



1  
00:00:07,430 --> 00:00:04,490  
my name is Roy Moore

2  
00:00:09,650 --> 00:00:07,440  
I'm a retired United States Air Force

3  
00:00:13,970 --> 00:00:09,660  
pilot

4  
00:00:20,330 --> 00:00:13,980  
I enlisted in the Air Force in 1949.

5  
00:00:26,509 --> 00:00:23,570  
stationed in Bergstrom Air Force Base in

6  
00:00:28,609 --> 00:00:26,519  
Austin Texas and from there

7  
00:00:30,890 --> 00:00:28,619  
to Kadena Air Base

8  
00:00:33,170 --> 00:00:30,900  
in Okinawa

9  
00:00:36,770 --> 00:00:33,180  
at Canada air base to Okinawa I

10  
00:00:41,450 --> 00:00:36,780  
transitioned into the F-100 Super Saver

11  
00:00:47,810 --> 00:00:44,990  
in August of 1957

12  
00:00:50,569 --> 00:00:47,820  
my unit moved to Clark Air Base in the

13  
00:00:55,970 --> 00:00:53,990

I was a young officer flying f-100s and

14

00:00:57,770 --> 00:00:55,980

the squadron commander made me the

15

00:00:59,750 --> 00:00:57,780

Squadron maintenance officer on a

16

00:01:02,090 --> 00:00:59,760

temporary basis

17

00:01:04,009 --> 00:01:02,100

is a squadron maintenance officer I flew

18

00:01:07,010 --> 00:01:04,019

the test flights

19

00:01:10,609 --> 00:01:07,020

for the maintenance test flights after

20

00:01:13,429 --> 00:01:10,619

major maintenance on all the airframes

21

00:01:15,190 --> 00:01:13,439

when I flew test flights

22

00:01:18,649 --> 00:01:15,200

in the Super Saver

23

00:01:21,710 --> 00:01:18,659

I normally flew slick Wing that is I had

24

00:01:22,850 --> 00:01:21,720

no pylons no external tanks no drag on

25

00:01:25,070 --> 00:01:22,860

the aircraft

26

00:01:28,010 --> 00:01:25,080

and it was a true fighter airplane with

27

00:01:33,469 --> 00:01:30,770

it would go easily supersonic up to

28

00:01:36,350 --> 00:01:33,479

about 1.5 Mach

29

00:01:39,350 --> 00:01:36,360

which is depending on the altitude up to

30

00:01:43,310 --> 00:01:39,360

1100 miles an hour

31

00:01:49,969 --> 00:01:45,649

in the afternoon

32

00:01:52,670 --> 00:01:49,979

was on a Westerly heading over the

33

00:01:54,889 --> 00:01:52,680

northern Philippines

34

00:01:58,130 --> 00:01:54,899

when I saw a

35

00:02:00,830 --> 00:01:58,140

another airframe or aircraft

36

00:02:04,310 --> 00:02:00,840

at my one o'clock slightly higher than

37

00:02:08,630 --> 00:02:06,530

being finished with the test top I

38

00:02:10,729 --> 00:02:08,640

decided to hassle with the

39

00:02:12,290 --> 00:02:10,739

other aircraft which is a common

40

00:02:14,570 --> 00:02:12,300

practice

41

00:02:16,910 --> 00:02:14,580

and fighter airplanes so I dropped my

42

00:02:20,330 --> 00:02:16,920

nose lit the afterburner went Supersonic

43

00:02:23,570 --> 00:02:20,340

and turned toward the other aircraft

44

00:02:25,010 --> 00:02:23,580

normally that aircraft would climb to

45

00:02:27,589 --> 00:02:25,020

gain altitude

46

00:02:29,390 --> 00:02:27,599

to gain an advantage

47

00:02:32,030 --> 00:02:29,400

but he did not

48

00:02:35,330 --> 00:02:32,040

he turned away from me

49

00:02:38,229 --> 00:02:35,340

and I thought no problem I can easily

50

00:02:41,750 --> 00:02:38,239

catch him because by then I was at about

51  
00:02:43,670 --> 00:02:41,760  
1.3 Mach or somewhere around a thousand

52  
00:02:46,250 --> 00:02:43,680  
miles an hour

53  
00:02:48,229 --> 00:02:46,260  
the aircraft started that I attacked

54  
00:02:49,729 --> 00:02:48,239  
started to climb

55  
00:02:52,970 --> 00:02:49,739  
by then he would have been on a

56  
00:02:58,369 --> 00:02:56,210  
and he climbed at about a 20 degree

57  
00:03:00,949 --> 00:02:58,379  
angle

58  
00:03:03,589 --> 00:03:00,959  
he accelerated in a very short period of

59  
00:03:05,990 --> 00:03:03,599  
time to about five

60  
00:03:08,030 --> 00:03:06,000  
and it watered my eyes I could not

61  
00:03:10,970 --> 00:03:08,040  
believe that anything could move that

62  
00:03:17,509 --> 00:03:14,149  
I squawked emergency on my iff

63  
00:03:20,149 --> 00:03:17,519

identifier that's an attachment to the

64

00:03:22,430 --> 00:03:20,159

airplane and transmitter that identifies

65

00:03:23,809 --> 00:03:22,440

whether you're a friendly aircraft or

66

00:03:27,290 --> 00:03:23,819

not

67

00:03:30,050 --> 00:03:27,300

they immediately picked me up from the

68

00:03:33,530 --> 00:03:30,060

ground saw me on radar

69

00:03:35,930 --> 00:03:33,540

acknowledge my emergency Spark

70

00:03:38,930 --> 00:03:35,940

and I told him that I had

71

00:03:41,630 --> 00:03:38,940

some kind of an aircraft at my 12

72

00:03:44,030 --> 00:03:41,640

o'clock at a very high rate of speed

73

00:03:44,930 --> 00:03:44,040

they said we have you in sight on the

74

00:03:47,210 --> 00:03:44,940

screen

75

00:03:48,170 --> 00:03:47,220

but we don't have anything at your 12

76

00:03:51,530 --> 00:03:48,180

o'clock

77

00:03:57,350 --> 00:03:54,649

whatever it was climbed at a

78

00:04:00,830 --> 00:03:57,360

unbelievable rate of speed

79

00:04:05,930 --> 00:04:00,840

until it was totally out of sight

80

00:04:09,530 --> 00:04:05,940

I never saw an airframe only a light

81

00:04:13,130 --> 00:04:09,540

and I've been over that in my mind many

82

00:04:16,310 --> 00:04:13,140

many times it was not a reflection of a

83

00:04:18,650 --> 00:04:16,320

star I followed the light through my

84

00:04:19,670 --> 00:04:18,660

front windscreen which is also the Gun

85

00:04:22,550 --> 00:04:19,680

Sight

86

00:04:24,530 --> 00:04:22,560

through the right quarter panel as I

87

00:04:28,550 --> 00:04:24,540

turned toward him

88

00:04:32,090 --> 00:04:28,560

through the canopy which is a third

89

00:04:35,810 --> 00:04:32,100

window out of the aircraft

90

00:04:39,950 --> 00:04:35,820

until I picked him up again in my gun

91

00:04:43,189 --> 00:04:39,960

sight front panel

92

00:04:47,090 --> 00:04:43,199

as he started to climb so it was not a

93

00:04:50,629 --> 00:04:47,100

reflection of some star or other light

94

00:04:52,249 --> 00:04:50,639

source it was definitely an airframe of

95

00:04:57,790 --> 00:04:52,259

some sort

96

00:05:04,610 --> 00:05:01,249

intelligent control whether human or the

97

00:05:07,730 --> 00:05:04,620

other worldly being I have no idea

98

00:05:10,430 --> 00:05:07,740

at the time we had no aircraft in the

99

00:05:12,890 --> 00:05:10,440

inventory and now 50 years later we

100

00:05:17,330 --> 00:05:12,900

still have no aircraft that will perform

101  
00:05:20,629 --> 00:05:17,340  
the way that airframe performed

102  
00:05:25,370 --> 00:05:20,639  
we don't have anything that will fly now

103  
00:05:26,450 --> 00:05:25,380  
at Mach 5 in atmosphere from 30 to 50

104  
00:05:28,490 --> 00:05:26,460  
000 feet

105  
00:05:31,490 --> 00:05:28,500  
it would burn up

106  
00:05:34,370 --> 00:05:31,500  
we have things that will travel faster

107  
00:05:37,370 --> 00:05:34,380  
than Mach 5 but only at very high

108  
00:05:39,890 --> 00:05:37,380  
altitudes are in outer space

109  
00:05:42,409 --> 00:05:39,900  
I don't have an explanation for what I

110  
00:05:46,070 --> 00:05:42,419  
saw except that I feel very confident

111  
00:05:49,010 --> 00:05:46,080  
that it was an aircraft or an airframe

112  
00:05:51,529 --> 00:05:49,020  
a flying object from some other

113  
00:05:54,650 --> 00:05:51,539

civilization outside the Earth

114

00:05:58,010 --> 00:05:54,660

and that's my story and that's the way I

115

00:06:00,710 --> 00:05:58,020

recall it and I have not embellished or

116

00:06:06,950 --> 00:06:00,720

exaggerated

117

00:06:12,110 --> 00:06:09,710

that's the end of my story should we

118

00:06:16,969 --> 00:06:14,450

a bunch of qualities yes yes you got

119

00:06:20,170 --> 00:06:16,979

anything else you want to put on yes uh

120

00:06:22,909 --> 00:06:20,180

if Miller High Life appears to send an

121

00:06:27,409 --> 00:06:22,919

opportunity for advertising Miller High

122

00:06:29,890 --> 00:06:27,419

Life Beer my address is 1177 snellings

123

00:06:32,510 --> 00:06:29,900

Lane Montreal Missouri