

**FADE
TO Ep. 1040
BLACK**



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1
00:00:00,050 --> 00:00:16,790

[Music]

2
00:00:20,630 --> 00:00:18,550

welcome back fade to black i am your

3
00:00:23,990 --> 00:00:20,640

host jimmy church

4
00:00:25,429 --> 00:00:24,000

tonight michael schratt is here

5
00:00:27,830 --> 00:00:25,439

got a lot of stuff we're going to be

6
00:00:29,349 --> 00:00:27,840

going over tonight and i think i have it

7
00:00:31,990 --> 00:00:29,359

in order

8
00:00:33,830 --> 00:00:32,000

of course uh the one

9
00:00:36,630 --> 00:00:33,840

in one case that we wanted to start off

10
00:00:38,090 --> 00:00:36,640

with tonight seems to have vanished

11
00:00:40,630 --> 00:00:38,100

just had it in my hand

12
00:00:42,150 --> 00:00:40,640

[Music]

13
00:00:44,470 --> 00:00:42,160

all right let's get this show cracking

14

00:00:46,709 --> 00:00:44,480

tomorrow night

15

00:00:47,910 --> 00:00:46,719

barry littleton

16

00:00:54,470 --> 00:00:47,920

great

17

00:00:57,029 --> 00:00:54,480

abduction and uh contact case that he

18

00:00:58,869 --> 00:00:57,039

has been going through his entire life

19

00:01:01,110 --> 00:00:58,879

and uh so we'll be talking about that

20

00:01:03,510 --> 00:01:01,120

tomorrow in his recent contact and

21

00:01:04,310 --> 00:01:03,520

conversation so that will be tomorrow

22

00:01:10,789 --> 00:01:04,320

night

23

00:01:14,070 --> 00:01:10,799

it's michael shrap

24

00:01:16,550 --> 00:01:14,080

and i did post uh up on twitter over the

25

00:01:19,270 --> 00:01:16,560

weekend michael and i got together

26

00:01:22,550 --> 00:01:19,280

uh for a nice little clandestine meeting

27

00:01:24,789 --> 00:01:22,560

at a location here in burbank and went

28

00:01:28,630 --> 00:01:24,799

over all of the material in advance for

29

00:01:31,590 --> 00:01:28,640

tonight's show and he is a private pilot

30

00:01:33,510 --> 00:01:31,600

he's a military aerospace historian he

31

00:01:35,990 --> 00:01:33,520

has lectured across the country on the

32

00:01:37,830 --> 00:01:36,000

unique subject of mystery aircraft and

33

00:01:40,069 --> 00:01:37,840

classified propulsion systems buried

34

00:01:42,149 --> 00:01:40,079

deep within the military industrial

35

00:01:45,910 --> 00:01:42,159

complex he was a guest speaker at the

36

00:01:48,630 --> 00:01:45,920

oshkosh air venture in 2006 and 2007

37

00:01:50,389 --> 00:01:48,640

world's largest air show and he has

38

00:01:52,149 --> 00:01:50,399

developed a number of contacts which

39

00:01:54,230 --> 00:01:52,159

have had first-hand experience in

40

00:01:55,350 --> 00:01:54,240

dealing with classified black programs

41

00:01:57,510 --> 00:01:55,360

including

42

00:01:59,990 --> 00:01:57,520

former united states air force pilots

43

00:02:02,469 --> 00:02:00,000

retired naval personnel aerospace

44

00:02:05,109 --> 00:02:02,479

engineers and has been

45

00:02:07,109 --> 00:02:05,119

that have maintained a top secret sci

46

00:02:09,510 --> 00:02:07,119

security clearance in an effort to

47

00:02:11,510 --> 00:02:09,520

expose government fraud waste and abuse

48

00:02:13,270 --> 00:02:11,520

michael devotes much of his free time

49

00:02:15,430 --> 00:02:13,280

researching aerospace technical

50

00:02:17,350 --> 00:02:15,440

documents conducting interviews and

51

00:02:20,470 --> 00:02:17,360

traveling to multiple university

52

00:02:22,949 --> 00:02:20,480

archives as a concerned citizen it's his

53

00:02:25,910 --> 00:02:22,959

belief that it is our constitutional

54

00:02:28,309 --> 00:02:25,920

obligation to question authority and

55

00:02:30,869 --> 00:02:28,319

demand an accounting of unacknowledged

56

00:02:33,430 --> 00:02:30,879

special access programs that bypass

57

00:02:34,550 --> 00:02:33,440

congressional oversight and public

58

00:02:36,710 --> 00:02:34,560

scrutiny

59

00:02:38,229 --> 00:02:36,720

you can follow him on facebook michael

60

00:02:40,949 --> 00:02:38,239

schratt it's right there we have the

61

00:02:42,229 --> 00:02:40,959

links up at jimmychurchradio.com

62

00:02:43,910 --> 00:02:42,239

i'd like to welcome back to fade to

63

00:02:46,229 --> 00:02:43,920

black michael stratton michael good

64

00:02:48,550 --> 00:02:46,239

evening how are you jimmy great to be

65

00:02:49,589 --> 00:02:48,560

with you it's great to hear your voice

66

00:02:51,030 --> 00:02:49,599

again

67

00:02:53,589 --> 00:02:51,040

and you know what's funny we're going to

68

00:02:54,550 --> 00:02:53,599

be going over uh all of this material

69

00:02:56,710 --> 00:02:54,560

tonight

70

00:02:57,750 --> 00:02:56,720

and uh we were talking about have blue

71

00:03:00,229 --> 00:02:57,760

earlier

72

00:03:01,589 --> 00:03:00,239

right and i've i've got everything

73

00:03:03,270 --> 00:03:01,599

organized i've

74

00:03:06,149 --> 00:03:03,280

they have blue image

75

00:03:08,309 --> 00:03:06,159

i've misplaced it and i can't i've gone

76

00:03:10,630 --> 00:03:08,319

through i had it while i was sitting

77

00:03:14,949 --> 00:03:12,229

on the floor

78

00:03:17,110 --> 00:03:14,959

what did i do i don't know okay

79

00:03:20,229 --> 00:03:17,120

okay jimmy we can roll with it yeah i

80

00:03:23,110 --> 00:03:20,239

know right and uh but before we get to

81

00:03:25,110 --> 00:03:23,120

that uh and i have a project blue book

82

00:03:27,830 --> 00:03:25,120

file here thank you for that

83

00:03:30,229 --> 00:03:27,840

that i've uh now read through

84

00:03:32,470 --> 00:03:30,239

uh a few times this is some of the most

85

00:03:34,789 --> 00:03:32,480

fascinating reading and i know that

86

00:03:37,990 --> 00:03:34,799

i'm holding something historical you

87

00:03:40,070 --> 00:03:38,000

know in my hands and when you read when

88

00:03:41,190 --> 00:03:40,080

you read through stuff like this i just

89

00:03:43,350 --> 00:03:41,200

makes me

90

00:03:44,229 --> 00:03:43,360

more appreciative of the work that you

91

00:03:47,750 --> 00:03:44,239

do

92

00:03:50,630 --> 00:03:47,760

and uh and thank you uh for getting me

93

00:03:53,430 --> 00:03:50,640

this copy of this blue book file but

94

00:03:55,670 --> 00:03:53,440

this is what i wanted to ask you first

95

00:03:57,670 --> 00:03:55,680

the tv show

96

00:03:58,470 --> 00:03:57,680

uh project blue book

97

00:03:59,509 --> 00:03:58,480

where

98

00:04:00,949 --> 00:03:59,519

you

99

00:04:03,030 --> 00:04:00,959

have had

100

00:04:04,550 --> 00:04:03,040

well i hate to say it but special access

101
00:04:07,030 --> 00:04:04,560
right

102
00:04:09,030 --> 00:04:07,040
you had your own special access program

103
00:04:10,070 --> 00:04:09,040
into the blue book files

104
00:04:18,629 --> 00:04:10,080
and

105
00:04:21,030 --> 00:04:18,639
then this show comes out it's

106
00:04:24,390 --> 00:04:21,040
entertaining i get that on on history

107
00:04:25,670 --> 00:04:24,400
channel when you see that versus what

108
00:04:28,390 --> 00:04:25,680
you know

109
00:04:30,950 --> 00:04:28,400
uh about your research into heinek and

110
00:04:31,909 --> 00:04:30,960
and what blue book was all about

111
00:04:34,310 --> 00:04:31,919
how

112
00:04:36,310 --> 00:04:34,320
uh what went through your mind uh when

113
00:04:37,990 --> 00:04:36,320

watching the series

114

00:04:39,590 --> 00:04:38,000

good question jimmy again good to be

115

00:04:42,469 --> 00:04:39,600

with you tonight uh one thing i want to

116

00:04:45,430 --> 00:04:42,479

clarify is i didn't technically have any

117

00:04:47,590 --> 00:04:45,440

impact on the tv show but as you

118

00:04:49,990 --> 00:04:47,600

mentioned yes i i did

119

00:04:53,350 --> 00:04:50,000

look into the blue book files that were

120

00:04:56,230 --> 00:04:53,360

a part of qfos center for ufo studies

121

00:04:58,550 --> 00:04:56,240

that was 2457 west peterson avenue and

122

00:05:00,950 --> 00:04:58,560

that's where i went through

123

00:05:02,870 --> 00:05:00,960

it had to have been about 30 000 cases

124

00:05:04,390 --> 00:05:02,880

and within those were a number of blue

125

00:05:06,629 --> 00:05:04,400

book files

126

00:05:08,469 --> 00:05:06,639

and like i said

127

00:05:10,469 --> 00:05:08,479

what was what were your thoughts when

128

00:05:12,950 --> 00:05:10,479

watching the tv show okay uh well

129

00:05:15,430 --> 00:05:12,960

obviously they fictionalized a lot of

130

00:05:18,790 --> 00:05:15,440

this and i think they missed some very

131

00:05:19,670 --> 00:05:18,800

good cases um i would say

132

00:05:23,350 --> 00:05:19,680

um

133

00:05:26,710 --> 00:05:23,360

25 of that series was gripping the other

134

00:05:28,150 --> 00:05:26,720

75 percent i felt they lost their way

135

00:05:29,350 --> 00:05:28,160

and

136

00:05:30,870 --> 00:05:29,360

maybe they could have done a good job

137

00:05:33,350 --> 00:05:30,880

but it's a first pass they're going to

138

00:05:35,830 --> 00:05:33,360

do another season you know not bad all

139

00:05:37,670 --> 00:05:35,840

in all for a first pass although a lot

140

00:05:39,749 --> 00:05:37,680

of these kind of veered off the

141

00:05:41,029 --> 00:05:39,759

historical track i wish they were going

142

00:05:42,070 --> 00:05:41,039

to cover the one that we're going to

143

00:05:44,469 --> 00:05:42,080

cover tonight because that would have

144

00:05:45,990 --> 00:05:44,479

been great yes yes this is an amazing

145

00:05:47,029 --> 00:05:46,000

case that we're going to cover uh

146

00:05:50,230 --> 00:05:47,039

everything that we're going to talk

147

00:05:52,950 --> 00:05:50,240

about tonight is is unbelievably cool

148

00:05:55,350 --> 00:05:52,960

but what uh

149

00:05:58,150 --> 00:05:55,360

where i thought

150

00:06:00,870 --> 00:05:58,160

uh you know freedom in writing

151
00:06:02,310 --> 00:06:00,880
and creativity okay we should always

152
00:06:06,469 --> 00:06:02,320
encourage that

153
00:06:09,590 --> 00:06:06,479
but when we are told from the beginning

154
00:06:11,670 --> 00:06:09,600
of each episode that this is based on

155
00:06:13,510 --> 00:06:11,680
actual events and you know this is a

156
00:06:15,430 --> 00:06:13,520
united states government project the

157
00:06:16,230 --> 00:06:15,440
united states air force and project blue

158
00:06:18,710 --> 00:06:16,240
book

159
00:06:21,590 --> 00:06:18,720
that all of this is part of the the

160
00:06:22,469 --> 00:06:21,600
record and this is this is how it went

161
00:06:23,749 --> 00:06:22,479
down

162
00:06:25,189 --> 00:06:23,759
and then

163
00:06:28,070 --> 00:06:25,199

the

164

00:06:30,390 --> 00:06:28,080

creativity takes things into

165

00:06:32,629 --> 00:06:30,400

uh you know heineken abductions and

166

00:06:35,430 --> 00:06:32,639

running into tanks with

167

00:06:38,150 --> 00:06:35,440

you know liquid tanks with et

168

00:06:41,430 --> 00:06:38,160

bodies in them

169

00:06:43,510 --> 00:06:41,440

putting him on a plane that crashed you

170

00:06:46,309 --> 00:06:43,520

know things like that which which none

171

00:06:49,749 --> 00:06:46,319

of that none of that happened but it's

172

00:06:52,150 --> 00:06:49,759

telling the public that it did and those

173

00:06:55,510 --> 00:06:52,160

that don't know the actual facts of all

174

00:06:58,790 --> 00:06:55,520

of these cases and the timelines of them

175

00:07:03,110 --> 00:06:58,800

you know bringing in men in black uh all

176

00:07:05,749 --> 00:07:03,120

the way back in the 19 late 1940s 1950

177

00:07:08,230 --> 00:07:05,759

is is is just wrong did

178

00:07:10,390 --> 00:07:08,240

did any of that happen i did heinek ever

179

00:07:13,270 --> 00:07:10,400

have contact with aliens

180

00:07:16,070 --> 00:07:13,280

did he ever uh men in black

181

00:07:17,830 --> 00:07:16,080

russian agents living next door and

182

00:07:20,710 --> 00:07:17,840

sleeping with his wife you know things

183

00:07:22,629 --> 00:07:20,720

like that that's crazy crazy things i

184

00:07:24,469 --> 00:07:22,639

didn't see any evidence of that going

185

00:07:26,870 --> 00:07:24,479

through the qfos files and there were a

186

00:07:27,909 --> 00:07:26,880

number of files sent directly to jl and

187

00:07:30,070 --> 00:07:27,919

heinek

188

00:07:31,909 --> 00:07:30,080

before he passed away and after he

189

00:07:34,870 --> 00:07:31,919

passed away so that was you know kind of

190

00:07:38,309 --> 00:07:34,880

a post and pre application of letters

191

00:07:40,950 --> 00:07:38,319

that were sent to the qfos headquarters

192

00:07:44,710 --> 00:07:40,960

and uh is is it okay

193

00:07:47,430 --> 00:07:44,720

for history channel to

194

00:07:51,589 --> 00:07:47,440

have this kind of uh

195

00:07:53,350 --> 00:07:51,599

fictional freedom with a man's uh past

196

00:07:55,830 --> 00:07:53,360

and his life

197

00:07:57,670 --> 00:07:55,840

i've debated it uh jimmy i just don't

198

00:08:00,309 --> 00:07:57,680

know if they should sensationalize the

199

00:08:01,670 --> 00:08:00,319

cases part of me says that you know they

200

00:08:04,950 --> 00:08:01,680

should stick to the historical

201
00:08:07,110 --> 00:08:04,960
background and then probably for ratings

202
00:08:09,510 --> 00:08:07,120
they wanted to divert a little bit to

203
00:08:11,589 --> 00:08:09,520
maybe sensationalize it and get more

204
00:08:12,950 --> 00:08:11,599
interest in the series maybe that's what

205
00:08:14,550 --> 00:08:12,960
they did and they felt that they could

206
00:08:17,830 --> 00:08:14,560
reach a balance looks like that's what

207
00:08:19,589 --> 00:08:17,840
they did well you know uh the cases if

208
00:08:21,670 --> 00:08:19,599
they just stayed

209
00:08:22,550 --> 00:08:21,680
uh you know on point

210
00:08:24,790 --> 00:08:22,560
right

211
00:08:27,430 --> 00:08:24,800
the cases stand on their own they

212
00:08:30,390 --> 00:08:27,440
probably can yes they probably can and

213
00:08:32,469 --> 00:08:30,400

and and and i agree with you too as well

214

00:08:35,029 --> 00:08:32,479

the the stuff that they did were the

215

00:08:36,469 --> 00:08:35,039

more popular ones but they weren't the

216

00:08:38,070 --> 00:08:36,479

best ones

217

00:08:41,029 --> 00:08:38,080

right and

218

00:08:45,110 --> 00:08:41,039

so i i mean what what can you really

219

00:08:48,389 --> 00:08:45,120

make out of a you know 45 minute slot in

220

00:08:50,230 --> 00:08:48,399

prime time out of just a ce1 case where

221

00:08:53,110 --> 00:08:50,240

someone just sees a light i mean how do

222

00:08:56,070 --> 00:08:53,120

you build a one-hour tv program out of a

223

00:08:58,389 --> 00:08:56,080

a ce1 light sighting you can't do it

224

00:09:01,269 --> 00:08:58,399

you've got to add something to it well

225

00:09:02,150 --> 00:09:01,279

that and the the flatwoods monster case

226
00:09:03,430 --> 00:09:02,160
which

227
00:09:07,110 --> 00:09:03,440
again

228
00:09:10,310 --> 00:09:07,120
if we just go based on all of the

229
00:09:12,230 --> 00:09:10,320
the actual eyewitnesses that were there

230
00:09:13,910 --> 00:09:12,240
and just go off of

231
00:09:15,590 --> 00:09:13,920
their side of things because they were

232
00:09:18,790 --> 00:09:15,600
the ones that were there

233
00:09:21,910 --> 00:09:18,800
um and not turn it into an owl standing

234
00:09:23,910 --> 00:09:21,920
on the top of a tree yeah i mean i spoke

235
00:09:26,310 --> 00:09:23,920
to frank fischino about that and i don't

236
00:09:29,430 --> 00:09:26,320
think he was very happy because they i

237
00:09:31,190 --> 00:09:29,440
don't even know if they really pursued

238
00:09:33,990 --> 00:09:31,200

his line of research there has there is

239

00:09:36,389 --> 00:09:34,000

no one on this planet point blank that

240

00:09:38,389 --> 00:09:36,399

has done more research on a flatwoods

241

00:09:40,230 --> 00:09:38,399

monster case than frankfushino that's

242

00:09:42,630 --> 00:09:40,240

right no one has done the amount of

243

00:09:44,070 --> 00:09:42,640

research that he has done and i worked

244

00:09:46,230 --> 00:09:44,080

with him for quite a while we put

245

00:09:48,949 --> 00:09:46,240

together a really nice solidworks model

246

00:09:50,630 --> 00:09:48,959

i did a 3d print out of this thing um

247

00:09:53,030 --> 00:09:50,640

they could have used something like that

248

00:09:54,630 --> 00:09:53,040

and got very close to what that thing

249

00:09:57,110 --> 00:09:54,640

actually looked like but in the tv

250

00:09:57,910 --> 00:09:57,120

series completely different yeah it was

251
00:09:59,590 --> 00:09:57,920
uh

252
00:10:02,870 --> 00:09:59,600
that was one of the

253
00:10:05,829 --> 00:10:02,880
episodes i was most looking forward to

254
00:10:06,550 --> 00:10:05,839
right and it was strange how they chose

255
00:10:09,030 --> 00:10:06,560
to

256
00:10:11,829 --> 00:10:09,040
uh debunk the case

257
00:10:12,949 --> 00:10:11,839
instead of going in the other direction

258
00:10:14,630 --> 00:10:12,959
and

259
00:10:17,190 --> 00:10:14,640
uh which they could have done with other

260
00:10:20,069 --> 00:10:17,200
cases but they didn't and like what they

261
00:10:23,430 --> 00:10:20,079
did with the lubbock lights as well uh

262
00:10:25,829 --> 00:10:23,440
completely destroyed uh what was uh and

263
00:10:28,150 --> 00:10:25,839

still is just an absolute fascinating

264

00:10:30,790 --> 00:10:28,160

case and they they killed it they killed

265

00:10:33,430 --> 00:10:30,800

it off and they went uh the debunking

266

00:10:35,590 --> 00:10:33,440

route instead of sticking with the facts

267

00:10:36,470 --> 00:10:35,600

in the case oh i found the have blue

268

00:10:37,509 --> 00:10:36,480

okay

269

00:10:40,550 --> 00:10:37,519

all right

270

00:10:42,630 --> 00:10:40,560

i found to have blue i can now relax

271

00:10:45,190 --> 00:10:42,640

let's let's we've got a lot to discuss

272

00:10:47,750 --> 00:10:45,200

tonight okay and uh we're gonna start

273

00:10:50,470 --> 00:10:47,760

off with have blue

274

00:10:51,350 --> 00:10:50,480

and briefly tell us what have blue

275

00:10:53,350 --> 00:10:51,360

was

276

00:10:56,150 --> 00:10:53,360

yeah okay good jimmy let's go ahead and

277

00:10:58,310 --> 00:10:56,160

start here i want to start by setting

278

00:11:00,310 --> 00:10:58,320

the stage i think we should set a

279

00:11:02,310 --> 00:11:00,320

historical precedent of what we're

280

00:11:03,750 --> 00:11:02,320

talking about here so that we can build

281

00:11:07,190 --> 00:11:03,760

on a foundation

282

00:11:09,750 --> 00:11:07,200

and this really begins in 1973 jimmy

283

00:11:12,949 --> 00:11:09,760

during the yom kippur air war

284

00:11:15,910 --> 00:11:12,959

of october 14 1973 when a number of

285

00:11:18,550 --> 00:11:15,920

israeli pilots flying american fighters

286

00:11:20,310 --> 00:11:18,560

were shot down so that's the one that's

287

00:11:22,710 --> 00:11:20,320

the first thing to remember

288

00:11:26,310 --> 00:11:22,720

is the yom kippur air war october 14th

289

00:11:29,430 --> 00:11:26,320

1973. now concurrent with that jimmy

290

00:11:33,910 --> 00:11:29,440

something else was going on um

291

00:11:35,990 --> 00:11:33,920

soviet tall king radars and sa2 and sa-4

292

00:11:38,150 --> 00:11:36,000

sites were coming online so when you put

293

00:11:39,990 --> 00:11:38,160

these in conjunction to each other these

294

00:11:42,790 --> 00:11:40,000

two separate items

295

00:11:46,389 --> 00:11:42,800

coming together as a united coalition it

296

00:11:48,630 --> 00:11:46,399

was at that time that the u.s air force

297

00:11:51,110 --> 00:11:48,640

pretty much saw the writing on the wall

298

00:11:53,590 --> 00:11:51,120

that we could no longer penetrate

299

00:11:54,949 --> 00:11:53,600

russian airspace safely we had to do

300

00:11:57,269 --> 00:11:54,959

something about it

301
00:12:00,470 --> 00:11:57,279
and that's what spurred this whole

302
00:12:03,190 --> 00:12:00,480
stealth program so it was in 1974 that

303
00:12:05,350 --> 00:12:03,200
the us air force approached darpa and

304
00:12:07,509 --> 00:12:05,360
they wanted to examine the feasibility

305
00:12:10,389 --> 00:12:07,519
of developing a low

306
00:12:12,069 --> 00:12:10,399
radar cross-section manned aircraft

307
00:12:15,030 --> 00:12:12,079
that could sneak in under the radar

308
00:12:17,350 --> 00:12:15,040
screen hit a target and come out

309
00:12:19,990 --> 00:12:17,360
completely unscathed unannounced and so

310
00:12:22,069 --> 00:12:20,000
that's the historical background of

311
00:12:23,269 --> 00:12:22,079
where we're starting here now keep going

312
00:12:25,030 --> 00:12:23,279
forward

313
00:12:26,790 --> 00:12:25,040

what they ended up doing is putting on a

314

00:12:28,870 --> 00:12:26,800

request for proposal

315

00:12:31,750 --> 00:12:28,880

there were at least six to seven

316

00:12:33,509 --> 00:12:31,760

contractors that answered the call from

317

00:12:36,069 --> 00:12:33,519

darpa that includes boeing general

318

00:12:38,230 --> 00:12:36,079

dynamics mcdonnell douglas grumman

319

00:12:40,069 --> 00:12:38,240

northrop fairchild and republic and

320

00:12:41,910 --> 00:12:40,079

interestingly jimmy

321

00:12:43,829 --> 00:12:41,920

lockheed did not

322

00:12:46,310 --> 00:12:43,839

they weren't included on this original

323

00:12:48,870 --> 00:12:46,320

group because they hadn't built a

324

00:12:50,710 --> 00:12:48,880

fighter since the f-104 so they weren't

325

00:12:52,470 --> 00:12:50,720

even included on the stealth program i

326

00:12:54,870 --> 00:12:52,480

always thought that was interesting

327

00:12:56,550 --> 00:12:54,880

and they actually pulled kelly johnson

328

00:12:59,430 --> 00:12:56,560

out of retirement

329

00:13:01,829 --> 00:12:59,440

and he worked with ben rich to develop

330

00:13:03,829 --> 00:13:01,839

have blue and that was the working

331

00:13:07,430 --> 00:13:03,839

prototype that led to the development of

332

00:13:08,230 --> 00:13:07,440

the f-117a stealth fighter uh continuing

333

00:13:10,710 --> 00:13:08,240

on

334

00:13:13,190 --> 00:13:10,720

denny's overholzer was the engineer at

335

00:13:16,230 --> 00:13:13,200

lockheed skunk works he took six weeks

336

00:13:18,870 --> 00:13:16,240

to develop the echo one program and that

337

00:13:21,509 --> 00:13:18,880

led to the hopeless diamond or the

338

00:13:23,910 --> 00:13:21,519

faceted flat plate technology

339

00:13:25,750 --> 00:13:23,920

and what we want to keep in mind too is

340

00:13:28,389 --> 00:13:25,760

when you talk about stealth technology

341

00:13:30,710 --> 00:13:28,399

jimmy we've got two approaches

342

00:13:32,829 --> 00:13:30,720

we've got the prismatic approach which

343

00:13:35,990 --> 00:13:32,839

is the faceted flat plate

344

00:13:38,310 --> 00:13:36,000

technology aka lockheed

345

00:13:41,030 --> 00:13:38,320

have blue program and then we've got the

346

00:13:43,269 --> 00:13:41,040

smooth contouring also known as the

347

00:13:45,509 --> 00:13:43,279

continuous curvature

348

00:13:48,069 --> 00:13:45,519

found in the b2 stealth bomber and it's

349

00:13:50,949 --> 00:13:48,079

interesting to note that after the f-117

350

00:13:53,110 --> 00:13:50,959

jimmy we really don't see

351

00:13:55,190 --> 00:13:53,120

any more of these faceted flat plate

352

00:13:57,430 --> 00:13:55,200

stealth aircraft anymore because they

353

00:13:59,670 --> 00:13:57,440

did away with it they're on second third

354

00:14:01,509 --> 00:13:59,680

generation stealth aircraft now and

355

00:14:02,710 --> 00:14:01,519

they've gone to complete continuous

356

00:14:05,509 --> 00:14:02,720

curvature

357

00:14:09,670 --> 00:14:05,519

and the radar cross signature

358

00:14:12,230 --> 00:14:09,680

of the b2 is significantly lower than

359

00:14:14,470 --> 00:14:12,240

the f-117 even though it's larger so

360

00:14:17,189 --> 00:14:14,480

when you talk about stealth technology

361

00:14:19,590 --> 00:14:17,199

it's not size that matters it's shape

362

00:14:23,829 --> 00:14:19,600

that matters jimmy right right

363

00:14:26,230 --> 00:14:23,839

and have blue which when it flew and uh

364

00:14:29,269 --> 00:14:26,240

the original photographs of it

365

00:14:30,949 --> 00:14:29,279

looked fairly close to the final version

366

00:14:32,629 --> 00:14:30,959

of the 117.

367

00:14:34,310 --> 00:14:32,639

kind of yeah yeah

368

00:14:36,870 --> 00:14:34,320

one other thing yep one other thing to

369

00:14:40,230 --> 00:14:36,880

consider is now let's just put this in

370

00:14:44,069 --> 00:14:40,240

an example term here if you have an f-15

371

00:14:45,350 --> 00:14:44,079

on a radar screen the rcs of an f-15

372

00:14:47,670 --> 00:14:45,360

head-on

373

00:14:49,750 --> 00:14:47,680

is 10 square meters

374

00:14:51,590 --> 00:14:49,760

and i i got this from ellen brown i

375

00:14:54,069 --> 00:14:51,600

talked to him for many hours we

376

00:14:56,629 --> 00:14:54,079

discussed this this is interesting jimmy

377

00:14:59,829 --> 00:14:56,639

in order to be effective in order to

378

00:15:02,870 --> 00:14:59,839

really be an effective stealth aircraft

379

00:15:06,150 --> 00:15:02,880

you have to drop that factor down by a

380

00:15:09,110 --> 00:15:06,160

factor of 10 000. so you've got to go

381

00:15:12,069 --> 00:15:09,120

from 10 square meters all the way down

382

00:15:14,550 --> 00:15:12,079

to an eagle's eyeball right even less it

383

00:15:16,069 --> 00:15:14,560

could be a bb right even in ben rich's

384

00:15:18,629 --> 00:15:16,079

book skunk works

385

00:15:21,910 --> 00:15:18,639

uh in order to sell the stealth program

386

00:15:23,269 --> 00:15:21,920

to the pentagon brass uh in washington

387

00:15:25,350 --> 00:15:23,279

at the pentagon

388

00:15:27,430 --> 00:15:25,360

basically he took out these small ball

389

00:15:28,310 --> 00:15:27,440

bearings and rolled them across the

390

00:15:30,069 --> 00:15:28,320

table

391

00:15:31,990 --> 00:15:30,079

to the high-level military brass and

392

00:15:34,150 --> 00:15:32,000

said there's the rcs of your aircraft

393

00:15:37,030 --> 00:15:34,160

and that's how he still sold the program

394

00:15:39,829 --> 00:15:37,040

so here we have uh

395

00:15:40,790 --> 00:15:39,839

an illustration a picture of uh have

396

00:15:42,470 --> 00:15:40,800

blue

397

00:15:44,629 --> 00:15:42,480

being buried

398

00:15:46,230 --> 00:15:44,639

at area 51

399

00:15:47,030 --> 00:15:46,240

that's correct that's correct now this

400

00:15:49,030 --> 00:15:47,040

is

401
00:15:53,189 --> 00:15:49,040
have blue first flight was december 1st

402
00:15:55,829 --> 00:15:53,199
1977 at area 51

403
00:15:57,670 --> 00:15:55,839
basically we've got ben rich there who's

404
00:16:00,069 --> 00:15:57,680
the father of the stealth fighter and

405
00:16:02,230 --> 00:16:00,079
then kelly johnson was there as well and

406
00:16:04,949 --> 00:16:02,240
when this thing took off

407
00:16:06,389 --> 00:16:04,959
uh kelly turned around and patted ben on

408
00:16:08,550 --> 00:16:06,399
the back and he said ben you got your

409
00:16:12,230 --> 00:16:08,560
first aircraft and so that was december

410
00:16:14,629 --> 00:16:12,240
1st 1977. now have blue serial number

411
00:16:18,629 --> 00:16:14,639
hb1001

412
00:16:19,590 --> 00:16:18,639
crashed at groom lake on may

413
00:16:21,670 --> 00:16:19,600

70

414

00:16:23,430 --> 00:16:21,680

uh when they were when he was approached

415

00:16:25,910 --> 00:16:23,440

approaching landing this is bill parker

416

00:16:27,990 --> 00:16:25,920

was the test pilot this aircraft did a

417

00:16:30,949 --> 00:16:28,000

sudden tip up and it hit the main

418

00:16:32,230 --> 00:16:30,959

landing gear so he came around

419

00:16:33,590 --> 00:16:32,240

and he

420

00:16:35,749 --> 00:16:33,600

you know basically came around for a

421

00:16:38,389 --> 00:16:35,759

second pass on approach to landing and

422

00:16:40,949 --> 00:16:38,399

he tried to bring the landing gear down

423

00:16:43,509 --> 00:16:40,959

but only one main landing gear and one

424

00:16:46,150 --> 00:16:43,519

nose gear came down the other main

425

00:16:48,870 --> 00:16:46,160

landing gear did not come down and keep

426
00:16:50,949 --> 00:16:48,880
in mind he's losing fuel rapidly we have

427
00:16:53,350 --> 00:16:50,959
to make a decision so the decision was

428
00:16:57,670 --> 00:16:53,360
he would climb to altitude he punched

429
00:17:00,470 --> 00:16:57,680
out it destroyed uh have blue basically

430
00:17:03,030 --> 00:17:00,480
and then uh bill park was severely

431
00:17:05,669 --> 00:17:03,040
injured in that incident

432
00:17:08,309 --> 00:17:05,679
and that's the point where

433
00:17:10,390 --> 00:17:08,319
have blue later on was buried at groom

434
00:17:12,230 --> 00:17:10,400
lake along with a number of other

435
00:17:15,750 --> 00:17:12,240
classified aircraft as well so we've

436
00:17:18,309 --> 00:17:15,760
just got one example of birds that

437
00:17:20,549 --> 00:17:18,319
after they've served their time or after

438
00:17:22,470 --> 00:17:20,559

they've crashed in many cases they're

439

00:17:24,789 --> 00:17:22,480

buried at the test site never to be seen

440

00:17:28,390 --> 00:17:24,799

again jimmy so there's uh

441

00:17:31,590 --> 00:17:28,400

i've seen pictures of it uh of the uh

442

00:17:34,549 --> 00:17:31,600

the graveyard there at groom lake

443

00:17:36,390 --> 00:17:34,559

and they bury and they burn right don't

444

00:17:39,669 --> 00:17:36,400

they burn these two as well absolutely

445

00:17:40,870 --> 00:17:39,679

absolutely during the f-117 program

446

00:17:43,190 --> 00:17:40,880

there were

447

00:17:45,590 --> 00:17:43,200

two tractor trailers that came to

448

00:17:48,470 --> 00:17:45,600

burbank twice a week

449

00:17:51,909 --> 00:17:48,480

and loaded up with 55 gallon drums of

450

00:17:53,669 --> 00:17:51,919

epoxies resins toxic materials radar

451
00:17:56,549 --> 00:17:53,679
absorbent materials and went all the way

452
00:17:58,630 --> 00:17:56,559
from burbank to groom lake that's a long

453
00:18:01,350 --> 00:17:58,640
drive two of these things and then they

454
00:18:04,070 --> 00:18:01,360
had these large trenches at groom lake

455
00:18:06,950 --> 00:18:04,080
which are located directly adjacent to

456
00:18:09,510 --> 00:18:06,960
the housing area at groom lake as well

457
00:18:12,310 --> 00:18:09,520
so they would offload these toxic

458
00:18:15,350 --> 00:18:12,320
materials in these 55 gallon drums into

459
00:18:17,669 --> 00:18:15,360
these massive deep burn pits and then

460
00:18:19,830 --> 00:18:17,679
they would pour diesel fuel into the

461
00:18:21,750 --> 00:18:19,840
burn pits and then light a torch

462
00:18:24,390 --> 00:18:21,760
throw it into the pits and the whole

463
00:18:27,350 --> 00:18:24,400

thing would go up in flames and all this

464

00:18:29,830 --> 00:18:27,360

black acrid smoke would start

465

00:18:32,390 --> 00:18:29,840

basically going over the residential

466

00:18:34,070 --> 00:18:32,400

area and then that's what's caused all

467

00:18:34,950 --> 00:18:34,080

the osha

468

00:18:36,950 --> 00:18:34,960

type

469

00:18:41,190 --> 00:18:36,960

implementations where there were

470

00:18:43,669 --> 00:18:41,200

lawsuits and many of the area 51 workers

471

00:18:45,350 --> 00:18:43,679

their skin started peeling off in scales

472

00:18:47,190 --> 00:18:45,360

and there were many lawsuits that to

473

00:18:49,029 --> 00:18:47,200

this day have not even been solved so

474

00:18:50,230 --> 00:18:49,039

yeah it blows up in there it blows my

475

00:18:52,470 --> 00:18:50,240

mind that all of this went down to

476

00:18:53,350 --> 00:18:52,480

burbank and the

477

00:18:56,549 --> 00:18:53,360

uh

478

00:18:58,310 --> 00:18:56,559

lockheed's credit union is still there

479

00:18:59,909 --> 00:18:58,320

it's right across the street from

480

00:19:01,750 --> 00:18:59,919

burbank airport

481

00:19:04,150 --> 00:19:01,760

and i was a member of that credit union

482

00:19:07,190 --> 00:19:04,160

for a minute and uh but

483

00:19:08,950 --> 00:19:07,200

it's the skunk works credit union right

484

00:19:12,549 --> 00:19:08,960

it's right there

485

00:19:15,830 --> 00:19:12,559

at the entrance of uh burbank airport

486

00:19:16,950 --> 00:19:15,840

and that it's the last remat reminder to

487

00:19:19,029 --> 00:19:16,960

everybody

488

00:19:21,909 --> 00:19:19,039

about the footprint that had uh that

489

00:19:23,830 --> 00:19:21,919

lock he'd had right there in burbank all

490

00:19:25,990 --> 00:19:23,840

right before we get to the break uh

491

00:19:27,190 --> 00:19:26,000

let's go on to the

492

00:19:28,310 --> 00:19:27,200

uh

493

00:19:31,510 --> 00:19:28,320

the

494

00:19:34,070 --> 00:19:31,520

sr-71 drone accident right i'm gonna

495

00:19:35,990 --> 00:19:34,080

hold this up uh what are we looking at

496

00:19:36,789 --> 00:19:36,000

here where did this happen

497

00:19:38,230 --> 00:19:36,799

so

498

00:19:40,070 --> 00:19:38,240

when we talk about the blackbird we

499

00:19:43,190 --> 00:19:40,080

should talk about the different variants

500

00:19:45,669 --> 00:19:43,200

so first of all you've got the a12 which

501
00:19:47,669 --> 00:19:45,679
was the single seat cia reconnaissance

502
00:19:49,430 --> 00:19:47,679
aircraft you've got something called the

503
00:19:51,590 --> 00:19:49,440
yf-12

504
00:19:53,909 --> 00:19:51,600
which was an interceptor that actually

505
00:19:55,350 --> 00:19:53,919
never made it into production for full

506
00:20:00,070 --> 00:19:55,360
scale production

507
00:20:02,070 --> 00:20:00,080
you've also got the m21 d21 tag board

508
00:20:03,909 --> 00:20:02,080
program which was a mother ship

509
00:20:06,150 --> 00:20:03,919
daughtership

510
00:20:06,870 --> 00:20:06,160
parasitic aircraft and then you've got

511
00:20:19,510 --> 00:20:06,880
the

512
00:20:23,350 --> 00:20:19,520
incident that we're talking about here

513
00:20:26,870 --> 00:20:23,360

this took place july 30th 1966

514

00:20:28,470 --> 00:20:26,880

at altitude off the coast of san diego

515

00:20:30,390 --> 00:20:28,480

and basically

516

00:20:33,430 --> 00:20:30,400

they're going to launch this parasitic

517

00:20:34,390 --> 00:20:33,440

drone off the back of the m51 at

518

00:20:36,230 --> 00:20:34,400

altitude

519

00:20:37,990 --> 00:20:36,240

and when they launched this thing

520

00:20:41,270 --> 00:20:38,000

immediately it seemed like everything

521

00:20:44,549 --> 00:20:41,280

was okay but for some strange reason

522

00:20:47,190 --> 00:20:44,559

the d21 drone got caught into the shock

523

00:20:49,909 --> 00:20:47,200

wave of the m50 m21

524

00:20:53,350 --> 00:20:49,919

and it pitched to the left jimmy and

525

00:20:54,870 --> 00:20:53,360

pitched down and hit basically station

526
00:20:57,830 --> 00:20:54,880
715

527
00:21:00,630 --> 00:20:57,840
where the wing root meets the fuselage

528
00:21:03,029 --> 00:21:00,640
exactly where the delta wing begins from

529
00:21:05,110 --> 00:21:03,039
the tapering portion of the chine

530
00:21:06,070 --> 00:21:05,120
section and it split the aircraft into

531
00:21:08,789 --> 00:21:06,080
jimmy

532
00:21:10,630 --> 00:21:08,799
and bill park he was the test pilot and

533
00:21:13,350 --> 00:21:10,640
he basically said that

534
00:21:15,430 --> 00:21:13,360
when i saw pieces flying ahead of me i

535
00:21:17,669 --> 00:21:15,440
knew i had a problem

536
00:21:19,750 --> 00:21:17,679
so you can imagine all this debris and

537
00:21:21,669 --> 00:21:19,760
all these pieces of shrapnel and

538
00:21:25,029 --> 00:21:21,679

mechanical parts were flying ahead of

539

00:21:26,789 --> 00:21:25,039

him and in he's in this mach3 aircraft

540

00:21:29,190 --> 00:21:26,799

and he's got debris flying ahead of him

541

00:21:30,630 --> 00:21:29,200

so he knew something was going on so he

542

00:21:33,909 --> 00:21:30,640

punched out

543

00:21:35,510 --> 00:21:33,919

but ray torrick uh he drowned he did not

544

00:21:38,789 --> 00:21:35,520

survive the incident and that's

545

00:21:40,630 --> 00:21:38,799

essentially the m21 d21 incident it's a

546

00:21:42,710 --> 00:21:40,640

historic event it's it's actually never

547

00:21:45,350 --> 00:21:42,720

been illustrated and i want to give

548

00:21:47,750 --> 00:21:45,360

credit to my illustrator friend tom

549

00:21:49,430 --> 00:21:47,760

bogan for doing these illustrations yeah

550

00:21:50,630 --> 00:21:49,440

tom is incredible

551
00:21:53,190 --> 00:21:50,640
preserving an important part of our

552
00:21:54,549 --> 00:21:53,200
national history absolutely the d21

553
00:21:58,630 --> 00:21:54,559
which is here

554
00:22:01,750 --> 00:21:58,640
was uh the as far as i know was the

555
00:22:03,750 --> 00:22:01,760
first stealth drone you know and that's

556
00:22:06,390 --> 00:22:03,760
the way that this was designed

557
00:22:07,430 --> 00:22:06,400
and they needed uh they didn't know if

558
00:22:09,669 --> 00:22:07,440
uh

559
00:22:12,470 --> 00:22:09,679
the sr-71 was going to make it across

560
00:22:14,549 --> 00:22:12,480
china or russia anymore

561
00:22:15,590 --> 00:22:14,559
and they didn't want to risk pilots

562
00:22:18,950 --> 00:22:15,600
lives

563
00:22:20,070 --> 00:22:18,960

so they devised this idea to have a

564

00:22:23,669 --> 00:22:20,080

drone

565

00:22:25,310 --> 00:22:23,679

fly at these speeds it looked remarkably

566

00:22:28,789 --> 00:22:25,320

like a miniature

567

00:22:31,669 --> 00:22:28,799

sr-71 i've seen it i've seen it in

568

00:22:34,230 --> 00:22:31,679

person i photographed myself next to it

569

00:22:36,950 --> 00:22:34,240

up in seattle at the boeing museum up

570

00:22:39,270 --> 00:22:36,960

there and uh it's a it's a pretty

571

00:22:41,830 --> 00:22:39,280

incredible it's not very big

572

00:22:44,230 --> 00:22:41,840

it looks big uh the sr-71 isn't even

573

00:22:47,669 --> 00:22:44,240

that big when you stand up next to it

574

00:22:50,950 --> 00:22:47,679

but the drone and this idea that they

575

00:22:53,990 --> 00:22:50,960

had all the way back into the 70s is uh

576

00:22:56,950 --> 00:22:54,000

pretty crazy to me we were making leaps

577

00:22:58,149 --> 00:22:56,960

and leaps in in technology

578

00:22:59,669 --> 00:22:58,159

um

579

00:23:02,070 --> 00:22:59,679

pretty incredible so this was off the

580

00:23:04,710 --> 00:23:02,080

coast of san diego that's correct that

581

00:23:07,029 --> 00:23:04,720

is correct absolutely incredible okay

582

00:23:09,190 --> 00:23:07,039

when we come back after the break which

583

00:23:10,789 --> 00:23:09,200

we're going to do here in 30 seconds

584

00:23:12,310 --> 00:23:10,799

we're going to discuss one of my

585

00:23:14,950 --> 00:23:12,320

favorite planes another one that i've

586

00:23:18,230 --> 00:23:14,960

seen multiple times in person which is

587

00:23:20,149 --> 00:23:18,240

uh the valkyrie the v70 which is right

588

00:23:22,549 --> 00:23:20,159

here we'll be discussing this when we

589

00:23:23,590 --> 00:23:22,559

come back our guest tonight michael

590

00:23:26,789 --> 00:23:23,600

schratt

591

00:23:29,110 --> 00:23:26,799

and like michael said all of this is

592

00:23:30,870 --> 00:23:29,120

building the foundation to some pretty

593

00:23:32,630 --> 00:23:30,880

incredible stuff that we are going to be

594

00:23:34,310 --> 00:23:32,640

discussing in a little bit when it comes

595

00:23:36,710 --> 00:23:34,320

to ufos

596

00:23:39,549 --> 00:23:36,720

i'm your host jimmy church this is fade

597

00:23:43,510 --> 00:23:39,559

to black on the game changer network and

598

00:23:46,870 --> 00:23:43,520

kgra the planet more with mr schrad

599

00:23:49,669 --> 00:23:46,880

after this short break stay with us

600

00:23:51,669 --> 00:23:49,679

you're listening to a preview of fade to

601
00:23:54,070 --> 00:23:51,679
black to get the full episode go to

602
00:23:56,789 --> 00:23:54,080
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603
00:23:59,510 --> 00:23:56,799
and get our podcast click on the podcast

604
00:24:02,630 --> 00:23:59,520
banner or sign up in the membership area

605
00:24:03,930 --> 00:24:02,640
for downloadable mp3s everything

606
00:24:05,350 --> 00:24:03,940
commercial free

607
00:24:07,430 --> 00:24:05,360
[Music]

608
00:24:08,789 --> 00:24:07,440
welcome back bay to black i'm you'll see

609
00:24:10,710 --> 00:24:08,799
me church i guess tonight michael

610
00:24:12,789 --> 00:24:10,720
schratt

611
00:24:15,830 --> 00:24:12,799
now for those of you out there all of

612
00:24:17,669 --> 00:24:15,840
these images and documents i am holding

613
00:24:20,470 --> 00:24:17,679

up to the bunker cam

614

00:24:23,750 --> 00:24:20,480

for all of you in uh the member area

615

00:24:25,590 --> 00:24:23,760

looking at this live on video

616

00:24:28,149 --> 00:24:25,600

and uh kevin

617

00:24:30,549 --> 00:24:28,159

and and others but kevin is also posting

618

00:24:31,909 --> 00:24:30,559

pictures up on twitter of the bunker cam

619

00:24:34,789 --> 00:24:31,919

thank you for that kevin that's very

620

00:24:36,789 --> 00:24:34,799

cool of you to take the time to do that

621

00:24:38,630 --> 00:24:36,799

michael let's get straight back to it

622

00:24:43,830 --> 00:24:38,640

we've got too much to cover

623

00:24:46,789 --> 00:24:43,840

uh the xb70 which again is one of my

624

00:24:49,909 --> 00:24:46,799

i've got a few favorite planes i do we

625

00:24:51,990 --> 00:24:49,919

all do right xb70 is right there i still

626

00:24:54,950 --> 00:24:52,000

love the b-58 hustler

627

00:24:58,630 --> 00:24:54,960

one of the coolest planes ever the f-104

628

00:25:02,149 --> 00:24:58,640

the f-104 to me hands down sexiest plane

629

00:25:03,909 --> 00:25:02,159

ever ever ever designed you know x-15

630

00:25:06,710 --> 00:25:03,919

yes you know

631

00:25:10,070 --> 00:25:06,720

yes yes i love my planes

632

00:25:11,510 --> 00:25:10,080

but the valkyrie there's something about

633

00:25:16,070 --> 00:25:11,520

this plane

634

00:25:17,190 --> 00:25:16,080

that is uh not only sexy but it looks

635

00:25:19,750 --> 00:25:17,200

it looks

636

00:25:22,230 --> 00:25:19,760

way too advanced and to think about when

637

00:25:24,230 --> 00:25:22,240

it was designed and when it flew

638

00:25:27,190 --> 00:25:24,240

uh i thought that we were heading

639

00:25:29,990 --> 00:25:27,200

straight into uh the space age with this

640

00:25:33,190 --> 00:25:30,000

plane and then we have this

641

00:25:35,190 --> 00:25:33,200

the xb70 valkyrie crash how many were

642

00:25:37,590 --> 00:25:35,200

built too right just two

643

00:25:39,590 --> 00:25:37,600

only two but then the extrusions for air

644

00:25:41,909 --> 00:25:39,600

vehicle number three were produced but

645

00:25:43,990 --> 00:25:41,919

never built right right yeah you're a

646

00:25:47,430 --> 00:25:44,000

historian you know these things so the

647

00:25:50,789 --> 00:25:47,440

one remaining valkyrie is at right pat

648

00:25:53,350 --> 00:25:50,799

in uh cincinnati in dayton ohio yes

649

00:25:56,390 --> 00:25:53,360

correct and and then we have this

650

00:25:59,350 --> 00:25:56,400

accident what happened here okay uh

651
00:26:01,669 --> 00:25:59,360
before we go into that i want to hit

652
00:26:04,149 --> 00:26:01,679
three quotes by ben that we've kind of

653
00:26:06,070 --> 00:26:04,159
reviewed but just to to set that up and

654
00:26:07,909 --> 00:26:06,080
then we're going to hit the aircraft so

655
00:26:08,789 --> 00:26:07,919
just really quickly going back to ben

656
00:26:10,630 --> 00:26:08,799
rich

657
00:26:13,909 --> 00:26:10,640
and i think we know that he was head of

658
00:26:15,669 --> 00:26:13,919
skunk works between 1975 to 1991

659
00:26:19,029 --> 00:26:15,679
he made an interesting statement on

660
00:26:21,430 --> 00:26:19,039
september 7 1988 this is at the aia

661
00:26:23,029 --> 00:26:21,440
meeting in atlanta georgia here he says

662
00:26:25,269 --> 00:26:23,039
quote i wish i could tell you about the

663
00:26:27,590 --> 00:26:25,279

projects we are currently working on

664

00:26:30,390 --> 00:26:27,600

they are both fascinating and fantastic

665

00:26:33,750 --> 00:26:30,400

they call for technologies once only

666

00:26:34,549 --> 00:26:33,760

dreamed of by science fiction writers

667

00:26:36,630 --> 00:26:34,559

so

668

00:26:39,190 --> 00:26:36,640

it's like pregnant with possibilities

669

00:26:41,750 --> 00:26:39,200

what has been alluding to right what

670

00:26:44,070 --> 00:26:41,760

could they be doing right and then

671

00:26:46,390 --> 00:26:44,080

you know jim the other two people were

672

00:26:50,230 --> 00:26:46,400

talking about here uh he made another

673

00:26:52,390 --> 00:26:50,240

statement on march 23 1993 at the ucla

674

00:26:54,950 --> 00:26:52,400

alumni club where he gave another

675

00:26:57,430 --> 00:26:54,960

lecture this is two years uh prior to

676
00:26:58,710 --> 00:26:57,440
his passing in 1995.

677
00:27:01,350 --> 00:26:58,720
tom

678
00:27:03,750 --> 00:27:01,360
keller was there and jan harzin they

679
00:27:06,710 --> 00:27:03,760
both confirmed that ben rich said the

680
00:27:09,830 --> 00:27:06,720
following statement quote anything you

681
00:27:12,630 --> 00:27:09,840
can imagine the skunk works can do

682
00:27:14,310 --> 00:27:12,640
or has already done okay

683
00:27:16,470 --> 00:27:14,320
so i thought that was interesting and

684
00:27:20,230 --> 00:27:16,480
then finally just before ben passed away

685
00:27:21,669 --> 00:27:20,240
in 1995 he got in a final conversation

686
00:27:24,630 --> 00:27:21,679
phone call with my good friend jim

687
00:27:26,870 --> 00:27:24,640
goodall and ben rich told jim goodall

688
00:27:29,350 --> 00:27:26,880

over the phone he said jim we have

689

00:27:31,750 --> 00:27:29,360

things in the nevada desert that are 50

690

00:27:33,830 --> 00:27:31,760

years beyond what you can comprehend if

691

00:27:35,590 --> 00:27:33,840

you've seen it on star wars or star trek

692

00:27:37,590 --> 00:27:35,600

we've been there done that or decided it

693

00:27:39,590 --> 00:27:37,600

wasn't worth the effort coming directly

694

00:27:41,110 --> 00:27:39,600

from ben rich that's right and his other

695

00:27:42,149 --> 00:27:41,120

famous quote

696

00:27:46,230 --> 00:27:42,159

uh

697

00:27:47,909 --> 00:27:46,240

we have the technology to take e.t home

698

00:27:50,470 --> 00:27:47,919

sure right all right you know i'm

699

00:27:52,630 --> 00:27:50,480

paraphrasing nope that's right yeah yeah

700

00:27:55,110 --> 00:27:52,640

that's uh pretty incredible okay the

701
00:27:57,430 --> 00:27:55,120
valkyrie xb70 you want to do the

702
00:27:59,269 --> 00:27:57,440
valkyrie okay so that's a little bit out

703
00:28:01,830 --> 00:27:59,279
of order but that's

704
00:28:03,669 --> 00:28:01,840
are we out of order well we we have the

705
00:28:05,029 --> 00:28:03,679
list the next one on the list is george

706
00:28:08,310 --> 00:28:05,039
air force base

707
00:28:10,230 --> 00:28:08,320
oh there it is right there okay yep

708
00:28:11,110 --> 00:28:10,240
george air force okay so this is a

709
00:28:13,269 --> 00:28:11,120
letter

710
00:28:15,590 --> 00:28:13,279
that i received from john andrews the

711
00:28:19,029 --> 00:28:15,600
the john andrews collection was donated

712
00:28:21,430 --> 00:28:19,039
to my historical archives back in 2013

713
00:28:24,070 --> 00:28:21,440

john andrews for anyone who doesn't know

714

00:28:26,470 --> 00:28:24,080

was the senior project design engineer

715

00:28:28,870 --> 00:28:26,480

testers model corporation san diego he

716

00:28:31,909 --> 00:28:28,880

was the one that designed the low

717

00:28:35,029 --> 00:28:31,919

observable stealth aircraft prior to the

718

00:28:37,590 --> 00:28:35,039

f-117 be acknowledged by the air force

719

00:28:40,870 --> 00:28:37,600

on nov november the 10th of 1988. so

720

00:28:43,510 --> 00:28:40,880

he's the one who started the whole

721

00:28:46,549 --> 00:28:43,520

hurrah about stealth aircraft and he's

722

00:28:48,310 --> 00:28:46,559

the f-19 was in there as well but

723

00:28:49,909 --> 00:28:48,320

john andrews was the original

724

00:28:51,510 --> 00:28:49,919

interceptor that started the black

725

00:28:53,430 --> 00:28:51,520

aircraft research

726

00:28:55,590 --> 00:28:53,440

so i've got a letter here from

727

00:28:58,789 --> 00:28:55,600

john andrews to ben rich

728

00:29:01,350 --> 00:28:58,799

and this is dated august 14 1981 so this

729

00:29:02,230 --> 00:29:01,360

is really early on even in the stealth

730

00:29:05,269 --> 00:29:02,240

program

731

00:29:08,870 --> 00:29:05,279

says ben rich your crew responsible for

732

00:29:11,110 --> 00:29:08,880

two very strange birds leaving at dawn

733

00:29:14,230 --> 00:29:11,120

just at first light from george air

734

00:29:16,789 --> 00:29:14,240

force base near victorville california

735

00:29:19,669 --> 00:29:16,799

one white one gray

736

00:29:21,190 --> 00:29:19,679

said to be very lippish-like alexander

737

00:29:23,909 --> 00:29:21,200

lippisch flying wing

738

00:29:26,310 --> 00:29:23,919

good acceleration good climb don't

739

00:29:27,510 --> 00:29:26,320

loiter around george and not seen for

740

00:29:30,149 --> 00:29:27,520

rest of day

741

00:29:31,269 --> 00:29:30,159

attached sketch may or may not be

742

00:29:34,230 --> 00:29:31,279

accurate

743

00:29:37,110 --> 00:29:34,240

could it be code 85 birds might be into

744

00:29:40,230 --> 00:29:37,120

a base as relatively open as george air

745

00:29:42,789 --> 00:29:40,240

force base could it be that would be the

746

00:29:44,870 --> 00:29:42,799

last place eyes from other side would

747

00:29:47,350 --> 00:29:44,880

look for them could it be that's why

748

00:29:50,149 --> 00:29:47,360

they are there regards john andrews so

749

00:29:52,149 --> 00:29:50,159

talking about an alexander lippisch

750

00:29:54,470 --> 00:29:52,159

flying wing craft

751

00:29:56,230 --> 00:29:54,480

it looks like two of these departed

752

00:29:57,830 --> 00:29:56,240

according to john andrews sketch now you

753

00:30:00,070 --> 00:29:57,840

have the full color illustration yeah

754

00:30:02,470 --> 00:30:00,080

i'm holding out original sketch i've got

755

00:30:05,830 --> 00:30:02,480

the original sketch here i'm holding it

756

00:30:09,110 --> 00:30:05,840

up there it is yep and then the

757

00:30:10,389 --> 00:30:09,120

illustration of these two above george

758

00:30:13,590 --> 00:30:10,399

air force base

759

00:30:15,590 --> 00:30:13,600

and that's uh there you go incredible

760

00:30:18,230 --> 00:30:15,600

yep jim goodall was aware of it as well

761

00:30:21,590 --> 00:30:18,240

so what we're looking at here is a

762

00:30:23,590 --> 00:30:21,600

single pilot kind of a blended wing

763

00:30:25,590 --> 00:30:23,600

flying wing configuration with a

764

00:30:28,070 --> 00:30:25,600

vertical stabilizer which would have

765

00:30:30,789 --> 00:30:28,080

definitely increased the rcs no doubt

766

00:30:33,110 --> 00:30:30,799

about it like in the f-117 you've got

767

00:30:34,870 --> 00:30:33,120

the twin outward cannon vertical

768

00:30:36,789 --> 00:30:34,880

stabilizers here you've got a vertical

769

00:30:39,110 --> 00:30:36,799

coming straight up so that would have

770

00:30:41,750 --> 00:30:39,120

definitely bumped up the rcs then you've

771

00:30:43,990 --> 00:30:41,760

got an air intake on either side of the

772

00:30:46,630 --> 00:30:44,000

center line of the aircraft winglets

773

00:30:49,590 --> 00:30:46,640

coming down and then engine inlets that

774

00:30:52,149 --> 00:30:49,600

are buried within the fuselage itself or

775

00:30:55,590 --> 00:30:52,159

the top portion of the wing and then the

776

00:30:57,430 --> 00:30:55,600

exhaust ports are kind of set aft of the

777

00:30:59,590 --> 00:30:57,440

trailing edge

778

00:31:02,149 --> 00:30:59,600

very similar to how they are on the b2

779

00:31:04,710 --> 00:31:02,159

to reduce the infrared signature so that

780

00:31:07,430 --> 00:31:04,720

a sam site below could not hit that part

781

00:31:10,389 --> 00:31:07,440

so kind of an early concept

782

00:31:13,110 --> 00:31:10,399

that's all jimmy we have on this very

783

00:31:14,389 --> 00:31:13,120

little slightly vague information but it

784

00:31:15,990 --> 00:31:14,399

could be one of these birds that is

785

00:31:19,830 --> 00:31:16,000

still lurking out there today yeah

786

00:31:21,430 --> 00:31:19,840

incredible incredible illustration and

787

00:31:22,950 --> 00:31:21,440

the illustration does take it to the

788

00:31:24,950 --> 00:31:22,960

next level but

789

00:31:26,149 --> 00:31:24,960

the original sketch which i'm going to

790

00:31:28,230 --> 00:31:26,159

hold up again

791

00:31:30,310 --> 00:31:28,240

that just makes my hair stand up that's

792

00:31:34,470 --> 00:31:30,320

that's pretty incredible

793

00:31:35,750 --> 00:31:34,480

pretty incredible stuff

794

00:31:39,029 --> 00:31:35,760

okay

795

00:31:43,750 --> 00:31:41,509

what's that accelerator the accelerator

796

00:31:46,789 --> 00:31:43,760

the accelerator okay now credit has to

797

00:31:49,190 --> 00:31:46,799

go to the bill scott collection for this

798

00:31:51,430 --> 00:31:49,200

former rocky mountain editor of aviation

799

00:31:53,990 --> 00:31:51,440

week space technology who was another

800

00:31:56,149 --> 00:31:54,000

black aircraft researcher was basically

801

00:31:58,230 --> 00:31:56,159

in it for his entire career

802

00:32:00,149 --> 00:31:58,240

and uh was given access to the bill

803

00:32:03,590 --> 00:32:00,159

scott collection so i got to give credit

804

00:32:06,070 --> 00:32:03,600

to bill scott now all we have here is

805

00:32:09,430 --> 00:32:06,080

one rough pencil sketch which i'm

806

00:32:12,230 --> 00:32:09,440

holding up to the cameras now and two

807

00:32:15,029 --> 00:32:12,240

yep okay well before before we get there

808

00:32:16,389 --> 00:32:15,039

the original pencil sketch

809

00:32:19,830 --> 00:32:16,399

which is here

810

00:32:21,110 --> 00:32:19,840

says groom lake 1994 hypersonic

811

00:32:22,789 --> 00:32:21,120

interceptor

812

00:32:27,029 --> 00:32:22,799

uh kt

813

00:32:28,549 --> 00:32:27,039

kjth uh 150 feet mach

814

00:32:30,389 --> 00:32:28,559

14.

815

00:32:32,070 --> 00:32:30,399

and that is what is on here is the

816

00:32:34,389 --> 00:32:32,080

original sketch

817

00:32:38,389 --> 00:32:34,399

look at that that is absolutely

818

00:32:40,470 --> 00:32:38,399

incredible and it says groom lake 1994

819

00:32:42,149 --> 00:32:40,480

and you can see all of the writing

820

00:32:43,750 --> 00:32:42,159

underneath but now i'm gonna hold it

821

00:32:44,789 --> 00:32:43,760

still for the camera

822

00:32:47,669 --> 00:32:44,799

okay now

823

00:32:49,990 --> 00:32:47,679

uh when you look on the title of this

824

00:32:51,830 --> 00:32:50,000

bird what is it called jimmy we just

825

00:32:53,190 --> 00:32:51,840

talked about what is this bird called

826

00:32:59,590 --> 00:32:53,200

accelerator

827

00:33:02,710 --> 00:32:59,600

the black community

828

00:33:04,470 --> 00:33:02,720

they give these birds nicknames okay

829

00:33:06,470 --> 00:33:04,480

there's one called the zipper there's

830

00:33:08,389 --> 00:33:06,480

one called the accelerator and it just

831

00:33:11,909 --> 00:33:08,399

goes on and on they actually give these

832

00:33:14,870 --> 00:33:11,919

birds nicknames so a key to what this

833

00:33:16,870 --> 00:33:14,880

thing does is within the nickname itself

834

00:33:18,549 --> 00:33:16,880

and look at the configuration jimmy

835

00:33:21,590 --> 00:33:18,559

we've got a large

836

00:33:23,190 --> 00:33:21,600

blended wing 75 degree swept wing

837

00:33:25,750 --> 00:33:23,200

configuration

838

00:33:26,870 --> 00:33:25,760

with what looks like scramjet intakes on

839

00:33:29,350 --> 00:33:26,880

the bottom

840

00:33:31,909 --> 00:33:29,360

this thing may actually have solid

841

00:33:33,830 --> 00:33:31,919

billet aluminum wheels because approach

842

00:33:36,310 --> 00:33:33,840

to landing would be very high on this

843

00:33:38,710 --> 00:33:36,320

thing it'd have a high landing speed so

844

00:33:42,070 --> 00:33:38,720

if you look at this jimmy

845

00:33:44,710 --> 00:33:42,080

this looks a whole lot like the nasp

846

00:33:46,070 --> 00:33:44,720

program the x30 the national air and

847

00:33:48,549 --> 00:33:46,080

space program

848

00:33:51,750 --> 00:33:48,559

and just after the challenger explosion

849

00:33:53,269 --> 00:33:51,760

on january 28 1986

850

00:33:55,509 --> 00:33:53,279

president reagan

851
00:33:57,750 --> 00:33:55,519
actually had to delay

852
00:33:59,669 --> 00:33:57,760
his state of the union address

853
00:34:02,710 --> 00:33:59,679
this is reported in new york times

854
00:34:04,389 --> 00:34:02,720
february 5th 1986 and this is ronald

855
00:34:06,870 --> 00:34:04,399
reagan speaking here

856
00:34:10,149 --> 00:34:06,880
ronald reagan state of the union address

857
00:34:13,589 --> 00:34:10,159
1986 he said we quote we are going

858
00:34:15,669 --> 00:34:13,599
forward with research on a new orient

859
00:34:18,710 --> 00:34:15,679
express that could by the end of the

860
00:34:21,829 --> 00:34:18,720
next decade take off from dulles airport

861
00:34:24,710 --> 00:34:21,839
and accelerate up to 25 times the speed

862
00:34:28,389 --> 00:34:24,720
of sound attaining low earth orbit or

863
00:34:30,470 --> 00:34:28,399

flying to tokyo within two hours

864

00:34:32,629 --> 00:34:30,480

according to ronald reagan

865

00:34:35,589 --> 00:34:32,639

okay and why is this important because

866

00:34:38,550 --> 00:34:35,599

even even president reagan talks about

867

00:34:40,470 --> 00:34:38,560

how this thing is going to accelerate

868

00:34:43,270 --> 00:34:40,480

out to 25 times the speed of sound

869

00:34:44,310 --> 00:34:43,280

that's exactly what the nasp program was

870

00:34:47,109 --> 00:34:44,320

all about

871

00:34:49,589 --> 00:34:47,119

and you can't do that on conventional

872

00:34:51,990 --> 00:34:49,599

technology jimmy because remember this

873

00:34:54,470 --> 00:34:52,000

thing has to has to taxi out of the

874

00:34:56,710 --> 00:34:54,480

hangar and then go on to the tarmac and

875

00:34:59,270 --> 00:34:56,720

then go on to the active runway at groom

876

00:35:02,870 --> 00:34:59,280

lake so we're looking jimmy

877

00:35:06,230 --> 00:35:02,880

at a combined cycle scramjet propulsion

878

00:35:08,790 --> 00:35:06,240

system and this is totally consistent

879

00:35:10,550 --> 00:35:08,800

with what we know about either manned or

880

00:35:14,470 --> 00:35:10,560

unmanned reconnaissance aircraft because

881

00:35:16,310 --> 00:35:14,480

when the sr-71 was retired in 1990

882

00:35:19,109 --> 00:35:16,320

a lot of people said that satellites

883

00:35:20,630 --> 00:35:19,119

could do the job this is 1990 satellites

884

00:35:22,310 --> 00:35:20,640

could do the job we no longer need the

885

00:35:24,790 --> 00:35:22,320

blackbird

886

00:35:26,150 --> 00:35:24,800

but that's not entirely correct because

887

00:35:27,990 --> 00:35:26,160

number one

888

00:35:30,230 --> 00:35:28,000

satellites have predictable orbits

889

00:35:32,230 --> 00:35:30,240

number two once they run out of fuel

890

00:35:34,870 --> 00:35:32,240

their paper rates jimmy they're absolute

891

00:35:36,550 --> 00:35:34,880

paperweights they're useless so

892

00:35:40,069 --> 00:35:36,560

by default

893

00:35:42,310 --> 00:35:40,079

we need either a manned or unmanned

894

00:35:45,190 --> 00:35:42,320

hypersonic aircraft that works in

895

00:35:47,670 --> 00:35:45,200

conjunction with the satellites and this

896

00:35:49,910 --> 00:35:47,680

thing this bird whatever it is could

897

00:35:53,109 --> 00:35:49,920

look a lot like this nas program or the

898

00:35:55,349 --> 00:35:53,119

accelerator it has to be anywhere in the

899

00:35:56,790 --> 00:35:55,359

world in less than two hours exactly

900

00:35:58,950 --> 00:35:56,800

what ronald reagan is talking about

901
00:36:00,630 --> 00:35:58,960
right here yeah incredible incredible

902
00:36:05,430 --> 00:36:00,640
incredible

903
00:36:07,750 --> 00:36:05,440
okay next on the list

904
00:36:09,190 --> 00:36:07,760
next on the list

905
00:36:11,510 --> 00:36:09,200
okay

906
00:36:15,270 --> 00:36:11,520
so we're going to move over

907
00:36:16,790 --> 00:36:15,280
to our united 934

908
00:36:19,670 --> 00:36:16,800
and we've got some good documentation

909
00:36:21,030 --> 00:36:19,680
yeah this this is uh this is pretty

910
00:36:22,870 --> 00:36:21,040
mind-blowing

911
00:36:25,349 --> 00:36:22,880
and i like i like this one a lot yeah

912
00:36:26,390 --> 00:36:25,359
the documentation uh takes it to a whole

913
00:36:27,270 --> 00:36:26,400

nother level

914

00:36:31,750 --> 00:36:27,280

okay

915

00:36:33,190 --> 00:36:31,760

reference material just so that people

916

00:36:34,870 --> 00:36:33,200

don't think i'm making this up you can

917

00:36:38,550 --> 00:36:34,880

verify it for yourself

918

00:36:41,510 --> 00:36:38,560

this is august 24th 1992

919

00:36:44,550 --> 00:36:41,520

aviation week space technology and also

920

00:36:46,710 --> 00:36:44,560

the news tribune september 5th 1992

921

00:36:49,270 --> 00:36:46,720

that's the reference material for this

922

00:36:52,390 --> 00:36:49,280

this is also news tribune tacoma

923

00:36:55,109 --> 00:36:52,400

washington september 5th 1992

924

00:36:57,349 --> 00:36:55,119

subheading flight of mystery plane

925

00:36:59,589 --> 00:36:57,359

leaves many questions for pentagon to

926
00:37:03,430 --> 00:36:59,599
answer and then on the av week article

927
00:37:05,109 --> 00:37:03,440
the subtitle is united 747 crew reports

928
00:37:08,150 --> 00:37:05,119
near collision with mysterious

929
00:37:11,510 --> 00:37:08,160
supersonic aircraft so bottom line here

930
00:37:13,670 --> 00:37:11,520
jimmy is you've got a 747 heavy taking

931
00:37:16,390 --> 00:37:13,680
off from lax it's heading to london's

932
00:37:18,150 --> 00:37:16,400
heathrow airport taking up a magnetic

933
00:37:20,790 --> 00:37:18,160
40-degree heading

934
00:37:23,270 --> 00:37:20,800
this is august 5th 1992 when this

935
00:37:26,790 --> 00:37:23,280
actually took place they're at 23 000

936
00:37:29,270 --> 00:37:26,800
feet jimmy and then all of a sudden

937
00:37:30,710 --> 00:37:29,280
some type of a mysterious bird comes

938
00:37:33,829 --> 00:37:30,720

screaming

939

00:37:36,150 --> 00:37:33,839

under the 747 and they estimate pilot

940

00:37:38,630 --> 00:37:36,160

and co-pilot got an eight to ten second

941

00:37:40,150 --> 00:37:38,640

sighting it was a long duration sighting

942

00:37:41,270 --> 00:37:40,160

eight to ten seconds that's a long

943

00:37:44,630 --> 00:37:41,280

duration

944

00:37:47,430 --> 00:37:44,640

between 500 and a thousand feet below

945

00:37:49,190 --> 00:37:47,440

the 747 and they believed

946

00:37:50,950 --> 00:37:49,200

it was going supersonic it was their

947

00:37:52,710 --> 00:37:50,960

assessment pilot called pilot that this

948

00:37:54,790 --> 00:37:52,720

bird was going super sonic now i'm gonna

949

00:37:56,310 --> 00:37:54,800

hold up to the camera really quick uh

950

00:37:58,630 --> 00:37:56,320

i've got uh

951
00:38:00,230 --> 00:37:58,640
uh two sketches of the and these are

952
00:38:02,470 --> 00:38:00,240
from the pilots

953
00:38:04,230 --> 00:38:02,480
uh we believe these are from john

954
00:38:05,829 --> 00:38:04,240
andrews sent to the bill scott

955
00:38:07,670 --> 00:38:05,839
collection got it

956
00:38:09,750 --> 00:38:07,680
and this is

957
00:38:11,990 --> 00:38:09,760
number one

958
00:38:14,630 --> 00:38:12,000
gonna hold this up and uh with a

959
00:38:17,190 --> 00:38:14,640
complete description on what was

960
00:38:19,270 --> 00:38:17,200
witnessed all hand written

961
00:38:21,190 --> 00:38:19,280
there's that and then

962
00:38:24,630 --> 00:38:21,200
this top view

963
00:38:26,310 --> 00:38:24,640

correct which is just mind-blowing

964

00:38:27,670 --> 00:38:26,320

i i don't even know what to make of this

965

00:38:30,230 --> 00:38:27,680

but that's uh

966

00:38:33,190 --> 00:38:30,240

that's what they described incredible is

967

00:38:35,670 --> 00:38:33,200

is a blended lifting body configuration

968

00:38:39,589 --> 00:38:35,680

that looked like the forward part of an

969

00:38:42,230 --> 00:38:39,599

sr-71 blackbird it had an x-15 splitter

970

00:38:44,310 --> 00:38:42,240

single canopy near the front there was

971

00:38:47,589 --> 00:38:44,320

an air intake on either side of the

972

00:38:49,910 --> 00:38:47,599

center line and then twin inward candid

973

00:38:51,750 --> 00:38:49,920

vertical stabilizers on this bird and

974

00:38:54,069 --> 00:38:51,760

that's essentially and this happened

975

00:38:55,910 --> 00:38:54,079

near george air force base just like the

976

00:38:58,150 --> 00:38:55,920

other two aircraft that we talked about

977

00:39:00,310 --> 00:38:58,160

that looked like lipish so they could

978

00:39:02,470 --> 00:39:00,320

have been testing something from george

979

00:39:04,870 --> 00:39:02,480

air force base or it could have escaped

980

00:39:08,230 --> 00:39:04,880

edwards flight test center as well now

981

00:39:09,990 --> 00:39:08,240

so here i've got your illustrations uh

982

00:39:10,870 --> 00:39:10,000

done by your artist

983

00:39:15,990 --> 00:39:10,880

and

984

00:39:17,750 --> 00:39:16,000

there's the 747 united heavy with uh

985

00:39:19,990 --> 00:39:17,760

this little guy cruising right

986

00:39:22,710 --> 00:39:20,000

underneath the plane uh

987

00:39:24,230 --> 00:39:22,720

it's there and then here is a view

988

00:39:27,349 --> 00:39:24,240

pilot's view

989

00:39:29,589 --> 00:39:27,359

from inside of the cockpit imagine

990

00:39:32,150 --> 00:39:29,599

imagine you're a pilot right

991

00:39:34,630 --> 00:39:32,160

imagine seeing that

992

00:39:37,430 --> 00:39:34,640

i think it's exciting to this day jimmy

993

00:39:39,270 --> 00:39:37,440

this sighting has not been explained and

994

00:39:41,829 --> 00:39:39,280

what i thought was interesting is

995

00:39:43,829 --> 00:39:41,839

united airlines they publish this

996

00:39:46,550 --> 00:39:43,839

sighting in their internal company

997

00:39:48,870 --> 00:39:46,560

newsletter so we know it's legit three

998

00:39:51,349 --> 00:39:48,880

separate sources no doubt

999

00:39:53,910 --> 00:39:51,359

yeah pretty incredible pretty incredible

1000

00:39:55,270 --> 00:39:53,920

at any time and i've done this a few

1001

00:39:57,990 --> 00:39:55,280

times in my life

1002

00:40:01,030 --> 00:39:58,000

where i've uh been able in a private

1003

00:40:03,109 --> 00:40:01,040

plane you know sat in the co-pilot seat

1004

00:40:05,270 --> 00:40:03,119

and and you know flew the plane and

1005

00:40:06,710 --> 00:40:05,280

goofed around and sat up there for a few

1006

00:40:07,670 --> 00:40:06,720

hours right

1007

00:40:10,470 --> 00:40:07,680

sure

1008

00:40:12,630 --> 00:40:10,480

praying to the good lord above

1009

00:40:14,310 --> 00:40:12,640

that i would have a sighting right i

1010

00:40:16,069 --> 00:40:14,320

mean if i was going to have i want to

1011

00:40:17,829 --> 00:40:16,079

have one right then and i'm always

1012

00:40:19,670 --> 00:40:17,839

quizzing the pilot have you ever seen

1013

00:40:22,470 --> 00:40:19,680

anything you know i've had a couple of

1014

00:40:24,950 --> 00:40:22,480

strange stories but i've been waiting

1015

00:40:28,150 --> 00:40:24,960

for something like that

1016

00:40:30,310 --> 00:40:28,160

so there you go okay uh next up that

1017

00:40:31,349 --> 00:40:30,320

that's that is one of the most

1018

00:40:34,630 --> 00:40:31,359

incredible

1019

00:40:38,630 --> 00:40:34,640

uh documented uh sightings like ever

1020

00:40:39,670 --> 00:40:38,640

and uh okay so now the xb70 okay xb70

1021

00:40:43,109 --> 00:40:39,680

okay

1022

00:40:45,990 --> 00:40:43,119

uh the date on this is june 8th 1966.

1023

00:40:48,870 --> 00:40:46,000

we've got a five ship formation

1024

00:40:52,790 --> 00:40:48,880

the xb70 was in the lead we also had an

1025

00:40:55,190 --> 00:40:52,800

f4 phantom an f5 a t-38 and an f-104 so

1026

00:40:56,950 --> 00:40:55,200

it's a it's a five-ship formation they

1027

00:41:00,790 --> 00:40:56,960

were on a photo flight

1028

00:41:03,829 --> 00:41:00,800

the f-104 was off the right wing tip of

1029

00:41:07,829 --> 00:41:03,839

the xb70 and for some reason jimmy we

1030

00:41:10,870 --> 00:41:07,839

don't know exactly why the f-104

1031

00:41:14,630 --> 00:41:10,880

drifted to the left and it clipped the

1032

00:41:16,950 --> 00:41:14,640

right wing tip of the xb70 immediately

1033

00:41:18,630 --> 00:41:16,960

after that this thing flipped up

1034

00:41:22,390 --> 00:41:18,640

inverted

1035

00:41:24,950 --> 00:41:22,400

struck the back of the xb70 shearing off

1036

00:41:28,230 --> 00:41:24,960

both vertical stabilizers pilot joe

1037

00:41:31,510 --> 00:41:28,240

walker was killed basically instantly

1038

00:41:34,870 --> 00:41:31,520

and then the xb70 went into an

1039

00:41:37,910 --> 00:41:34,880

uncontrolled spin and crashed

1040

00:41:40,309 --> 00:41:37,920

the co-pilot carl cross was killed al

1041

00:41:43,910 --> 00:41:40,319

white he injured his arm

1042

00:41:45,829 --> 00:41:43,920

when the clamshell crew egress system

1043

00:41:47,750 --> 00:41:45,839

crushed his arm

1044

00:41:51,270 --> 00:41:47,760

but he survived and that's essentially

1045

00:41:54,630 --> 00:41:51,280

the xb70 crashing to me jimmy this

1046

00:41:56,309 --> 00:41:54,640

aircraft represents the most inspiring

1047

00:41:58,550 --> 00:41:56,319

bird out there i mean it's one-on-one

1048

00:42:01,190 --> 00:41:58,560

with the sr-71 but this one might be

1049

00:42:02,950 --> 00:42:01,200

even more inspiring i know i know i know

1050

00:42:03,910 --> 00:42:02,960

it's absolutely incredible you see it in

1051
00:42:05,670 --> 00:42:03,920
person

1052
00:42:08,309 --> 00:42:05,680
yeah and you just get a lump in your

1053
00:42:10,230 --> 00:42:08,319
throat i mean it it just it is the most

1054
00:42:13,829 --> 00:42:10,240
incredible looking plane

1055
00:42:15,750 --> 00:42:13,839
ever and then of course the f-104 which

1056
00:42:17,109 --> 00:42:15,760
is you know i think the sexiest plane

1057
00:42:18,950 --> 00:42:17,119
ever designed

1058
00:42:22,069 --> 00:42:18,960
uh never flown but it was also

1059
00:42:23,829 --> 00:42:22,079
notoriously unstable

1060
00:42:25,349 --> 00:42:23,839
well the the f-104 was called the

1061
00:42:26,550 --> 00:42:25,359
missile with the men in it and it was

1062
00:42:28,230 --> 00:42:26,560
also called the widowmaker the

1063
00:42:30,790 --> 00:42:28,240

widowmaker approached the landing is

1064

00:42:33,589 --> 00:42:30,800

very high i mean it it's got such a

1065

00:42:35,510 --> 00:42:33,599

short wingspan that the landing speed is

1066

00:42:37,829 --> 00:42:35,520

very high so you got to be a good pilot

1067

00:42:39,270 --> 00:42:37,839

you have to have power all the way down

1068

00:42:41,990 --> 00:42:39,280

to the runway you don't just throttle

1069

00:42:44,230 --> 00:42:42,000

back and then flare this thing in

1070

00:42:45,109 --> 00:42:44,240

what is i remember the first time that i

1071

00:42:46,069 --> 00:42:45,119

saw

1072

00:42:51,270 --> 00:42:46,079

uh

1073

00:42:51,990 --> 00:42:51,280

and i looked at it and went those wings

1074

00:43:06,550 --> 00:42:52,000

i

1075

00:43:08,230 --> 00:43:06,560

20 feet 20 feet 20

1076
00:43:10,550 --> 00:43:08,240
20 feet

1077
00:43:13,109 --> 00:43:10,560
people that's with the fuselage in the

1078
00:43:15,670 --> 00:43:13,119
middle so that that's telling me that

1079
00:43:17,430 --> 00:43:15,680
each wing was probably

1080
00:43:19,589 --> 00:43:17,440
seven feet

1081
00:43:21,990 --> 00:43:19,599
the length of a body

1082
00:43:24,230 --> 00:43:22,000
yeah you could lay down on the ground

1083
00:43:27,510 --> 00:43:24,240
and there's the that's the size of the

1084
00:43:29,910 --> 00:43:27,520
wing maybe eight feet

1085
00:43:32,069 --> 00:43:29,920
that's incredible that's absolutely yeah

1086
00:43:33,829 --> 00:43:32,079
so if it's eight feet right eight and

1087
00:43:35,910 --> 00:43:33,839
eight sixteen that would leave you four

1088
00:43:37,190 --> 00:43:35,920

feet of fuselage in the middle that's

1089

00:43:40,470 --> 00:43:37,200

how tiny

1090

00:43:43,109 --> 00:43:40,480

the f-104 was wingspan 20 feet

1091

00:43:45,510 --> 00:43:43,119

you can see kelly johnson's handiwork in

1092

00:43:49,109 --> 00:43:45,520

this aircraft everything that kelly

1093

00:43:51,670 --> 00:43:49,119

johnson did was aesthetically pleasing

1094

00:43:53,910 --> 00:43:51,680

he really didn't design anything that

1095

00:43:56,470 --> 00:43:53,920

wasn't pretty you can say they all had

1096

00:43:58,950 --> 00:43:56,480

this certain kelly johnson look just

1097

00:44:01,430 --> 00:43:58,960

incredible there there has never been

1098

00:44:03,910 --> 00:44:01,440

another engineer like kelly johnson

1099

00:44:06,790 --> 00:44:03,920

bert rattan is very comparable he may

1100

00:44:08,470 --> 00:44:06,800

actually be better because he's designed

1101

00:44:11,109 --> 00:44:08,480

kind of a more

1102

00:44:12,950 --> 00:44:11,119

rounded grouping of aircraft

1103

00:44:16,069 --> 00:44:12,960

uh high-speed aircraft low-speed

1104

00:44:17,750 --> 00:44:16,079

aircraft some stealth aircraft so maybe

1105

00:44:19,270 --> 00:44:17,760

bert's better but they're they're very

1106

00:44:21,430 --> 00:44:19,280

close to each other

1107

00:44:24,069 --> 00:44:21,440

now uh when we come back after the break

1108

00:44:28,309 --> 00:44:24,079

let's go ahead and set this up

1109

00:44:32,230 --> 00:44:28,319

we are going to discuss the aztec

1110

00:44:34,950 --> 00:44:32,240

new mexico ufo which was uh after

1111

00:44:37,030 --> 00:44:34,960

roswell right tell us about aztec set it

1112

00:44:40,950 --> 00:44:37,040

up okay you want to roll with that okay

1113

00:44:43,190 --> 00:44:40,960

so the date on this is march 25th 1948

1114

00:44:45,910 --> 00:44:43,200
after the roswell incident

1115

00:44:48,390 --> 00:44:45,920
primary sources of information are

1116

00:44:51,829 --> 00:44:48,400
william steinman who was the original

1117

00:44:53,750 --> 00:44:51,839
researcher along

1118

00:44:56,550 --> 00:44:53,760
with wendell stevens so they were kind

1119

00:44:58,470 --> 00:44:56,560
of the the primary researchers now uh

1120

00:45:01,349 --> 00:44:58,480
they wrote a book called ufo crash at

1121

00:45:03,030 --> 00:45:01,359
aztec which is 500 to 600 pages long

1122

00:45:05,750 --> 00:45:03,040
it's a very

1123

00:45:07,349 --> 00:45:05,760
kind of a dry wordy read i don't even

1124

00:45:09,190 --> 00:45:07,359
think a lot of people read that oh i

1125

00:45:11,990 --> 00:45:09,200
read that book i still have that book

1126

00:45:13,109 --> 00:45:12,000

yep it's a very thick book it's very

1127

00:45:16,069 --> 00:45:13,119

wordy and

1128

00:45:17,670 --> 00:45:16,079

you know it's not a concise book

1129

00:45:18,790 --> 00:45:17,680

but the other researchers that have to

1130

00:45:19,589 --> 00:45:18,800

get credit

1131

00:45:22,150 --> 00:45:19,599

are

1132

00:45:24,550 --> 00:45:22,160

scott and suzanne ramsey they've done

1133

00:45:26,790 --> 00:45:24,560

everything that william steinman did and

1134

00:45:29,589 --> 00:45:26,800

took it to the next level and made it

1135

00:45:32,150 --> 00:45:29,599

modern and they've got 25 years of

1136

00:45:35,030 --> 00:45:32,160

research over 50 000 documents

1137

00:45:37,829 --> 00:45:35,040

pertaining to the aztec new mexico ufo

1138

00:45:40,069 --> 00:45:37,839

crash retrieval so in their minds it's

1139

00:45:42,309 --> 00:45:40,079

100 legit they've talked to the

1140

00:45:44,390 --> 00:45:42,319

surviving eyewitnesses they interviewed

1141

00:45:47,670 --> 00:45:44,400

them they went to

1142

00:45:49,510 --> 00:45:47,680

uh research historical archives and

1143

00:45:51,670 --> 00:45:49,520

pulled up the data all the original

1144

00:45:53,349 --> 00:45:51,680

documentation bottom line jimmy here's

1145

00:45:56,390 --> 00:45:53,359

what we're dealing with

1146

00:45:57,750 --> 00:45:56,400

we've got a 99.9 foot diameter disc

1147

00:46:01,190 --> 00:45:57,760

shaped craft

1148

00:46:03,750 --> 00:46:01,200

that crash landed 12.5 miles northeast

1149

00:46:06,150 --> 00:46:03,760

of aztec new mexico i mean literally

1150

00:46:08,390 --> 00:46:06,160

just a fraction

1151
00:46:10,790 --> 00:46:08,400
shorter than 100 feet in diameter the

1152
00:46:12,950 --> 00:46:10,800
craft had an upper dome and a lower dome

1153
00:46:15,349 --> 00:46:12,960
the lower dome was smaller in diameter

1154
00:46:17,670 --> 00:46:15,359
than the upper dome around the outside

1155
00:46:20,150 --> 00:46:17,680
circumference of the upper dome there

1156
00:46:22,390 --> 00:46:20,160
were six 16 inch diameter

1157
00:46:24,550 --> 00:46:22,400
round shaped port holes that had a

1158
00:46:26,230 --> 00:46:24,560
mirrored glass finish just like michael

1159
00:46:28,470 --> 00:46:26,240
jackson's glasses

1160
00:46:29,990 --> 00:46:28,480
now before we get before we get into

1161
00:46:32,550 --> 00:46:30,000
that because

1162
00:46:34,790 --> 00:46:32,560
that's not what's important here about

1163
00:46:37,109 --> 00:46:34,800

uh we're gonna there's a reason for this

1164

00:46:38,950 --> 00:46:37,119

everybody so we're gonna get to that in

1165

00:46:41,670 --> 00:46:38,960

a second and i've gotta head to break in

1166

00:46:45,829 --> 00:46:41,680

about 60 seconds so let me hold up to

1167

00:46:47,910 --> 00:46:45,839

the uh camera there it is 99 feet around

1168

00:46:49,910 --> 00:46:47,920

these are the portals here this is the

1169

00:46:51,589 --> 00:46:49,920

dome that he's talking about on the top

1170

00:46:53,190 --> 00:46:51,599

when we come back after the break we're

1171

00:46:54,470 --> 00:46:53,200

going to be talking about you can see

1172

00:46:56,470 --> 00:46:54,480

some men

1173

00:46:58,710 --> 00:46:56,480

which are oil workers we'll discuss that

1174

00:47:01,270 --> 00:46:58,720

in a second but i go up to one of the

1175

00:47:02,710 --> 00:47:01,280

portals and and it's what they discover

1176

00:47:06,630 --> 00:47:02,720

there and then what happened to the

1177

00:47:09,430 --> 00:47:06,640

craft now but the other point about this

1178

00:47:11,030 --> 00:47:09,440

some call it a crash we've definitely

1179

00:47:13,750 --> 00:47:11,040

have retrieval

1180

00:47:16,390 --> 00:47:13,760

but you are saying that this may not

1181

00:47:19,670 --> 00:47:16,400

have been as a crash as much as it was a

1182

00:47:21,430 --> 00:47:19,680

landing yeah well in the kingman ufo

1183

00:47:23,750 --> 00:47:21,440

quote-unquote crash retrieval according

1184

00:47:25,030 --> 00:47:23,760

to harry drew it was a soft landing but

1185

00:47:26,870 --> 00:47:25,040

in this one

1186

00:47:29,670 --> 00:47:26,880

we could somewhat

1187

00:47:32,309 --> 00:47:29,680

call it a crash it's sort of a

1188

00:47:34,950 --> 00:47:32,319

slight uh soft lining as well but it did

1189

00:47:36,550 --> 00:47:34,960

embed itself slightly in the soil and we

1190

00:47:38,390 --> 00:47:36,560

can talk about what happened on one of

1191

00:47:40,309 --> 00:47:38,400

the windows when we got back yeah yeah

1192

00:47:43,750 --> 00:47:40,319

we'll do that when we come back yeah

1193

00:47:47,270 --> 00:47:43,760

this is uh absolutely incredible the

1194

00:47:50,150 --> 00:47:47,280

aztec uh uh new mexico case because of

1195

00:47:52,870 --> 00:47:50,160

scott and susan ramsey and their recent

1196

00:47:55,510 --> 00:47:52,880

research and book um

1197

00:47:57,910 --> 00:47:55,520

is this is turning out to be one of the

1198

00:48:02,230 --> 00:47:57,920

most incredible cases

1199

00:48:04,069 --> 00:48:02,240

uh in in ufo history uh right here and

1200

00:48:06,790 --> 00:48:04,079

and they have done some excellent

1201

00:48:09,190 --> 00:48:06,800

excellent work uh to continue to

1202

00:48:11,910 --> 00:48:09,200

investigate this and and you're right

1203

00:48:14,150 --> 00:48:11,920

about uh wendell stevens and all of his

1204

00:48:16,309 --> 00:48:14,160

work in the past i miss him so much

1205

00:48:18,230 --> 00:48:16,319

let's take a break right here this is

1206

00:48:21,430 --> 00:48:18,240

fade to black i'm your host jimmy church

1207

00:48:23,109 --> 00:48:21,440

our guest tonight michael schrad

1208

00:48:26,069 --> 00:48:23,119

discussing all of these cases and we'll

1209

00:48:27,109 --> 00:48:26,079

continue with the aztec new mexico ufo

1210

00:48:29,270 --> 00:48:27,119

crash

1211

00:48:37,030 --> 00:48:29,280

soft landing and retrieval when we come

1212

00:48:42,710 --> 00:48:39,589

you have just listened to a full hour

1213

00:48:44,150 --> 00:48:42,720

free preview of fade to black to get the

1214

00:48:47,270 --> 00:48:44,160

full show

1215

00:48:50,309 --> 00:48:47,280

all archives just go to our podcast

1216

00:48:52,630 --> 00:48:50,319

section at jimmychurchradio.com

1217

00:48:55,109 --> 00:48:52,640

you can also sign up to be a fader not

1218

00:48:57,990 --> 00:48:55,119

in our membership area where we have

1219

00:48:59,309 --> 00:48:58,000

downloadable mp3s

1220

00:49:00,870 --> 00:48:59,319

go to

1221

00:49:03,360 --> 00:49:00,880

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