --> 00:00:45,480

for

18

00:00:49,010 --> 00:00:46,739

um known

19

00:00:52,010 --> 00:00:49,020

aerodynamic laws

20

00:00:53,950 --> 00:00:52,020

and we asked border radar if they had

21

00:00:57,170 --> 00:00:53,960

any unidentified traffic and they did

22

00:00:59,510 --> 00:00:57,180

confirm they had unidentified traffic 10

23

00:01:01,490 --> 00:00:59,520

miles to the Western

24

00:01:02,569 --> 00:01:01,500

see a number of things from the flight

25

00:01:05,509 --> 00:01:02,579

deck

26
00:01:06,530 --> 00:01:05,519
other airplanes we see Reflections from

27
00:01:09,250 --> 00:01:06,540
the ground

28
00:01:12,530 --> 00:01:09,260
this is day and night time

29
00:01:15,429 --> 00:01:12,540
cloud formations the effects of sunlight

30
00:01:18,530 --> 00:01:15,439
on cloud Ice Crystals

31
00:01:20,630 --> 00:01:18,540
at higher levels it's quite common to

32
00:01:23,630 --> 00:01:20,640
see satellites

33
00:01:25,249 --> 00:01:23,640
visibility is is excellent it's a very

34
00:01:28,690 --> 00:01:25,259
wide angle of you laterally and

35
00:01:33,170 --> 00:01:28,700
vertically we run a very objective

36
00:01:36,170 --> 00:01:33,180
continuous check if you like of

37
00:01:38,390 --> 00:01:36,180
things that appear outside the airplane

38
00:01:39,950 --> 00:01:38,400

and in doing so for thousands and

39

00:01:44,690 --> 00:01:39,960

thousands of hours

40

00:01:46,670 --> 00:01:44,700

one builds up quite a bank of experience

41

00:01:49,490 --> 00:01:46,680

we're on a routine daylight flight back

42

00:01:51,710 --> 00:01:49,500

from Scotland to London Heathrow in a in

43

00:01:54,889 --> 00:01:51,720

a Vanguard

44

00:01:57,410 --> 00:01:54,899

cruising at about 24 000 feet

45

00:01:59,210 --> 00:01:57,420

we've just transferred from the Scottish

46

00:02:01,069 --> 00:01:59,220

controller to the Preston radar

47

00:02:04,249 --> 00:02:01,079

controller

48

00:02:06,530 --> 00:02:04,259

made our normal routine Radio Calls and

49

00:02:08,690 --> 00:02:06,540

within minutes the Preston radar

50

00:02:10,309 --> 00:02:08,700

controller alerted us

51
00:02:12,710 --> 00:02:10,319
he told us we have opposite direction

52
00:02:16,369 --> 00:02:12,720
traffic in the airway very fast moving

53
00:02:20,089 --> 00:02:18,110
immediatly of course we looked out of

54
00:02:21,770 --> 00:02:20,099
the flight deck straight ahead of us to

55
00:02:23,930 --> 00:02:21,780
the 12 o'clock position

56
00:02:26,809 --> 00:02:23,940
an interview came

57
00:02:28,250 --> 00:02:26,819
a disc shaped craft it was shaped like a

58
00:02:31,610 --> 00:02:28,260
discus

59
00:02:35,630 --> 00:02:33,830
a more accurate description would be

60
00:02:38,930 --> 00:02:35,640
like a hubcap

61
00:02:41,449 --> 00:02:38,940
of American car

62
00:02:44,390 --> 00:02:41,459
a cup holder on the top diameter about

63
00:02:46,790 --> 00:02:44,400

30 feet in my view

64

00:02:49,490 --> 00:02:46,800

I was looking down on the craft the

65

00:02:50,990 --> 00:02:49,500

machine as it came past flying at very

66

00:02:52,790 --> 00:02:51,000

very high speed

67

00:02:55,250 --> 00:02:52,800

it came to within about a quarter of a

68

00:02:57,710 --> 00:02:55,260

mile of us I was looking down on it

69

00:03:06,770 --> 00:02:57,720

some two to three hundred feet below us

70

00:03:11,270 --> 00:03:09,470

two very curious things

71

00:03:15,229 --> 00:03:11,280

first of all there was no shock wave

72

00:03:17,690 --> 00:03:15,239

from this machine it was close enough

73

00:03:21,170 --> 00:03:17,700

in my experience it was close enough to

74

00:03:25,009 --> 00:03:21,180

give us quite a bump a noise and a bang

75

00:03:27,649 --> 00:03:25,019

as the Shockwave passed us

76

00:03:29,630 --> 00:03:27,659

secondly we made no attempt

77

00:03:32,210 --> 00:03:29,640

to report an air mist

78

00:03:34,070 --> 00:03:32,220

a near Collision or file an air safety

79

00:03:36,470 --> 00:03:34,080

report

80

00:03:39,170 --> 00:03:36,480

so that not only us as a crew

81

00:03:41,750 --> 00:03:39,180

but the Preston radar controller were

82

00:03:43,130 --> 00:03:41,760

aware that its strangeness didn't

83

00:03:50,449 --> 00:03:43,140

qualify

84

00:03:55,190 --> 00:03:53,210

25 years on I feel I've got a long and

85

00:03:58,130 --> 00:03:55,200

happy career behind me

86

00:04:00,170 --> 00:03:58,140

and I feel so strongly that the whole

87

00:04:01,850 --> 00:04:00,180

subject is

88

00:04:03,589 --> 00:04:01,860

and should be

89

00:04:05,809 --> 00:04:03,599

in the public domain

90

00:04:07,610 --> 00:04:05,819

so I broke ranks if you like and broke

91

00:04:10,970 --> 00:04:07,620

ranks and

92

00:04:14,089 --> 00:04:10,980

decided to talk about it openly

93

00:04:15,710 --> 00:04:14,099

to the media British Airways were

94

00:04:18,830 --> 00:04:15,720

apoplectic

95

00:04:20,689 --> 00:04:18,840

it's the only word I can use they gave

96

00:04:22,069 --> 00:04:20,699

me lengthy interviews and they followed

97

00:04:23,990 --> 00:04:22,079

up the interviews

98

00:04:28,490 --> 00:04:24,000

with a letter

99

00:04:30,350 --> 00:04:28,500

which in all fairness does describe the

100

00:04:33,830 --> 00:04:30,360

conflict that does exist

101

00:04:35,629 --> 00:04:33,840

between a subject UFOs

102

00:04:38,330 --> 00:04:35,639

which is on the The Fringe of

103

00:04:41,090 --> 00:04:38,340

believability and The credibility

104

00:04:44,330 --> 00:04:41,100

of British Airways captains British

105

00:04:46,909 --> 00:04:44,340

Airways wants the least possible

106

00:04:48,590 --> 00:04:46,919

controversy they don't want wacky

107

00:04:52,249 --> 00:04:48,600

captains they don't want wacky Crews

108

00:04:53,930 --> 00:04:52,259

they don't want any of the air crew

109

00:04:55,930 --> 00:04:53,940

involved with any subjects which have