



MY UAP ENCOUNTER

M E R G E D
P O D C A S T

1

00:00:00,000 --> 00:00:04,920

the next morning I get a phone call from a\n supervisor with L.A Center I'm not going to\n

2

00:00:04,920 --> 00:00:09,480

use his name but he basically tells me that he\n made a copy of the radar tape for me and sent\n

3

00:00:09,480 --> 00:00:13,800

me the copy of the radar tape and the reason\n why he said later they had a meeting with the\n

4

00:00:13,800 --> 00:00:17,640

higher Echelon or I'll call it the xlc or\n whatever and after they came out of that\n

5

00:00:17,640 --> 00:00:21,840

meeting emergency meeting all the data around\n the tape was corrupted but I had a copy of it

6

00:00:30,300 --> 00:00:35,220

welcome to merge I'm Ryan Graves today we're\n joined by Mark Halsey Mark's been a pilot since\n

7

00:00:35,220 --> 00:00:40,200

he's been 16 years old and flown everything from\n seaplanes to corporate Jets to the F-18 Hornet\n

8

00:00:40,800 --> 00:00:45,240

is over 12 000 flight hours and is a\n designated pilot examiner by the FAA\n

9

00:00:46,500 --> 00:00:51,060

Mark uh welcome thanks for joining me oh thanks\n for having me appreciate it um if you wouldn't\n

10

00:00:51,060 --> 00:00:56,160

mind uh would you mind introducing yourself and\n just telling us a little bit about um why you're\n

11
00:00:56,160 --> 00:01:02,280
here today uh yeah my name is Mark Halsey I'm a
retired Marine F-18 pilot and a commercial pilot

12
00:01:02,280 --> 00:01:08,520
now for a private Tech billionaire and I saw some
pretty interesting things a few months back and

13
00:01:08,520 --> 00:01:13,980
that's why I'm here very cool so that was while
you were flying over the United States that was

14
00:01:13,980 --> 00:01:18,840
just off the coast of California at uh forty seven
thousand feet in the middle of the night okay

15
00:01:18,840 --> 00:01:23,760
midnight very cool all right we'll get back to
that but uh maybe we could tell me about uh when

16
00:01:23,760 --> 00:01:28,500
you joined the Navy what year was it uh joined
the Marine Corps back in 1987 as in a list of

17
00:01:28,500 --> 00:01:33,840
marine yeah I went to meteorology School became
a meteorologist the Marine Corps and then I got

18
00:01:33,840 --> 00:01:40,560
stationed Iwakuni Japan and when I got back my
second Duty station was Connie rebei Hawaii and

19
00:01:40,560 --> 00:01:45,840
I started flying helicopters there and finished
off my commercial rating and flew helicopter

20
00:01:45,840 --> 00:01:50,100
tours on the side while I was based in Hawaii so
you did helicopters and fixed Wing yes very cool

21
00:01:51,120 --> 00:01:54,900
um well I got out of the Marine Corps went in the
reserves and I stayed in Hawaii for about five

22
00:01:54,900 --> 00:01:59,820
years flying health copter tours okay and then one
day I just decided I'm not going to do it anymore

23
00:01:59,820 --> 00:02:06,900
I want to fly Jets so I quit my job I went to
Amber riddle and I did two years of college and or

24
00:02:06,900 --> 00:02:14,400
four years of college in about a year and a half
so I had the highest credits ever attempted I had

25
00:02:14,400 --> 00:02:20,160
42 college credits in one semester oh wow that's
crazy yeah well it took a lot of uh Johnny Walker

26
00:02:20,160 --> 00:02:25,380
Red Label wrapped around term papers handing it
to the instructors but I got through everybody got

27
00:02:25,380 --> 00:02:31,620
through their all retired military so they got me
through there um I went to uh officer candidates

28
00:02:31,620 --> 00:02:37,800
course finished there and went to the basic school
and then did the same path you did we went to uh

29
00:02:37,800 --> 00:02:44,280
API down in Pensacola Florida I went up in Corpus
Christi for primary and since I had so much Flight

30
00:02:44,280 --> 00:02:49,140
Training I had more helicopter and fixed Wing
time than any of the instructors I was flying

31
00:02:49,140 --> 00:02:55,440
with so they put together a program where each of
my flights counted for two and a half flights and

32
00:02:55,440 --> 00:03:02,520
that way it was good and bad because if I did
good I got one above would equal two and a half

33
00:03:02,520 --> 00:03:08,160
aboves but if I got it below one below in the
entire training session I wouldn't be a fighter

34
00:03:08,160 --> 00:03:12,600
pilot so yeah graduated there went to Kingsville
and then from there went to selective hornets

35
00:03:12,600 --> 00:03:18,000
and went to the fleet awesome uh what Coast were
you on uh I was on the uh East Coast for most of

36
00:03:18,000 --> 00:03:23,940
the time okay and so you guys are flying off the
the Eastern Seaboard yeah I was off of uh out of

37
00:03:23,940 --> 00:03:27,720
um Beaufort South Carolina Marine Corps
station there okay and then we did a lot

38
00:03:27,720 --> 00:03:33,060
of debts down in Key West and we came out to
the West Coast and out to Yuma for debts and

39
00:03:33,060 --> 00:03:37,620
things like that any combat deployments no just
what I was listed when I was enlisted I was over

40
00:03:37,620 --> 00:03:42,780
in Desert Shield as a storm as a as a industry
medicine yes as a ground Personnel I actually

41
00:03:42,780 --> 00:03:48,660
worked with the Harrier units at the time loading\
uh Napalm and cluster bombs on the Heritage Air\

42
00:03:48,660 --> 00:03:53,940
Base did that motivate you to to want to fly Jets\
oh yeah because I was already a helicopter pilot\

43
00:03:53,940 --> 00:03:57,900
at the time yeah and I really loved the jet I\
really love the Harrier until I learned more\

44
00:03:57,900 --> 00:04:02,340
about it but it was really it was a really cool\
jet really cool concept yeah but uh coming back\

45
00:04:02,340 --> 00:04:06,300
they used to show us motivational videos that\
come back and they show these videos of their\

46
00:04:06,300 --> 00:04:11,760
um doing their missions yeah they uh oh the guys\
would come back and yeah okay yeah all the ground\

47
00:04:11,760 --> 00:04:15,900
guys they put it up on the toes and they put the\
videos up on the tents and we get to watch what\

48
00:04:15,900 --> 00:04:20,400
our work was over there was pretty cool very cool\
yeah that's exciting nothing really motivates to\

49
00:04:20,400 --> 00:04:24,600
actually seeing the work that gets done it's hard\
to communicate you know you film it or you know\

50
00:04:24,600 --> 00:04:29,160
like in the new Top Gun movie you get to see it\
but you know what they don't show you is like all\

51
00:04:29,160 --> 00:04:33,960
the mental work that goes into it the tactics the
things you're looking at the scan um yeah that's

52
00:04:33,960 --> 00:04:39,240
really cool well the pilot gets all the glory all
the work behind the scenes is all done by us

53
00:04:39,240 --> 00:04:44,220
the way absolutely that's right yep loading the
weapons uh loading the Jets I mean God for being

54
00:04:44,220 --> 00:04:48,900
on aircraft carrier the the folks that are out on
the top on the surface and the gulf are exposed to

55
00:04:48,900 --> 00:04:53,880
extreme temperatures while they have all their
safety gear on so yeah those guys uh about an

56
00:04:53,880 --> 00:04:59,280
18-hour days to make those jets fly absolutely
it probably gets all the glory absolutely yep

57
00:05:00,780 --> 00:05:05,820
um so when you were flying off the Eastern
sheep board um or really anywhere else in

58
00:05:05,820 --> 00:05:10,800
your career did you have any weird experiences
flying that you didn't have an explanation for

59
00:05:10,800 --> 00:05:16,380
yeah they're one that really comes to mind and
I it didn't I had flashbacks on it after what

60
00:05:16,380 --> 00:05:20,640
happened off the coast of California but what
happened off of Beaufort was we were out doing

61
00:05:21,300 --> 00:05:27,900
um bvr intercepts and we got on visual range yeah\h
I'm sorry Beyond visual range intercepts um and\h\h

62
00:05:27,900 --> 00:05:33,180
we're on cap and we got a call from c-lord and\h
they asked us this is after right after 9 11 and\h\h

63
00:05:33,180 --> 00:05:38,220
they asked us if we can intercept an aircraft that\h
wasn't talking they had picked up an aircraft so\h\h

64
00:05:38,220 --> 00:05:43,920
see Lord like the radar uh control facility that\h
would that looks out over the ocean essentially\h\h

65
00:05:43,920 --> 00:05:49,500
and so they were saying hey someone something's\h
either coming toward or stationary out there that\h\h

66
00:05:49,500 --> 00:05:56,520
shouldn't be there yeah they were so an aircraft\h
was coming in the adiz there uh error defense yeah

67
00:05:58,740 --> 00:05:59,820
is it introduction

68
00:05:59,820 --> 00:06:10,680
defense identification Zone probably uh figure\h
it out it's been a long time uh so we went ahead\h\h

69
00:06:10,680 --> 00:06:15,240
and you know being fighter pilots were like heck\h
yeah man this is what we're trying to do so we\h\h

70
00:06:15,240 --> 00:06:19,860
went into viewing a hornet pilot and we wanted a\h
single Target track we found this guy sdt him and\h\h

71

00:06:20,640 --> 00:06:25,140

um we jumped he was uh down around 5000\h
feet from what we recall we were up at 25\h\h

72

00:06:25,140 --> 00:06:33,000

000 Vehicles standard for doing bbr intercepts\h
so um we found him uh we push down to below 5000\h\h

73

00:06:33,000 --> 00:06:36,240

so our Radars were looking up because we\h
didn't want to be scrambled with the you\h\h

74

00:06:36,240 --> 00:06:41,160

know looking down for ground clutter and\h
what radar was this the apg-73 at the time\h\h

75

00:06:42,420 --> 00:06:48,780

um so we got down we sct'd him and then uh we\h
went in for the vid visual identification and then\h\h

76

00:06:48,780 --> 00:06:56,940

probably at about five miles prior to intercept\h
um the track stopped on our radar it just came\h\h

77

00:06:56,940 --> 00:07:02,580

to a halt and there was no closure rate anymore\h
and then it just maintained the same distance as\h\h

78

00:07:02,580 --> 00:07:06,300

we were closing we were over Mach 1 I mean we're\h
an afterburner in the blower and going over Mach\h\h

79

00:07:06,300 --> 00:07:13,020

One trying to intercept this thing wow yeah and it\h
just stopped and it stayed there relative to your\h\h

80

00:07:13,020 --> 00:07:18,360

aircraft relative to our well on the radar because\h
we never got visual signing of it it just stayed\h\h

81

00:07:18,360 --> 00:07:24,120

there and the next thing I know it just started\h
moving away from us and it just basically flew off\h\h

82

00:07:24,120 --> 00:07:28,860

the screen so it would have had to have matched\h
your air speed at least to say stationary on your\h\h

83

00:07:28,860 --> 00:07:34,560

radar correct if I understand this well absolutely\h
but what really got us was the closure rate that\h\h

84

00:07:34,560 --> 00:07:39,000

we were I mean we were have a massive closure\h
rate on this thing and then it just stopped almost\h\h

85

00:07:39,000 --> 00:07:45,180

instantly on the radar wow and then but it stayed\h
there for a short period of time and then it just\h\h

86

00:07:45,180 --> 00:07:49,260

disappeared off the radar and we thought nothing\h
of it you know because we never experienced\h\h

87

00:07:49,260 --> 00:07:52,920

anything like that well maybe it was a glitch you\h
know I mean you flew you know what happens you get\h\h

88

00:07:52,920 --> 00:07:58,980

glitches you get ghost ghost images um and then uh\h
sealer came back and said you know they they don't\h\h

89

00:07:58,980 --> 00:08:03,300

have track of it anymore so we just came back\h
and it just came became a debrief item yeah we\h\h

90

00:08:03,300 --> 00:08:06,660

never even talked about it it's not even something\h
we brought up in the old Club afterwards it just\h\h

91

00:08:06,660 --> 00:08:11,760

came a DB a deeper if item because it was cool hey\h
that's our mission you know we get to we're going\h\h

92

00:08:11,760 --> 00:08:17,400

to get to go and addict something it was awesome\h
but that turned out to be nothing did you talk to\h\h

93

00:08:17,400 --> 00:08:22,020

any of your squad roommates about it yeah other\h
people that had similar instances where they see\h\h

94

00:08:22,020 --> 00:08:26,640

them on the radar and they'd go to run them down\h
and the thing would disappear or run off the radar\h\h

95

00:08:26,640 --> 00:08:30,900

but it wasn't really you know people to really\h
talk about it too much outside the Squadron or\h\h

96

00:08:30,900 --> 00:08:34,800

outside of a debrief you know we didn't really\h
talk about it much in the ready rooms it was\h\h

97

00:08:34,800 --> 00:08:40,140

just part of a debrief item usually why do you\h
think that was you know I I don't want to say\h\h

98

00:08:40,140 --> 00:08:45,420

it was lack of education on it but I just think\h
that you know being a fighter pilot especially\h\h

99

00:08:45,420 --> 00:08:50,340

in a training the training capacity you've\h
got too much other stuff thinking about to to\h\h

100

00:08:50,340 --> 00:08:56,520

put your mental ability to focus on hey what was\h
going on out there it's basically hey this is what\h\h

101

00:08:56,520 --> 00:09:00,000

we did you know you go through your debrief and
that's all you really care about everybody's just

102

00:09:00,000 --> 00:09:04,620

trying to get the get the X for the day exactly
so nobody really cared about it yep we've talked

103

00:09:04,620 --> 00:09:08,340

about it but like I said it was a debrief item
never even thought about it total years later

104

00:09:09,480 --> 00:09:15,420

did you ever think about uh contacting the
radar facility or following up with them in

105

00:09:15,420 --> 00:09:20,640

any sense not at that time not at all and they
never reached out to us either you know uh HUD

106

00:09:20,640 --> 00:09:26,040

tapes were basically just thrown back in the uh
in the S2 and the and the uh recital and they

107

00:09:26,040 --> 00:09:29,400

just recycle them as you know with the bricks
and everything they just recycle them yeah we

108

00:09:29,400 --> 00:09:34,560

wouldn't keep anything yep interesting which is a
shame nowadays you know it would have been nice to

109

00:09:34,560 --> 00:09:39,300

have some of those radar tapes to analyze yeah
you would think if it was important enough to

110

00:09:39,300 --> 00:09:43,740

send a a military aircraft to go intercept
and I assume you didn't have any weapons or

111

00:09:43,740 --> 00:09:49,260
anything on your aircraft no we had catam nines\h
Captivate mines as you know yep so non-explosive\h\h

112
00:09:50,040 --> 00:09:55,320
um IR seeking close range missiles correctly\h
but they these are not designed to leave the\h\h

113
00:09:55,320 --> 00:09:56,820
aircraft because it's just for training purposes\h\h

114
00:09:57,960 --> 00:10:05,820
um okay um so they just kind of sent you out there\h
to ID it um now I would think that since it was in\h\h

115
00:10:05,820 --> 00:10:11,040
the the eight is it was worth investigation at\h
that point that it would be worth following up\h\h

116
00:10:11,040 --> 00:10:16,500
on that and seeing where those came from or if\h
there is some type of problem on our Coastline\h\h

117
00:10:16,500 --> 00:10:21,840
well you know thinking back on what I found was\h
what was weird was why did they send two unarmed\h\h

118
00:10:22,980 --> 00:10:27,360
fighter planes to go when they could have sent\h
launched somebody out of Langley or somewhere\h\h

119
00:10:27,360 --> 00:10:31,800
f-15s or something that could have done an\h
intercept or I think the F-22 Raptor was\h\h

120
00:10:31,800 --> 00:10:35,880
operating out of there also so if it was some kind\h
of threat I don't know if they considered it a\h\h

121
00:10:35,880 --> 00:10:40,620

threat since it was low altitude at five thousand
around 5000 feet but you know that was something

122

00:10:40,620 --> 00:10:45,460

that was brought up could have been just maybe
like a Cessna or something do you think [Music]

123

00:10:47,220 --> 00:10:53,100

now with jado bottles on it on the wings no
there's no there's a I don't know what it was

124

00:10:53,100 --> 00:10:57,360

I'd love to be able to tell you I'd love to have
an explanation on what it was but like I said it

125

00:10:57,360 --> 00:11:02,160

would turn into a debrief item and never really
even thought about it until after my my encounter

126

00:11:02,160 --> 00:11:08,400

years later did anyone in your command structure
get wind of it yeah oh yeah everybody I mean we

127

00:11:08,400 --> 00:11:13,440

told people about what happened but nobody
cared any any thoughts to a a safety report

128

00:11:13,440 --> 00:11:16,920

and I'm not trying to like say why don't you
didn't do more but because I completely get it

129

00:11:16,920 --> 00:11:21,480

yeah absolutely not there was no safety stand
there was nothing nothing it basically became

130

00:11:21,480 --> 00:11:25,980

a debrief item and you know somebody would say
ask what happened out there somebody else would

131

00:11:25,980 --> 00:11:30,660

see something and but nobody really talked about it because it wasn't anything that we

132

00:11:30,660 --> 00:11:34,920

really cared about if you could have changed that scenario how would you do it differently

133

00:11:37,020 --> 00:11:40,620

do you think it would be like a squadron level reporting you think well there would have been

134

00:11:40,620 --> 00:11:44,460

occasion with the tower perhaps you know on the radar it would have been great if we would have

135

00:11:44,460 --> 00:11:49,260

been able to keep all radar tapes and have them copied for for further analysis kind

136

00:11:49,260 --> 00:11:53,220

of like a correlation after effect between what the radar facility was seeing and what

137

00:11:53,220 --> 00:11:57,120

the the pilot we're seeing in real time that would have been nice it would also be nice

138

00:11:57,120 --> 00:12:02,880

for to have a uh all Pilots meeting um through the mag Marine aircraft group just to tell the

139

00:12:02,880 --> 00:12:07,200

pilots hey if you encounter something out there you know some kind of Reporting System would

140

00:12:07,200 --> 00:12:10,680

have been great just to let anybody else know this is what we're seeing out there

141

00:12:11,220 --> 00:12:15,120

that would have been that would have been a really\h
uh helpful thing to have no no Tams or anything\h\h

142

00:12:15,120 --> 00:12:19,740

though yeah no nothing at all it was never even\h
mentioned never like I've never seen anything\h\h

143

00:12:19,740 --> 00:12:24,960

flying in the military that where anybody's\h
ever said hey we're we're seeing unidentified\h\h

144

00:12:24,960 --> 00:12:32,460

aircraft out there yeah what year was this this\h
happened in about 2000 and two I believe okay\h\h

145

00:12:32,460 --> 00:12:36,900

roughly somewhere around there too is the best of\h
my recollection somewhere around there interesting\h\h

146

00:12:37,620 --> 00:12:43,140

when Sea Lord reached out and asked us to do a\h
a visual ID intercept because they were they had\h\h

147

00:12:43,140 --> 00:12:49,680

a Target out there that wasn't talking to them\h
or squawking squawking is squawking my friend\h\h

148

00:12:49,680 --> 00:12:54,960

or Foe yeah yeah first of all like a transponder\h
so every aircraft is especially coming into the\h\h

149

00:12:54,960 --> 00:12:59,880

United States from the adiz is given a specific\h
transponder code so they know what aircraft it is\h\h

150

00:12:59,880 --> 00:13:07,920

and this didn't have a transponder code once it's\h
blocking uh low altitude it wasn't relatively fast\h\h

151

00:13:09,360 --> 00:13:14,580

um coming towards the coast of the United States\h
so when we intercepted it that's why we're like\h\h

152

00:13:14,580 --> 00:13:19,020

this is great you know we jumped out of 25 000\h
feet with the blowers and went down below it\h\h

153

00:13:19,020 --> 00:13:25,440

so our Radar's looking up instead of down into\h
the water and uh we got within probably about\h\h

154

00:13:25,440 --> 00:13:31,320

five miles like I said and it just stopped\h
on our radar and the thing about it is we\h\h

155

00:13:31,320 --> 00:13:36,540

did have a TD box around it you did so yeah\h
when we were in sdt we had a TD box around it\h\h

156

00:13:36,540 --> 00:13:41,640

did you have it on your radar before you went into\h
stt which for those that may not beware it's just\h\h

157

00:13:41,640 --> 00:13:47,040

kind of a more concentrated radar mode that's\h
apg-73 could get into so did you have to really\h\h

158

00:13:47,040 --> 00:13:52,920

like Target it to like get enough energy there to\h
see it or was it just kind of on your radar no we\h\h

159

00:13:52,920 --> 00:13:57,900

uh they told us where it was so once we committed\h
uh I'm gonna have a hard time remember terminology\h\h

160

00:13:57,900 --> 00:14:05,880

it's been so many years but basically they gave us\h
uh I believe our we were using Vegas as a uh as a\h\h

161

00:14:05,880 --> 00:14:11,400

waypoint right for home so they as our main point
so they were giving us intercepts off of Vegas to

162

00:14:11,400 --> 00:14:17,160

do this intercept and then um we picked it up on
our radar we went started looking down scanning

163

00:14:17,160 --> 00:14:22,380

down and looking and the two two bar four whatever
it was the concentrated one of them once we hit it

164

00:14:22,380 --> 00:14:27,720

we went to sdt on it and then we locked it up and
that's when we jumped out of out of 25 000 feet

165

00:14:27,720 --> 00:14:32,100

and just screamed down to the water and it was a
race to know who was going to be down who's going

166

00:14:32,100 --> 00:14:39,000

to be the shooter who the vid eyeballing shooter
right um and then we ran to intercept these guys

167

00:14:39,000 --> 00:14:44,760

and like I said it at about five miles um it just
stopped on the radar just completely stopping

168

00:14:44,760 --> 00:14:50,280

when that happened what was the relative
aspect well the where if you remember on

169

00:14:51,240 --> 00:14:57,660

um radar on the apg-73 the reason why you jumped
into the notch is because the dot the radar if you

170

00:14:57,660 --> 00:15:01,680

jump in the notch you disappear right because if
there's nothing moving so that was another that

171

00:15:01,680 --> 00:15:05,880

was another question that popped out like well how
could that be if it's just sitting on the radar

172

00:15:05,880 --> 00:15:11,280

but because radar typically they are reflecting
energy off of moving objects absolutely um so if

173

00:15:11,280 --> 00:15:15,720

it's saying completely stationary relative to you
know the aircraft that would be more difficult to

174

00:15:15,720 --> 00:15:20,460

see so it's it's interesting that you continue to
see it absolutely and then it moved away from us

175

00:15:21,180 --> 00:15:27,060

just move right off the screen was it showing a
Target aspect could you kind of tell your relative

176

00:15:27,060 --> 00:15:31,320

oh yeah it had an aspect I absolutely had an
aspect Vector on it we were right out I mean

177

00:15:31,320 --> 00:15:35,400

we're going right forward we want to emerged with
it we're coming right for the merge oh yeah we

178

00:15:35,400 --> 00:15:40,680

were doing the eyeball shooter eyeball and so yeah
and then you just never got there right because it

179

00:15:40,680 --> 00:15:45,420

never got there because you were heading the lease
right well I mean we put a direct intercept on it

180

00:15:45,420 --> 00:15:49,560

yeah I mean it was coming we were going right
down the pipe at it and it stopped interesting

181

00:15:51,300 --> 00:15:56,280

and it just flew off from us and then we never
thought anything about it like okay it's gone the

182

00:15:56,280 --> 00:16:01,080

target the TD box I remember started flashing and
the thing just disappeared it was one of the Flash

183

00:16:01,080 --> 00:16:06,960

and then it yeah did it was there any altitude
change that you remember absolutely zero altitude

184

00:16:06,960 --> 00:16:11,220

change okay so it's the same altitude the only
thing that changed was the aspect Vector of it

185

00:16:11,220 --> 00:16:15,120

right it came out and turned around and went away
but it didn't remember on the right I don't know

186

00:16:15,120 --> 00:16:18,180

if we could talk about this but remember on the
radar it shows you the aspect Vector of the Target

187

00:16:18,180 --> 00:16:24,540

right yep it's got the that never that never
changed that aspect Vector never changed which

188

00:16:24,540 --> 00:16:29,340

was really strange okay so it was pointing towards
you towards us yep and so you know what that would

189

00:16:29,340 --> 00:16:34,620

represent is you coming nose and nose with that
object uh and then it it essentially went in

190

00:16:34,620 --> 00:16:40,020

reverse while that Target aspect was still pointed
at you yes wow that's really strange absolutely so

191

00:16:40,020 --> 00:16:45,000

yeah that is that is very interesting when we
were seeing the objects off the east coast in

192

00:16:45,000 --> 00:16:52,200

the in the 20 you know 14 time frame I could
recognize the the object on the radar because

193

00:16:52,200 --> 00:16:59,100

they we have the target aspect and now this is
in the ABG 79 and we would see the target aspect

194

00:16:59,100 --> 00:17:03,360

but it would move and normally in an aircraft you
know it's putting along and you and you see that

195

00:17:03,360 --> 00:17:07,980

Target aspect move smooth just like the aircraft
is moving essentially but this one would be very

196

00:17:07,980 --> 00:17:14,160

Jagged or jumpy it would kind of like skip around
and it would on average seem to be flowing in a

197

00:17:14,160 --> 00:17:17,820

direction based off of that Target aspect so
it'd be moving in this general direction but

198

00:17:17,820 --> 00:17:22,500

the target aspect would still kind of be moving
around because of that jerky Target aspect that's

199

00:17:22,500 --> 00:17:25,980

how I could look on the radar and be like that's
probably one of those things you know that we've

200

00:17:25,980 --> 00:17:30,960

been seeing and because of that the frees up the
target aspect that's even more interesting to me

201

00:17:30,960 --> 00:17:35,880

think because that means it's I don't know what
that means I don't either yeah I don't either

202

00:17:37,080 --> 00:17:41,580

yeah just some like I said there's a lot of
like you call them radar anomalies you call

203

00:17:41,580 --> 00:17:46,680

it whatever you want but the fact that we weren't
able to get a visual ID on it is what really sucks

204

00:17:46,680 --> 00:17:53,520

but you know a little five miles you know that's
that's not too far away nope and you had the the

205

00:17:53,520 --> 00:17:58,740

TD box so you knew where to look uh oh yeah it's
right in the HUD yep right in the HUD yep because

206

00:17:58,740 --> 00:18:04,920

you're coming nose on and that's the position I've
been in in the um with the jehemics joint helmet

207

00:18:04,920 --> 00:18:09,840

mounted queuing system so I had did you ever fly
no that was way before my time so I had you know

208

00:18:09,840 --> 00:18:14,100

pretty much all the same tools but then there's
the helmet as well which really just plays the

209

00:18:14,100 --> 00:18:19,440

role of the HUD when I look away from it so if I'm
looking at the HUD there's nothing on my visor and

210

00:18:19,440 --> 00:18:24,300

if I look away from the HUD now that information
that was on the HUD is now on my visor so it kind

211

00:18:24,300 --> 00:18:28,680

of moves with me and when you're coming up to that\h
merge your nose on and it would be in your HUD\h\h

212

00:18:29,220 --> 00:18:36,000

and then as that that merge consummates uh that\h
person the the relative velocity takes off right\h\h

213

00:18:37,020 --> 00:18:42,120

um and and that box kind of moves up and past or\h
however however you actually merge with it and l\h\h

214

00:18:42,120 --> 00:18:46,080

so I would see the TD box on the objects we were\h
seeing and it would be right in front just like\h\h

215

00:18:46,080 --> 00:18:51,120

yours was and I would then it would eventually\h
come pass on the actual merge itself and nothing\h\h

216

00:18:51,120 --> 00:18:55,320

was there we couldn't see anything but we still\h
see it on the flare we still see it on the radar\h\h

217

00:18:55,320 --> 00:18:58,980

and we can even Circle back and still see it they\h
didn't just disappear when we merged with them\h\h

218

00:18:59,760 --> 00:19:04,440

um and we didn't obviously have the fuel or\h
anything to continuously do that but so yeah\h\h

219

00:19:04,440 --> 00:19:09,420

but you're never visually I personally was not\h
able to visually see it over time you know people\h\h

220

00:19:09,420 --> 00:19:14,580

in my Squadron other squadrons would visually\h
see that and it seemed to happen when um it was\h\h

221

00:19:14,580 --> 00:19:19,080

unintentional in a sense when we specifically
like hey let's go check this thing out at least

222

00:19:19,080 --> 00:19:23,040

for me right I never saw one and I did that 100
of the time and I know other Squad roommates

223

00:19:23,040 --> 00:19:29,460

that were in the same position um and I hope to
interview some of them about this but there are

224

00:19:29,460 --> 00:19:34,200

others that were surprised and had near midairs
with these objects and they were able to visually

225

00:19:34,200 --> 00:19:38,820

see them so when you had them come down your
aircraft what was your how close were they to you

226

00:19:39,480 --> 00:19:44,760

uh within 50 feet is our best estimate for one of
the first times we saw and you couldn't so there

227

00:19:44,760 --> 00:19:49,680

were they were visually I'm saying the one they
visually saw was about 50 feet away how about you

228

00:19:49,680 --> 00:19:52,980

were they visually personally when I came to
the merge you know you know trying to respect

229

00:19:52,980 --> 00:19:57,960

the 500 foot safety bubble essentially um and you
know that's very close I mean I should be able to

230

00:19:57,960 --> 00:20:03,060

see a bird you know oh absolutely um yeah so we
weren't seeing anything yeah and the difference

231

00:20:03,060 --> 00:20:09,000

in ours was it we would never let us get close\h
to it when the thing just stopped and then flew\h\h

232

00:20:09,000 --> 00:20:12,900

away from us and they were able to get close to it\h
which is really weird turn away right like there\h\h

233

00:20:12,900 --> 00:20:18,120

was no like there was no turn aspect there was\h
nothing a thing just stopped on the radar just\h\h

234

00:20:18,120 --> 00:20:23,280

completely stopped in the radar and then moved\h
off straight ahead straight away not in an angle\h\h

235

00:20:23,820 --> 00:20:30,060

not any other directional ASP the no aspect change\h
no altitude Delta nothing it just moved away from\h\h

236

00:20:30,060 --> 00:20:35,400

us in the same direction we were traveling this is\h
this is interesting right so it was on your radar\h\h

237

00:20:35,400 --> 00:20:39,900

and the target aspect was facing you and what that\h
means is like essentially that's representative of\h\h

238

00:20:39,900 --> 00:20:45,780

an aircraft just coming at you trenches on the\h
long flying nose to nose at you and then what we\h\h

239

00:20:45,780 --> 00:20:49,980

typically expect to see if one of these aircraft\h
was going to move it would essentially turn right\h\h

240

00:20:49,980 --> 00:20:54,180

like you would see it turn through 180 degrees\h
and essentially fly in the opposite direction\h\h

241

00:20:54,180 --> 00:20:59,280

right we do that all the time right we call it\h
various things but we fly away to you know try\h\h

242

00:20:59,280 --> 00:21:04,860

to run away from missiles or enemies and things\h
of that nature um the fact that the target aspect\h\h

243

00:21:04,860 --> 00:21:11,040

didn't change is is interesting to me because we\h
had a case off the coast of Jacksonville Florida\h\h

244

00:21:11,040 --> 00:21:16,260

which is very close to the area and it's not\h
too far at all it's just south it's in between\h\h

245

00:21:16,260 --> 00:21:21,120

the two where the gimbal was videotaped and where\h
we're having the the daily issues off of Virginia\h\h

246

00:21:21,120 --> 00:21:26,520

Beach it's right in the middle of those two right\h
absolutely yeah so when we saw the gimbal object\h\h

247

00:21:26,520 --> 00:21:32,100

we saw on our situational awareness page and\h
that's a God's eye view of everything that's\h\h

248

00:21:32,100 --> 00:21:36,900

happening did you have that page when you were\h
flying absolutely and so the gimbal object when\h\h

249

00:21:36,900 --> 00:21:43,440

we observed its movement on the essay page it\h
simply went in One Direction and just like what\h\h

250

00:21:43,440 --> 00:21:46,980

you described no turn radius or anything\h
it just simply went in the other direction\h\h

251

00:21:48,480 --> 00:21:56,220

um the target aspect in this case on this radar\h
perhaps ABG 79 was able to see the stuttering of\h\h

252

00:21:56,220 --> 00:22:01,560

the target aspect I wonder since you were able to\h
essentially zoom in with your radar with the AVG\h\h

253

00:22:01,560 --> 00:22:07,860

73 so you were putting more energy into that piece\h
of the sky you were able to see these objects\h\h

254

00:22:09,840 --> 00:22:13,860

perhaps when the target aspect didn't change\h
and it went in the opposite direction maybe it\h\h

255

00:22:13,860 --> 00:22:19,140

performed the same type of vertical term that the\h
gimbal object you know it probably could have uh\h\h

256

00:22:19,140 --> 00:22:24,000

you know if you think about in layman's terms it's\h
like somebody two cars doing a head-on collision\h\h

257

00:22:24,000 --> 00:22:28,740

right and all of a sudden the car you're you're\h
getting ready to run and head on just basically\h\h

258

00:22:28,740 --> 00:22:34,740

is going in the uh going in the same direction\h
180 degrees opposite direction instantaneously so\h\h

259

00:22:35,340 --> 00:22:39,720

aircraft as you know can't do that only aircraft\h
that can do that are like helicopters but\h\h

260

00:22:39,720 --> 00:22:44,220

helicopters can't fly that fast right they're\h
limited to about 180 knots I think the fastest\h\h

261

00:22:44,220 --> 00:22:50,460

one of the world's like 210 knots or something
um we're going you know Mach 1 enter to intercept

262

00:22:50,460 --> 00:22:57,060

this and it's the closure rate on it was well over
Mach 1 on a closure rate and there's nothing out

263

00:22:57,060 --> 00:23:00,660

there that could have done that do you remember
what it was I don't remember what the closure

264

00:23:00,660 --> 00:23:04,680

rate was just too long ago but I know I was over
Mach 1 on the internet so it was coming in at you

265

00:23:04,680 --> 00:23:09,540

at some you know velocity oh absolutely got it
I mean the closure rate was pretty darn quick

266

00:23:10,620 --> 00:23:13,500

um and then if it's just a stop
instantaneously I know if I were to

267

00:23:13,500 --> 00:23:17,460

stop going Mach 1 instantaneously I wouldn't be
here today I'd be dead yeah right it's probably

268

00:23:17,460 --> 00:23:21,300

like jumping off the Golden Gate Bridge
and hitting the water and like concrete you'd

269

00:23:21,300 --> 00:23:26,100

be dead your organs rip apart but it just
literally stopped right away it didn't

270

00:23:27,240 --> 00:23:34,260

you know when you're asking about uh velocity
intercepts what I remember from that day was it

271

00:23:34,260 --> 00:23:40,380

didn't slow down we didn't see it slow down yeah\h
at all it just stopped and just stayed there wow\h\h

272

00:23:40,380 --> 00:23:46,740
and then continued off the other other direction\h
and for and you think about this for an object and\h\h

273

00:23:46,740 --> 00:23:51,540
you know this is a fighter pilot for an object to\h
go from stationary to greater than Mach 1 to run\h\h

274

00:23:51,540 --> 00:23:58,320
away especially I mean it would take something\h
like it would take some kind of missile um uh\h\h

275

00:23:58,320 --> 00:24:04,620
like an uh amram missile or something you know\h
something yeah how an aircraft to run away right\h\h

276

00:24:05,280 --> 00:24:09,060
and have that those altitudes you're not going\h
to be speeding up very quickly unless you're\h\h

277

00:24:09,060 --> 00:24:13,740
descending or doing anything not around 5000 feet\h
I mean that air is so thick there's there's no way\h\h

278

00:24:13,740 --> 00:24:18,660
I mean you can't even you can't even hit the you\h
got to do the Rakowski climb even on a part to\h\h

279

00:24:18,660 --> 00:24:24,180
make Mach 1 right yep remember that yep so that's\h
a climb at least in the Charlie where you actually\h\h

280

00:24:24,180 --> 00:24:30,060
have to level off every so often you regain speed\h
to climb at an optimal fuel rate in the F-18 or in\h\h

281

00:24:30,060 --> 00:24:35,820

the uh the Super Hornet uh the newer variant of\h
the the the charlie delta models uh our vatoski\h\h

282

00:24:35,820 --> 00:24:41,040

climb is essentially just a steady rate climb at\h
a fixed pitch slightly different yeah we would\h\h

283

00:24:41,040 --> 00:24:46,860

take off we would take off I did a lot of red air\h
so I would always enter uh I'd always be the deck\h\h

284

00:24:46,860 --> 00:24:52,080

launch intercept right for trainers so so that's\h
being pretending to be the bad guys for for the\h\h

285

00:24:52,080 --> 00:24:56,820

the blue Air the friendly Fighters your squad\h
roommates or other squadrons absolutely so you\h\h

286

00:24:56,820 --> 00:25:00,660

take off and we'd get up to about eight or ten\h
thousand feet and then you nose over hit Mach\h\h

287

00:25:00,660 --> 00:25:05,460

1 and then you maintain Mach One to climb\h
so that was our super horn could not climb\h\h

288

00:25:05,460 --> 00:25:10,620

Vermont yeah that's for sure yeah at least with\h
the external tank on and everything else so yeah\h\h

289

00:25:10,620 --> 00:25:15,240

this is that's some certainly some interesting\h
Behavior would you expect any other assets that\h\h

290

00:25:15,240 --> 00:25:21,120

we had in 2002 to behave like that I mean of\h
course helicopters drones perhaps there's no\h\h

291

00:25:21,120 --> 00:25:26,220

drones can't fly that fast it's impossible right\h
and even if drones could fly that fast you'd see\h\h

292

00:25:26,220 --> 00:25:30,840

an aspect change if they were going to turn yep\h
right stream you'd see it and it was in 2000 yeah\h\h

293

00:25:30,840 --> 00:25:34,560

they didn't have any kind of drones or anything\h
that would have done at that time there's not even\h\h

294

00:25:34,560 --> 00:25:40,440

I mean even the F-22 Raptor uh well first of all\h
we wouldn't have seen him on radar right 22 Raptor\h\h

295

00:25:40,440 --> 00:25:45,840

uh they wouldn't there's no way because that thing\h
we would have seen him turn and um could they have\h\h

296

00:25:45,840 --> 00:25:51,300

ran away from us oh absolutely you know that but\h
we've ever seen them we'd have seen them turn and\h\h

297

00:25:51,300 --> 00:25:55,320

the Sea Lord wouldn't have sent us out there to\h
intercept it either that's true right absolutely\h\h

298

00:25:55,320 --> 00:25:59,160

they would have known he was out there how far off\h
the coast was it again uh it was right by the adiz\h\h

299

00:25:59,160 --> 00:26:04,140

so you know just over about 12 months 14 15 miles\h
off the coast is what I believe was that actually\h\h

300

00:26:04,140 --> 00:26:09,720

in your working areas yeah to actually in the\h
whiskey area it was yeah absolutely interesting\h\h

301

00:26:10,440 --> 00:26:16,440

yeah well how about we skip ahead a little bit
um maybe we can talk a little bit if you don't

302

00:26:16,440 --> 00:26:20,400

mind just kind of provide a little background
about what your flying career looks like now

303

00:26:21,540 --> 00:26:26,880

yeah a little bit you know I retired from the
Marine Corps I got went to work for I've been

304

00:26:26,880 --> 00:26:34,680

always flying Tech billionaires for these big
companies and then um I have uh I flew for a

305

00:26:34,680 --> 00:26:41,520

bunch of the big guys up in the bay Silicon
Valley uh 737s typed in 737s and multiple

306

00:26:41,520 --> 00:26:50,220

Gulf streams citations uh whole single multi
and helicopter ATP ratings uh CFI double I uh

307

00:26:50,220 --> 00:26:55,140

just became a designated palette examiner for
the FAA so which means I can give Pilots their

308

00:26:55,140 --> 00:26:59,160

uh people their pilot's license go out and give
them check rides and actually issue Pilots ratings

309

00:27:00,180 --> 00:27:04,080

um have an aeronautical science degree of
meteorology and communications degree from

310

00:27:04,080 --> 00:27:11,700

remember riddle or nautical University uh attended
the Aviation safety accident investigation with

311

00:27:11,700 --> 00:27:18,840

the Marine Corps and Navy or through the Navy down
in Pensacola yeah it was great great course yeah

312

00:27:18,840 --> 00:27:23,160

it's very good Training I served under General
trotman and done multiple investigations of

313

00:27:23,160 --> 00:27:28,380

different things like when we talked about at
the F-18 Hornet uh dropping a bomb on a on a

314

00:27:28,380 --> 00:27:36,000

man Tower down in in Australia wow so I've got a
lot of experience in aviation assets and multiple

315

00:27:36,000 --> 00:27:41,220

aircraft I mean I've flyed multiple aircraft to
this day um maybe that's why your clients trust

316

00:27:41,220 --> 00:27:50,400

you I hope uh and I actually have uh I fought with
my identical I have an identical twin brother yeah

317

00:27:50,400 --> 00:27:54,720

he was uh he was a marine White House Marine
so him and I fly together right now so we're

318

00:27:54,720 --> 00:28:00,660

I think we're the only twins uh who actually work
together flying for a company anywhere interesting

319

00:28:00,660 --> 00:28:07,500

yeah we had two twins in uh Meridian Mississippi
when I was instructor there uh for the T45 Goss

320

00:28:07,500 --> 00:28:11,220

hop we had two twin students and they split them
into the two different squadrons I still think

321

00:28:11,220 --> 00:28:16,140

it was some type of test but I don't know how do\h
you know they were swapping like yeah exactly as\h\h

322

00:28:16,140 --> 00:28:20,340
good an instrument or you know you have any any\h
brother swapping stories you'd like to share oh\h\h

323

00:28:20,340 --> 00:28:26,160
no not a bus time okay there we go we had some\h
fun growing up yeah we've had a lot of fun but\h\h

324

00:28:26,160 --> 00:28:31,080
well my my brother has to wear a goatee so the\h
boss oh yeah oh he's the evil twin then yeah\h\h

325

00:28:32,700 --> 00:28:36,360
yeah he wears a goatee so my boss can tell\h
us apart instantly as soon as he sees us\h\h

326

00:28:36,360 --> 00:28:40,920
cool yeah that's funny yeah a lot of a lot of fun\h
flying with him um but yeah that's pretty much my\h\h

327

00:28:40,920 --> 00:28:46,440
Aviation career I mean I'm still flying today um\h
I still fly today for multiple companies to do a\h\h

328

00:28:46,440 --> 00:28:52,980
lot of contract work I've been hearing from\h
a lot of commercial pilots um that they have\h\h

329

00:28:52,980 --> 00:28:57,600
been seeing things over the continental United\h
States or the the western coast between Hawaii\h\h

330

00:28:58,800 --> 00:29:04,380
um and what they've been seeing at least what I've\h
been communicating with and of course I love we're\h\h

331

00:29:04,380 --> 00:29:08,160

gonna hear what you have to say but I've been
hearing other Pilots talk about lights up in the

332

00:29:08,160 --> 00:29:12,600

sky uh maybe they're in orbit maybe they're right
above the aircraft it's a little difficult to tell

333

00:29:13,740 --> 00:29:17,460

um my first thought is perhaps you know
it's starlink or things of that nature

334

00:29:18,240 --> 00:29:22,500

um but your story I understand these objects are
moving away is that really aren't consistent with

335

00:29:22,500 --> 00:29:28,140

that uh but yeah what did you see and was it
just you or was there anyone else that saw

336

00:29:28,140 --> 00:29:33,180

these objects well we had another pilot in the
cockpit that that saw it but he was uh he was

337

00:29:33,180 --> 00:29:37,260

paying attention to other things in the cockpit
he had to look over and see it and you know

338

00:29:37,260 --> 00:29:41,820

he sent it off he's non-military so he assumed
it was probably some kind of military aircraft

339

00:29:43,020 --> 00:29:51,120

um the big thing to me at I was at 47 000 feet
for people don't realize airliners the highest

340

00:29:51,120 --> 00:29:57,120

I've ever heard of airliner go was like 41 but
that's extremely rare they only do it maybe they

341

00:29:57,120 --> 00:30:03,000

get over uh storms or if if the jet stream's\h
really strong and they want to get up there\h\h

342

00:30:03,000 --> 00:30:11,340

but most airliners are between like 28 and 38 000\h
feet most of them right so we're at 47 000 feet so\h\h

343

00:30:11,340 --> 00:30:17,340

we're above everybody the only people that should\h
be above us could be another Gulf Stream at our\h\h

344

00:30:17,340 --> 00:30:23,040

service ceiling is 51 000 feet but at 51 000 feet\h
you're only there you can only be there maybe the\h\h

345

00:30:23,040 --> 00:30:27,780

last 20 minutes of a flight yeah and you're not\h
gonna nobody's gonna go that high nobody does\h\h

346

00:30:28,800 --> 00:30:33,060

um and you're not going to be able to move you're\h
going to have any maneuverability I mean why is\h\h

347

00:30:33,060 --> 00:30:38,100

that well the error as you know the air is\h
super thin so you have to have a either a big\h\h

348

00:30:38,100 --> 00:30:43,320

surface area and you're also going to have to have\h
velocity to make up the same amount of lift that\h\h

349

00:30:43,320 --> 00:30:50,400

you would down at down let's say 5000 feet right\h
so anytime you make a turn you're reducing that\h\h

350

00:30:50,400 --> 00:30:55,920

lift so to return that to you reduce that lift\h
you're going to have to add thrust and and Pitch\h\h

351

00:30:55,920 --> 00:31:01,620

right because you got to maintain the same um the lift to be able to airplane to be able to fly

352

00:31:01,620 --> 00:31:06,000

be able to perform the same amount of lift to fly so to do that you're going to lose you're going

353

00:31:06,000 --> 00:31:11,700

to need more power more thrust right so in that turn at those altitudes it's going to create more

354

00:31:11,700 --> 00:31:17,580

g-forces because you're gonna have to have more thrust more you're going to be pulling absolutely

355

00:31:17,580 --> 00:31:22,800

so you're gonna have to be adding more thrust and the g-forces remember turning g-forces how turning

356

00:31:22,800 --> 00:31:29,040

tight g-forces right now if I took a gulf stream to 51 000 feet Which is higher than I was at 47

357

00:31:29,040 --> 00:31:35,580

000 and tried to make a 180 degree turn or a 360 return it'd probably cover well over 10

358

00:31:35,580 --> 00:31:40,500

mile radius would be a 10 mile turn because the air is so because it's air so thin the aircraft

359

00:31:40,500 --> 00:31:45,300

actually goes into what's called half angle Bank turn when you're up that high okay and it will

360

00:31:45,300 --> 00:31:50,640

not do a standard rate turn it'll do a half the computer will stop it because it knows if you do

361

00:31:50,640 --> 00:31:54,600

the airplane's going to stall and it's gonna it's\h
gonna lose out it's gonna come out of the sky so\h\h

362

00:31:54,600 --> 00:31:59,460

the airplane will not allow you to do that the\h
Gulf Stream 650 is pretty smart airplane it won't\h\h

363

00:31:59,460 --> 00:32:05,340

let you stall it so to so you're way up there yeah\h
we're really really high yeah nobody's about and\h\h

364

00:32:05,340 --> 00:32:09,060

so I've I haven't even been like that high in a\h
fighter jet we'd go up there and we mess around\h\h

365

00:32:09,060 --> 00:32:13,200

and we try to do the same thing and really really\h
get to the point where if we made any turn we're\h\h

366

00:32:13,200 --> 00:32:17,340

gonna just follow the sky essentially well back\h
to when I was in the Marine Corps I had to take\h\h

367

00:32:17,340 --> 00:32:24,960

a uh an a model F-18 Hornet single seat and take\h
it down to to Jacksonville Florida to NAS Jacks\h\h

368

00:32:24,960 --> 00:32:27,840

well I think they decommissioned at the time\h
but that's where they did all the depot level\h\h

369

00:32:27,840 --> 00:32:33,600

maintenance so they stripped the F-18 down I mean\h
it's super light it had a full bag of gas right\h\h

370

00:32:33,600 --> 00:32:37,200

and I'm not taking off out of Beaufort and it's\h
only like a 35 minute flight down to Jacksonville\h\h

371

00:32:37,200 --> 00:32:41,940

I got a whole bag of gas what am I going to do\h
I'm gonna go out and play right sure so I took\h\h

372

00:32:41,940 --> 00:32:46,740

off and I remember I got it up into the high 50s\h
but to be that high I was in straight level flight\h\h

373

00:32:46,740 --> 00:32:51,540

and I was in full afterburner just to maintain\h
altitude exactly yeah so you could tell that it\h\h

374

00:32:51,540 --> 00:32:55,800

takes so much and after but remember how much\h
after how much thrust the afterburner has on a\h\h

375

00:32:55,800 --> 00:33:00,240

hornet even though it has a short stubby wing it\h
took that much thrust just to maintain altitude\h\h

376

00:33:00,240 --> 00:33:04,380

the second I pulled the throttle off out of\h
afterburner the aircraft started to descend\h\h

377

00:33:04,380 --> 00:33:12,120

okay I couldn't keep altitude so you're at 50 000\h
or you're at 47 000 feet yes really any higher\h\h

378

00:33:12,120 --> 00:33:17,520

than your aircraft get or even you know some of\h
our modern Fighters now I understand and I'm sure\h\h

379

00:33:17,520 --> 00:33:22,500

you do too but you know the F22 F-35 especially\h
the F-22 is maneuverable at higher altitudes\h\h

380

00:33:23,580 --> 00:33:27,960

um but really you know they don't go to the Moon\h
I mean you're already pretty pretty high up there\h\h

381

00:33:28,620 --> 00:33:33,900

um do we so let's take a step back and let's\h
okay we're way up there and what did you see\h\h

382

00:33:35,580 --> 00:33:40,920

so I just happened to look out and I saw a\h
light circling and I thought when I first\h\h

383

00:33:40,920 --> 00:33:46,260

looked up at it I'm like well that's true you\h
know it's pretty strange and uh it's got to be\h\h

384

00:33:46,260 --> 00:33:51,960

another aircraft like a big like kind of well\h
easy Loop it was when the first I saw it was\h\h

385

00:33:51,960 --> 00:33:56,280

like a light and then I saw another one coming\h
behind it and it was almost two lights doing a\h\h

386

00:33:56,280 --> 00:34:02,340

180 like we would do on a Crossing Circle yeah\h
a cross circle like a two-circle flight right so\h\h

387

00:34:03,000 --> 00:34:08,640

I look up and I see it I'm like oh that's really\h
strange you know who what's going to be above us\h\h

388

00:34:08,640 --> 00:34:13,560

but at that time they weren't turning it was you\h
know I saw one I believe it was coming towards the\h\h

389

00:34:13,560 --> 00:34:18,780

aircraft and I was and I looked up and I'm like\h
oh wow there's somebody going above us and then\h\h

390

00:34:18,780 --> 00:34:23,100

also looked like it was coming like yeah like\h
Crossing it looked like it was a cross crap\h\h

391

00:34:23,100 --> 00:34:27,240

Crossing traffic and then as I'm looking at it and
I'm doing this all of a sudden another one comes

392

00:34:27,240 --> 00:34:32,040

out from Over the cockpit and there were probably
the same direction uh opposite direction so 180

393

00:34:32,040 --> 00:34:37,860

180 right and but they were high they weren't
like a couple thousand feet they were probably

394

00:34:37,860 --> 00:34:42,600

eight or ten thousand feet above us I mean they're
pretty high right but you have no depth perception

395

00:34:42,600 --> 00:34:46,980

tonight that's the problem with it there's no
depth recession but but what I could tell they

396

00:34:46,980 --> 00:34:51,420

were probably eight to ten thousand feet above
us perhaps if they were a fighter size aircraft

397

00:34:51,420 --> 00:34:57,120

or an aircraft like you're you're flying at this
moment no out no idea because you know I have

398

00:34:57,120 --> 00:35:01,080

see things through like okay well I know what an
F-18 looks like at this distance and so that's

399

00:35:01,080 --> 00:35:05,940

my like internal compass for things so so kind
of wondering maybe you might be using something

400

00:35:05,940 --> 00:35:09,540

didn't see any shapes or anything almost always
light so you're kind of using those two lights

401

00:35:09,540 --> 00:35:14,400

to say hey if they were moving maybe at the speed
that I'm familiar with as a pilot then they would

402

00:35:14,400 --> 00:35:18,720

be eight to ten thousand feet above this aircraft
that's about the best judgment I can do because

403

00:35:18,720 --> 00:35:23,580

there's no there's no uh depth perception there's
nothing right and especially at night you can't

404

00:35:23,580 --> 00:35:28,200

tell so the first thing I did when I saw it is I
looked down at tcash traffic collision avoidance

405

00:35:28,200 --> 00:35:31,560

system and I looked down to see if anybody
was above us okay and I didn't see anything

406

00:35:31,560 --> 00:35:36,480

so I went into the box and I switched it to above
to look to nothing but above nothing on the box

407

00:35:37,260 --> 00:35:42,360

and then I thought okay well you know these guys
maybe it's military so what I start thinking maybe

408

00:35:42,360 --> 00:35:46,680

it's some kind of military and then all of a
sudden there were three lights and then they

409

00:35:46,680 --> 00:35:51,960

moved from where they were disappearing over the
over the cockpit they actually moved in their

410

00:35:51,960 --> 00:35:56,460

circular pattern moved away from the window where
I could actually see it look like a racetrack

411

00:35:57,120 --> 00:36:02,460

pattern so it was a racetrack it went from they\h
were circling and then they were cross-tracking\h\h

412
00:36:02,460 --> 00:36:07,620
towards the aircraft but then they went back away\h
towards the aircraft they moved back away from us\h\h

413
00:36:07,620 --> 00:36:12,300
okay just at an angle about and you didn't make\h
any turns oh absolutely not where autopilot was\h\h

414
00:36:12,300 --> 00:36:19,680
on uh we were heading I think we were doing like\h
0.88 mach which is 8.8 miles a minute right yeah\h\h

415
00:36:20,280 --> 00:36:26,340
and then I saw the third one and I'm like\h
well that doesn't make any sense so I called\h\h

416
00:36:26,340 --> 00:36:31,920
air traffic control and I just asked hey is there\h
any military you know is there I got some lights\h\h

417
00:36:31,920 --> 00:36:35,400
up here I'm paraphrasing because I don't remember\h
exactly what the conversation was but I basically\h\h

418
00:36:35,400 --> 00:36:40,140
asked him hey what's going on because you kind of\h
expected them that maybe have them on the radar\h\h

419
00:36:40,140 --> 00:36:43,620
oh yeah I just expected them to come back and\h
say yeah there's military conducting operations\h\h

420
00:36:43,620 --> 00:36:46,680
because it was right off the coast of California\h
right and I thought well maybe it's something\h\h

421
00:36:46,680 --> 00:36:52,560

out of uh something launched out of um uh what\h
Edwards Air Force Base or you know we got Point\h\h

422
00:36:52,560 --> 00:36:57,480
Magoo's over there maybe somebody's there might be\h
something going on right uh Vandenberg who knows\h\h

423
00:36:57,480 --> 00:37:01,740
what's going on okay and air traffic control came\h
back and said no no we have nothing on the radar\h\h

424
00:37:02,460 --> 00:37:06,420
and I'm like wait is that's really weird yeah\h
and I asked I think I asked him if there's any\h\h

425
00:37:06,420 --> 00:37:09,840
military operations going on and she said\h
no there's nothing no military operations\h\h

426
00:37:09,840 --> 00:37:13,620
in the area and they would know right like they\h
would think they should yeah they should know\h\h

427
00:37:14,940 --> 00:37:23,520
um so I continue to watch it for a minute and then\h
a fourth light appeared hmm and then what really\h\h

428
00:37:23,520 --> 00:37:29,700
got me was what I thought was a shooting star\h
this is where it gets a little weird I thought\h\h

429
00:37:29,700 --> 00:37:33,420
it was a shooting star right because I'm looking\h
at these things I'm like oh awesome I get to now\h\h

430
00:37:33,420 --> 00:37:36,360
I get to see I'm looking at the stuff here\h
and I see it looks like a shooting star yeah\h\h

431
00:37:37,380 --> 00:37:42,720

it actually stopped and joined the formation\h
that that's the one that that that's the one that\h\h

432

00:37:43,320 --> 00:37:48,240

really I was like what the heck I made another\h
called air traffic control and told them hey\h\h

433

00:37:48,240 --> 00:37:53,040

there's the you know there's five lights\h
now and one of them just came down from\h\h

434

00:37:53,040 --> 00:37:58,920

above and joined the formation um and then we\h
watch them it happened it happened for a while\h\h

435

00:37:58,920 --> 00:38:02,760

they asked other aircraft that they'd seen\h
it and nobody you know everybody kept saying\h\h

436

00:38:02,760 --> 00:38:07,260

no we don't see anything so we I don't remember\h
the exact period it's been such a long time now\h\h

437

00:38:08,100 --> 00:38:14,100

um but it tracked us and this is something else\h
that was really strange it wasn't a stationary uh\h\h

438

00:38:14,100 --> 00:38:19,560

orbit it was a moving orbit so you didn't move\h
past it no it followed us it kind of they were\h\h

439

00:38:19,560 --> 00:38:25,560

orbiting following us so if they were following us\h
they had to be whatever the maneuvering speed was\h\h

440

00:38:25,560 --> 00:38:34,020

for the track but they were also moving with us at\h
eight eight Mach 0.88 mock so that's what was the\h\h

441

00:38:34,020 --> 00:38:40,380

really strange part about it because they were
moving along with us and I thought it was the

442

00:38:40,380 --> 00:38:46,320

mean it was the strangest thing I've ever seen and
it followed along for a while a couple more Radio

443

00:38:46,320 --> 00:38:52,200

Calls to air traffic control and then um they
they had moved over the cockpit they moved back

444

00:38:52,200 --> 00:38:58,380

out and then that one time they came back over the
cockpits the last time I saw them um didn't think

445

00:38:58,380 --> 00:39:02,100

anything else out we were getting ready to hit
I think it was called Dinty as a reporting point

446

00:39:02,100 --> 00:39:07,680

that when we push off and switch over to to HF
freaks to head over to see to head over to Hawaii

447

00:39:08,820 --> 00:39:13,260

um so the last time I checked in with with
air traffic control how that nobody else was

448

00:39:13,260 --> 00:39:21,900

reporting anything so we get to Maui and then the
next morning I get a phone call from a supervisor

449

00:39:21,900 --> 00:39:30,360

with LA with La Center and he I'm not going to
use his name but he basically tells me that uh

450

00:39:31,980 --> 00:39:35,940

that he made a copy of the radar tape for
me and sent me the copy of the radar tape

451

00:39:35,940 --> 00:39:42,120

he emailed it to me awesome and the reason
why he said later they had a meeting with

452

00:39:42,120 --> 00:39:47,820

the higher Echelon or I'll call it the xlc or
whatever um and after they came out of that

453

00:39:47,820 --> 00:39:53,220

meeting emergency meeting all the data around
the tape was corrupted but I had a copy of it

454

00:39:55,320 --> 00:40:01,860

so he also told me that other airline
pilots had called in later same the same

455

00:40:01,860 --> 00:40:06,120

ones that are apparently were on the
radio saying they didn't see anything

456

00:40:06,120 --> 00:40:09,660

called in after they landed and said yeah
they saw something they didn't want their

457

00:40:09,660 --> 00:40:15,840

their official record on the on the radar fa
tapes absolutely I thought they didn't want to

458

00:40:15,840 --> 00:40:20,760

report it I've heard that before and I thought
that was really strange so then they gave me

459

00:40:20,760 --> 00:40:24,300

they told me that I was going to be getting a
call or gave me a number said you're going to

460

00:40:24,300 --> 00:40:29,400

be going to call from this number and it turned
out that some I forget what it was it was some

461

00:40:30,360 --> 00:40:37,080

jtalk or a joint uh air defense whatever\h
was whatever the the acronym stands for\h\h

462
00:40:38,520 --> 00:40:43,740
um called me and they debriefed me on they want\h
to know exactly what happened and I told them uh\h\h

463
00:40:43,740 --> 00:40:49,860
less than about a 40 45 minute phone call with\h
these guys and then then they recommended I call\h\h

464
00:40:49,860 --> 00:40:55,920
the National UFO Reporting site just to let them\h
know that way they can put use their Freedom of\h\h

465
00:40:55,920 --> 00:41:01,980
Information Act to pull radar tapes and then\h
they told me that the uh my report was going\h\h

466
00:41:01,980 --> 00:41:06,780
to go into a report going to Congress so there's\h
been a lot of interesting sites then I got it next\h\h

467
00:41:06,780 --> 00:41:14,940
thing I know I get a phone call from or I believe\h
it was a phone call from Ben Hansen who had heard\h\h

468
00:41:14,940 --> 00:41:21,600
about it and he started talking to me Ben Hansen\h
is a um he's a retired FBI agent and he's a uh\h\h

469
00:41:21,600 --> 00:41:27,240
a UFO researcher paranormal researcher and he\h
started looking into my story he heard about it\h\h

470
00:41:27,900 --> 00:41:34,500
um I think through the UFO Reporting line he heard\h
about it and then um he started investigating\h\h

471
00:41:34,500 --> 00:41:40,080

and he started trying to pull uh foia Freedom of Information Act to get this information from SoCal

472

00:41:40,620 --> 00:41:48,000

traycon right um eventually corrupted radar data correct and then I started receiving information

473

00:41:48,000 --> 00:41:54,960

from other controllers that bad things would happen to them if they were to come out and talk

474

00:41:54,960 --> 00:42:01,620

about the radar tapes of what they saw um and then one of them had told me about just recently I wish

475

00:42:01,620 --> 00:42:07,680

I could pull it up I forget the name of the uh the F-18 Squadron um I could pull it up later and tell

476

00:42:07,680 --> 00:42:12,480

you the name of the F-18 Squadron they were out there flying uh doing stuff off of Catalina and

477

00:42:12,480 --> 00:42:19,740

they were reporting um underwater activity Lights under water moving at speeds that were impossible

478

00:42:19,740 --> 00:42:25,860

for anything to move that fast obviously water so this is a this is a Navy F-18 Squadron is

479

00:42:25,860 --> 00:42:30,960

operating in the same area as you're seeing these objects above your aircraft for a period of time

480

00:42:30,960 --> 00:42:36,060

absolutely and you're now finding out that they were reporting seeing lights under the water yes

481

00:42:36,840 --> 00:42:43,020

what what what the [h__h] yeah well I still
you know I don't know what it was and then uh

482

00:42:44,640 --> 00:42:49,680

um more air traffic controllers reached out and
started asking me more questions and saying you

483

00:42:49,680 --> 00:42:54,480

know that they they wanted to talk about it
they'd like to talk you know guys wanted to

484

00:42:54,480 --> 00:42:58,380

wanted to share more stories about what
happened off the Record because if they

485

00:42:58,380 --> 00:43:03,000

come out they said it wouldn't end well for
them they'd probably lose their jobs but more

486

00:43:03,000 --> 00:43:06,720

people started coming out come to find out
I found out from an aircraft controller that

487

00:43:06,720 --> 00:43:12,180

another I believe it's a Hawaiian Airline
guy had reported what I sort of what I saw

488

00:43:13,320 --> 00:43:18,120

um it's similar but different right his was not
over his aircraft his was I think at a distance

489

00:43:18,120 --> 00:43:25,080

but people had started reporting seeing weird
things um weeks before and nobody before and

490

00:43:25,080 --> 00:43:30,960

nobody would say nobody said anything so when I
when my radar tape came or the radar tape I had

491

00:43:30,960 --> 00:43:36,600

sent it to Ben Hansen so Ben Hanson put it on the\h
internet and once he put that on the internet next\h\h

492

00:43:36,600 --> 00:43:41,940

thing you know all these airline pilots started\h
coming forward and saying hey guess what I saw\h\h

493

00:43:41,940 --> 00:43:48,120

something also so it sort of opened the opened\h
Pandora's Box and now everybody's coming out\h\h

494

00:43:48,120 --> 00:43:52,800

and talking about things that they've seen and\h
people seeing lights flying and uh so the pilots\h\h

495

00:43:52,800 --> 00:43:58,020

are talking about this Pilots are coming out now\h
talking about it and I didn't I didn't transmit\h\h

496

00:43:58,020 --> 00:44:03,120

anything over the radio because I wanted publicity\h
or any I was just doing my my duty as a pilot\h\h

497

00:44:04,140 --> 00:44:08,400

um and forming air traffic control or asking it\h
we trained for that I mean what is it reacted\h\h

498

00:44:08,400 --> 00:44:11,700

that way because that's the right procedure\h
as the right thing to do absolutely having\h\h

499

00:44:11,700 --> 00:44:16,620

uncertainty in our operating space like that\h
is the last thing we we work towards so yeah\h\h

500

00:44:16,620 --> 00:44:22,680

you know something else that's really weird if I\h
was at if I was on the ground or if I was at 12\h\h

501

00:44:22,680 --> 00:44:28,140

000 feet in a Cessna even at 25 000 feet in a
citation flying and I looked up and saw the lights

502

00:44:28,680 --> 00:44:33,000

I wasn't even looked up twice I would have thought
yeah more airplanes I wouldn't even have thought

503

00:44:33,000 --> 00:44:36,840

twice because you're so high but what got me was
that forty seven thousand feet and I know nobody's

504

00:44:36,840 --> 00:44:41,280

above us nobody is you know and everybody starts
saying hey it's probably military I said okay

505

00:44:41,280 --> 00:44:47,160

let's say it is military where are the military
Landing lights they're on the landing gear you

506

00:44:47,160 --> 00:44:50,640

think a military pilot a military aircraft can
fly around this landing gear down it wouldn't

507

00:44:50,640 --> 00:44:55,860

be able to maintain flight at that altitude yeah
and no military aircraft's going to make those

508

00:44:55,860 --> 00:45:00,720

kind of turns I mean who can make those kind of
tight turns at that altitude I know it's going to

509

00:45:00,720 --> 00:45:05,340

take me 10 miles on my Gulf Stream yeah to make
a turn and I have a massive 100 foot wingspan

510

00:45:06,060 --> 00:45:09,060

what's it going to take of something I don't
know how big this was I don't know if it was

511

00:45:09,060 --> 00:45:14,580

a a small object as small as a table just a big\h
light or if it was a massive object I don't know\h\h

512

00:45:14,580 --> 00:45:18,960

there's I couldn't see anything but the lights\h
which was really strange and the lights never\h\h

513

00:45:18,960 --> 00:45:24,480

disappeared the lights would is they came on\h
me they were really bright and then as they\h\h

514

00:45:24,480 --> 00:45:28,200

started to move away but the lights were still \h
could still see the lights they never disappeared\h\h

515

00:45:29,160 --> 00:45:34,080

um so they weren't directional well you know\h
they weren't they weren't fixed at a fixed\h\h

516

00:45:34,080 --> 00:45:41,040

Direction it was like a almost like a NAB light\h
on yeah where it's always there yeah where it's\h\h

517

00:45:41,040 --> 00:45:47,220

always there but it was more defined when it\h
was coming around the circle towards me it\h\h

518

00:45:47,220 --> 00:45:51,240

got really bright and then it faded out but\h
it was still there and it never disappeared\h\h

519

00:45:51,240 --> 00:45:57,780

it was always there and at the end I believe\h
there were seven total seven seven total \h\h

520

00:45:57,780 --> 00:46:03,480

believe at the very end in flying in formation\h
so I believe the fifth one joined them from above\h\h

521

00:46:03,480 --> 00:46:09,660

it was either the fifth or sixth one joined from\h
above and then another one or two whatever order\h\h

522

00:46:09,660 --> 00:46:13,860

it was and there were a total of seven at the\h
very end oh wow but you could hear that on my\h\h

523

00:46:13,860 --> 00:46:18,240

air traffic control tapes when I came in and I\h
reported air traffic control and that's when I\h\h

524

00:46:18,240 --> 00:46:23,160

that's when it really got me because I jumped on\h
there and said hey one just joined it from about\h\h

525

00:46:23,160 --> 00:46:27,300

another seven one or six or seven one just joined\h
from above came in from above and joined them\h\h

526

00:46:28,020 --> 00:46:34,860

you know and uh here's what's funny I got\h
a copy of the air traffic control tape\h\h

527

00:46:36,120 --> 00:46:44,100

um of the lady making a call to her supervisor and\h
they were laughing about it um and then when she\h\h

528

00:46:44,100 --> 00:46:49,440

said well hey this guy is reporting it again\h
and he said he's an fa he's a retired Marine\h\h

529

00:46:49,440 --> 00:46:54,300

F-18 pilot then their attitude change like\h
okay this isn't just some whack job out there\h\h

530

00:46:55,080 --> 00:46:59,520

you know just making stuff up because I told him\h
listen I've done error I've done intercepts and\h\h

531

00:46:59,520 --> 00:47:03,720

everything I I've never seen anything like it yeah\h
so their attitude sort of changed when they found\h\h

532

00:47:03,720 --> 00:47:09,120

out that I had a little bit of credibility behind\h
me that's something to me is like a lack of just\h\h

533

00:47:09,120 --> 00:47:15,720

integration into our our Aviation safety framework\h
in the United States and globally but even in the\h\h

534

00:47:15,720 --> 00:47:19,800

United States um I I know they probably laugh\h
just because they weren't familiar with the\h\h

535

00:47:19,800 --> 00:47:25,080

topic and what have you but you know I I believe\h
that the policies and the procedures for reporting\h\h

536

00:47:25,080 --> 00:47:29,640

this and and actually following up on the data\h
are going to help alleviate that because well\h\h

537

00:47:29,640 --> 00:47:35,160

I hope so because you know you shouldn't have it\h
doesn't matter if I was an F-18 pilot or if I was\h\h

538

00:47:35,160 --> 00:47:40,980

a student pilot a sighting is a site if somebody\h
sees something that's unexplained they should\h\h

539

00:47:40,980 --> 00:47:47,460

take every single Report with the same enthusiasm\h
right it doesn't matter um I mean anybody can get\h\h

540

00:47:47,460 --> 00:47:52,920

out there and make a story up and it's up for the\h
the evidence to speak for themselves I wish I had\h\h

541

00:47:52,920 --> 00:47:58,380

video of it I don't have video of it all I have
is my my word and what I saw for the radio but

542

00:47:59,640 --> 00:48:05,580
um how many Pilots don't say anything I mean it's
obvious the airline pilots called in and said you

543

00:48:05,580 --> 00:48:08,940
know hey yeah we saw something but they didn't
want to say it over the radio I wonder why that

544

00:48:08,940 --> 00:48:14,280
was you know I I've talked to other Airline guys
old retired Airline captains and they said that

545

00:48:14,280 --> 00:48:17,940
it was against company policy you know you could
lose your medical they can think you have some

546

00:48:17,940 --> 00:48:22,680
psychological problems and you lose your medical
right you lose your medical you lose your job you

547

00:48:22,680 --> 00:48:29,100
can't fly anymore yep medical not meaning medical
uh it's a medical the medical talk about to say

548

00:48:29,100 --> 00:48:33,900
you have to go every year to the to an aircraft
medical examiner and get evaluated by a doctor and

549

00:48:33,900 --> 00:48:37,560
says hey you're capable you know compliment to be
a pilot you know you're physically capable of you

550

00:48:37,560 --> 00:48:42,000
know you essentially have to probably explain that
even if they did like sign off on it that would be

551

00:48:42,000 --> 00:48:46,080

like an issue you'd probably have to discuss it it\h
would it would if something got put in your record\h\h

552

00:48:46,080 --> 00:48:51,420

your fa record it never goes away ever so even\h
it wasn't in your airline record let's say they\h\h

553

00:48:51,420 --> 00:48:55,920

sent you in for a mental evaluation it's in your\h
permanent record for the rest of your life yeah\h\h

554

00:48:55,920 --> 00:49:00,180

so guys just don't want to deal with it they don't\h
they just want to put their head down and and not\h\h

555

00:49:00,180 --> 00:49:04,260

say anything they'll make an anonymous call how\h
many people trying to go for a commercial airline\h\h

556

00:49:04,260 --> 00:49:08,700

job after they go in military want something\h
like that sitting in their file or how many just\h\h

557

00:49:08,700 --> 00:49:12,660

regular Pilots that never went in the military\h
at least we have some credibility behind us for\h\h

558

00:49:12,660 --> 00:49:16,080

what it's worth but how many guys are out that\h
get their commercial license that are flight\h\h

559

00:49:16,080 --> 00:49:19,620

instructors that that see things that they don't\h
know what they are and they don't want to report\h\h

560

00:49:19,620 --> 00:49:25,200

it because they don't want the stigma attached\h
to it and I hope that uh I mean I don't care I'm\h\h

561

00:49:25,200 --> 00:49:30,660

not I'm not in fear of losing my job my boss is
completely you know he completely trusts me and

562

00:49:31,980 --> 00:49:36,300

um he's got confidence in me he knows I'm not
going to make up a story for what am I going to

563

00:49:36,300 --> 00:49:41,280

get out of it I've got nothing but hassle from
it yeah you know as soon as like as soon as the

564

00:49:41,280 --> 00:49:46,800

the it hit the internet uh I started getting
all kinds of weird phone calls and harassing

565

00:49:46,800 --> 00:49:54,000

emails and my social media oh here's one I got
to tell you this is great I forgot about this so

566

00:49:54,720 --> 00:50:02,460

I posted that video I posted that video online
the the bootleg video the guy sent me from the

567

00:50:02,460 --> 00:50:09,540

radar tapes oh he did I posted that online on
my on my uh Instagram and next thing you know

568

00:50:09,540 --> 00:50:16,500

my Instagram was deactivated I really couldn't get
access to it hmm very interesting and I reported

569

00:50:16,500 --> 00:50:21,360

that to Ben also let Ben know and I also told uh
there was another news station that talked to me

570

00:50:21,360 --> 00:50:26,040

about it and I let them know the same thing
that they had deactivated they shut down my

571

00:50:26,040 --> 00:50:31,020

Instagram account that's particularly relevant
right now as absolutely musk seems to be opening

572

00:50:31,020 --> 00:50:36,120

the curtain yeah absolutely and then uh once
all these other Pilots started coming out and

573

00:50:36,120 --> 00:50:40,860

all this thing started hitting the news and
people started talking about it uh guess what

574

00:50:41,640 --> 00:50:47,640

my account came back online but guess what wasn't
on the account that file my file was gone strange

575

00:50:47,640 --> 00:50:52,380

how it works yeah that was another weird thing
and then uh somebody brought up that you know they

576

00:50:52,380 --> 00:50:57,900

wanted to put in a freedom information act through
uh Instagram which I think is owned by Facebook

577

00:50:57,900 --> 00:51:03,480

right I think so I think so uh to try to find out
why they why they shut my account down and why

578

00:51:03,480 --> 00:51:09,360

they deleted the file yeah someone could figure
that out it was just really weird thing yeah so

579

00:51:09,360 --> 00:51:15,300

how did that file end they were laughing um you
know just generally kind of dismissive of the the

580

00:51:15,300 --> 00:51:21,060

sighting if you will right yeah and then then what
else no nothing else they just you know they they

581

00:51:21,060 --> 00:51:24,480

said they didn't know anything was out there\h
they couldn't see anything and they basically\h\h

582

00:51:24,480 --> 00:51:30,480

just handed me off to the other controlling agency\h
and that was it and then I heard a different file\h\h

583

00:51:31,800 --> 00:51:37,620

um that from I think it was uh later on in the\h
morning that Ben Hansen was able to get a hold of\h\h

584

00:51:38,160 --> 00:51:43,320

that of her calling her supervisor again the\h
one that she called they were laughing about it\h\h

585

00:51:44,040 --> 00:51:49,860

called and said hey we've got you know whatever\h
Air Airline whatever is reporting lights and\h\h

586

00:51:49,860 --> 00:51:55,860

like another one and then you know they realize\h
okay something something's going on here there's\h\h

587

00:51:55,860 --> 00:52:00,360

something being seen out here and they just didn't\h
know what it was interesting yeah so there's other\h\h

588

00:52:00,360 --> 00:52:04,920

audio tapes from Air Traffic Control so there's a\h
there's still a foia they're still trying to pull\h\h

589

00:52:04,920 --> 00:52:10,740

information from these guys to figure out what\h
really happened and why the radar tapes would\h\h

590

00:52:10,740 --> 00:52:16,320

have been corrupted yeah that's disappointing um\h
but I have a copy of it thank God thank goodness\h\h

591

00:52:16,320 --> 00:52:21,120

the gentleman that the the supervisor sent me a\h
copy of it oh good and that's how it got out there\h\h

592

00:52:22,200 --> 00:52:26,580

uh we're gonna pull up and we're gonna listen\h
to that tape footage that you provided and\h\h

593

00:52:26,580 --> 00:52:31,800

we're gonna hear what they have to say Roger and\h
then the f-18s were call sign shock okay got that\h\h

594

00:52:31,800 --> 00:52:36,000

off of the Caroline the ones that were seeing\h
these objects underwater and they were seeing\h\h

595

00:52:36,000 --> 00:52:40,500

lights too yeah absolutely very interesting\h
all right let's give this a listen hey um

596

00:52:49,200 --> 00:52:56,220

you said that there are three aircraft high\h
above him orbiting and I don't know well that's\h\h

597

00:52:56,220 --> 00:53:02,520

kind of weird he said yeah they're just kind of\h
going around for Hope yeah that's kind of weird\h\h

598

00:53:03,060 --> 00:53:10,800

um okay 47 000 feet and he said they're pretty far\h
above him yeah I heard it's just like yeah I don't\h\h

599

00:53:10,800 --> 00:53:14,460

know the first thing I thought was a battle\h
ladder yeah that's exactly what I'm thinking\h\h

600

00:53:15,780 --> 00:53:21,540

so one how did that make you feel with\h
them laughing like that as from like a\h\h

601

00:53:21,540 --> 00:53:26,520

safety perspective when would that be acceptable\h
really well you know I didn't hear them laughing\h\h

602
00:53:26,520 --> 00:53:34,080
over the radio it was only after I received the\h
audio um excuse me language has pissed me off you\h\h

603
00:53:34,080 --> 00:53:42,000
know and and uh that felt made me feel a little\h
bit better when I heard the the attitude change\h\h

604
00:53:42,000 --> 00:53:46,260
when they realized that you know I flew Fighters\h
and then they started taking a little serious but\h\h

605
00:53:47,280 --> 00:53:51,480
it it sort of more infuriated me because\h
it shouldn't matter what I did in the past\h\h

606
00:53:51,480 --> 00:53:55,980
it really shouldn't somebody comes up over the\h
radio it doesn't matter if it's someone who like\h\h

607
00:53:55,980 --> 00:54:00,840
I said just started flying or an astronaut right\h
they see they're all held to the same standard\h\h

608
00:54:00,840 --> 00:54:05,340
absolutely right it doesn't matter if it's if\h
it's a student pilot or story Musgrave doesn't\h\h

609
00:54:05,340 --> 00:54:10,680
matter that everybody should be taken at their\h
word until they're proven otherwise and if you\h\h

610
00:54:10,680 --> 00:54:16,320
are proven otherwise you know that that's going to\h
be on you and have you thought about perhaps you\h\h

611
00:54:16,320 --> 00:54:20,040

know how we could better understand what these
are how we could maybe reach some conclusion

612

00:54:20,760 --> 00:54:25,920

you know it would have been great I mean you know
they have ready alert aircraft I mean it would

613

00:54:25,920 --> 00:54:30,240

have been awesome if they would have launched some
F-22 Raptors up there to take a look at it but you

614

00:54:30,240 --> 00:54:34,260

know they're not seeing anything but if you got
Pilots multiple Pilots reporting things all the

615

00:54:34,260 --> 00:54:39,240

time why not why not do it I mean you know it's a
fighter pilot I'd do in a second if I was on ready

616

00:54:39,240 --> 00:54:42,540

alert and I'm just sitting around sitting around
the room waiting to get called to go do something

617

00:54:42,540 --> 00:54:46,800

at Aaron addiction and that's what you're there
for yeah especially as an Air Force guy right

618

00:54:46,800 --> 00:54:51,240

why not send these guys up and try to do something
they have the most advanced radar I almost wonder

619

00:54:51,240 --> 00:54:56,340

if the commercial Market could fill that need
if someone could provide a space based sensing

620

00:54:56,340 --> 00:55:00,720

platform that linked right into the FAA and
could look real time and see these results from a

621

00:55:00,720 --> 00:55:05,220

different angle that would be great if they could\h
do something like that I mean Elon Musk is that'd\h\h

622

00:55:05,220 --> 00:55:09,480

be the guy to do it he's got so many satellites\h
up there right he does have a lot it'd be great\h\h

623

00:55:09,480 --> 00:55:15,420

to have somebody up there that had a uh maybe not\h
him do it but somebody you know get some advice\h\h

624

00:55:15,420 --> 00:55:19,860

from him and watch what he's done and and get up\h
there and link up with him or if they're putting\h\h

625

00:55:19,860 --> 00:55:24,120

lights off of the the vehicle we should be able to\h
measure that in some sense somebody should be able\h\h

626

00:55:24,120 --> 00:55:28,140

to see it yeah right what's weird is nobody's\h
reported anything like this from the ground\h\h

627

00:55:29,580 --> 00:55:34,380

strange well who would there who would like a\h
like a pilot on the ground or a regular person\h\h

628

00:55:34,380 --> 00:55:41,400

just people on the ground you know if there's\h
other there's other instances of a pilot seeing\h\h

629

00:55:41,400 --> 00:55:51,120

lights and it's weird because I hadn't seen your\h
podcast until recently and I think they dubbed the\h\h

630

00:55:51,120 --> 00:55:57,720

UFO the racetrack phenomena off of your podcast\h
calling a UFO racetrack pattern and but that's\h\h

631

00:55:57,720 --> 00:56:02,220

what we're seeing as a UFO racetrack pattern\h
so everybody's seeing these racetrack patterns\h\h

632

00:56:02,220 --> 00:56:06,420

some of them could might be explainable\h
they might be satellites or something but\h\h

633

00:56:07,260 --> 00:56:12,240

I know what I saw there's no wires in Satellite\h
yeah it's impossible Nothing's Gonna Nothing's\h\h

634

00:56:12,240 --> 00:56:18,240

Gonna orbit right over the top of you like that\h
and then something else join in from above the\h\h

635

00:56:18,240 --> 00:56:23,220

satellites just don't do that why did you call it\h
a shooting star can you describe why you decided\h\h

636

00:56:23,220 --> 00:56:28,020

to name it like that to have a trail no no Trail\h
just look like a uh you know sometimes you'll see\h\h

637

00:56:28,020 --> 00:56:31,740

a shooting star it'll come down and you've got\h
like uh bright ones you've got some that have\h\h

638

00:56:31,740 --> 00:56:36,480

these massive huge Trails obviously depending\h
on the density and the size of the object right\h\h

639

00:56:36,480 --> 00:56:40,860

entering the Earth's atmosphere but it just\h
looked like a a small shooting star is what\h\h

640

00:56:40,860 --> 00:56:47,880

it looked like but then it stopped it stopped\h
enjoying the formation wow so literally it it\h\h

641

00:56:47,880 --> 00:56:55,140

literally came in and just joined the formation\
as it was circling is pure slow down oh yeah it\

642

00:56:55,140 --> 00:56:58,080
definitely slowed down I mean it just came in\
and stopped with the formation and just came\

643

00:56:58,080 --> 00:57:04,200
in and stopped did the Luminosity change as\
you know protected changes looked everything\

644

00:57:04,200 --> 00:57:08,820
was exactly the same the lights never this was\
something else that was that you brought this up\

645

00:57:08,820 --> 00:57:15,420
the only time the lights would change intensity\
is when they orbited uh close to the aircraft\

646

00:57:15,960 --> 00:57:20,880
as they moved away from the aircraft and as they\
came towards aircraft they were the same intensity\

647

00:57:21,660 --> 00:57:27,780
the only time they changed us on that on that one\
half of that loop as when they were circling by\

648

00:57:27,780 --> 00:57:32,280
that's the only time the lights got bright other\
than that they stayed they stayed the same and\

649

00:57:32,280 --> 00:57:37,320
they were visible oh yeah absolutely you can\
they never disappeared yeah so the fact that\

650

00:57:37,320 --> 00:57:42,360
people are saying there you probably were looking\
at satellites well satellites don't do 180 orbits\

651

00:57:42,360 --> 00:57:47,100

like that you know 180 and 180 they don't do that
it was basically like an Air Force grinder right

652

00:57:47,100 --> 00:57:52,140

yeah 15 Schooner grinder that's what it was like
but it turned out there was about seven of them at

653

00:57:52,140 --> 00:57:57,780

the end which is really weird how did that how did
that all just conclude how did you just as they

654

00:57:57,780 --> 00:58:02,040

moved over notice they moved over my aircraft uh
that's the last time I saw them but it took place

655

00:58:02,040 --> 00:58:07,020

to probably over 20 25 minutes probably roughly
long yeah and then as the as they had moved over

656

00:58:07,020 --> 00:58:11,640

my aircraft it was the last time I was able to
visually see them they and once I went out of your

657

00:58:11,640 --> 00:58:15,840

view and then you just were never able to pick
them up again correct they just disappeared and

658

00:58:15,840 --> 00:58:22,620

then everything else was follow-up you know with
people uh uh calling me or getting emails or text

659

00:58:22,620 --> 00:58:26,880

messages and yeah let's talk about that why why do
you think they felt the need to kind of reach out

660

00:58:26,880 --> 00:58:32,220

to you and have that conversation after I was sort
of shocked because I was a Contractor on a flight

661

00:58:32,220 --> 00:58:40,920

on Twilight 670 and Twilight 670 is the aircraft
that's owned by a uh a prominent Tech billionaire

662

00:58:40,920 --> 00:58:44,700

so his aircraft is blocked nobody
has access to that information

663

00:58:45,540 --> 00:58:52,320

so they reached out to the controlling um manager
of that aircraft to get my aircraft to get my

664

00:58:52,320 --> 00:58:56,100

personal information because I'm not a full-time
employee with them I was just a contractor hired

665

00:58:56,100 --> 00:58:59,700

for that trip so they reach out to them to get my
information it's the only way to get in touch with

666

00:58:59,700 --> 00:59:07,860

me only I don't even know who I was um so I don't
know if the if the I think it was such a an impact

667

00:59:07,860 --> 00:59:14,260

on the center manager Air Traffic Control Center
manager that he wanted to reach out to me [Music]

668

00:59:14,760 --> 00:59:20,400

in my opinion to say hey buddy you're not crazy
you know this here here's the radar tapes and

669

00:59:20,400 --> 00:59:24,000

I'm glad he did that or we wouldn't have those
radar tapes yeah I'm glad he did that oh they're

670

00:59:24,000 --> 00:59:30,000

corrupted now but yeah well supposedly corrupted
and so yeah well that's incredible for him to

671

00:59:30,000 --> 00:59:33,180

tell me that they had gone into an emergency\h
meeting and come out and when they came out\h\h

672

00:59:33,180 --> 00:59:36,960

the radar tapes were corrupted what was the\h
emergency it didn't tell me he didn't know he\h\h

673

00:59:36,960 --> 00:59:42,120

wasn't involved in the meeting yeah but they were\h
supposedly corrupted so I hope I didn't put him\h\h

674

00:59:42,120 --> 00:59:48,000

at any Peril or whatever by taking that data\h
that he gave me and sharing it with the world\h\h

675

00:59:48,600 --> 00:59:51,720

because people you know people have\h
a right to know I think of anything\h\h

676

00:59:52,860 --> 00:59:58,380

um any air traffic control should fall under\h
whistle ball or protection right they should be\h\h

677

00:59:58,380 --> 01:00:03,720

able to speak out if they're getting reports from\h
Pilots they should be able to speak out about it\h\h

678

01:00:03,720 --> 01:00:09,240

who's going to hear about it air traffic control\h
of anybody else of pilots and everything it's\h\h

679

01:00:09,240 --> 01:00:13,080

going to be the air traffic control people that\h
are actually getting the first-hand reports of\h\h

680

01:00:13,080 --> 01:00:18,000

everything from Pilots right the pilots see it but\h
they're communicating over the radio air traffic\h\h

681

01:00:18,000 --> 01:00:23,460

and that's an official government record right
over over frequencies and that stuff should be

682

01:00:23,460 --> 01:00:29,460

preserved and not just for 60 days 90 days however
long Air Traffic Control has it but when that kind

683

01:00:29,460 --> 01:00:34,740

of information comes that needs to be flagged
and kept permanently for analyzing interesting

684

01:00:34,740 --> 01:00:41,040

um that's that's what needs to happen but as they
informed me if they were to come forward nothing

685

01:00:41,040 --> 01:00:45,120

good would have come of it basically it had been
they would have been lost their jobs prosecuted

686

01:00:45,120 --> 01:00:49,800

whatever I don't know enough about our tough
control if they have to sign a non-disclosure or

687

01:00:50,820 --> 01:00:55,620

um because they handle a lot of military
aircraft right they might have uh actually

688

01:00:55,620 --> 01:01:01,200

believe it or not a lot of controllers uh I
don't know if it what percentage of them do

689

01:01:01,200 --> 01:01:06,720

but a significant portion do have have
uh I think at least a secret clearance

690

01:01:06,720 --> 01:01:10,620

you know because think about it you know the
president's flying around there's you know

691

01:01:12,180 --> 01:01:17,100

maybe a lot of things that would fall under
being classified but that that is an option

692

01:01:17,100 --> 01:01:22,020

so what I'm hearing is that you know as
we we talk to more pilots and we figure

693

01:01:22,020 --> 01:01:26,280

out what the the best reporting mechanisms
are going to be for what you guys are seeing

694

01:01:27,300 --> 01:01:33,840

um there's you know there's also a consideration
to ensuring that the FAA controllers have same

695

01:01:33,840 --> 01:01:38,460

access to that reporting mechanism it sounds
like maybe sometimes the pilots won't identify

696

01:01:38,460 --> 01:01:43,920

a report because of whatever reasons and same
thing on the on the controller side as well

697

01:01:44,580 --> 01:01:51,000

yeah I understand the controller's concern about
if there's a uh a top secret aircraft or something

698

01:01:51,000 --> 01:01:55,800

out there certainly they're not supposed to talk
about it but somebody needs to get briefed on it

699

01:01:56,460 --> 01:02:02,700

um you don't just discla discount anything that
anybody sees and and say oh it's probably military

700

01:02:02,700 --> 01:02:08,820

or it's top secret but that's actively harming
Aviation safety if you do that maybe that's the

701

01:02:08,820 --> 01:02:12,540

bucket you're taken from if you choose that\h
method well they're just demonizing anybody\h\h

702

01:02:12,540 --> 01:02:17,520
who's coming forward also I mean everybody's\h
a whack job right that's that's the the what\h\h

703

01:02:17,520 --> 01:02:23,160
people think you know and nobody wants to get that\h
stigma I perceive so much of it uh after the stuff\h\h

704

01:02:23,160 --> 01:02:29,880
got posted online and on national news that um\h
I had everything from uh people calling me crazy\h\h

705

01:02:29,880 --> 01:02:35,220
to people want me to Father their children because\h
they think they have some kind of extraterrestrial

706

01:02:36,000 --> 01:02:43,320
it's out there but I can understand the stigma by\h
nobody wants to talk about it but if you look at\h\h

707

01:02:43,320 --> 01:02:50,760
it as Aviation safety um you know my reporting was\h
for basically safety like well what the heck is\h\h

708

01:02:50,760 --> 01:02:54,480
this and what's it out here and if you guys aren't\h
seeing it as soon as they said they didn't see it\h\h

709

01:02:54,480 --> 01:03:00,600
that made me think well you know something's out\h
here and air traffic control is not seeing it but\h\h

710

01:03:00,600 --> 01:03:05,520
I'm seeing it could it be could it be a safety\h
issue with my aircraft could they collide with my\h\h

711

01:03:05,520 --> 01:03:11,220

aircraft what about other what about a passenger
crop that's got 400 people on it you know it it's

712

01:03:11,220 --> 01:03:16,800

an aspect that everybody needs to consider air
traffic control the federal government the Private

713

01:03:16,800 --> 01:03:22,920

Industry everybody should have an open door policy
to be able to discuss any information anything

714

01:03:22,920 --> 01:03:30,480

they see should go into a database and it needs to
be verified um and not just verified by it needs

715

01:03:30,480 --> 01:03:34,620

to be verified by by people who know what they're
looking at right you need you need to board

716

01:03:34,620 --> 01:03:39,660

a direct you need people that are air traffic
control you need uh prior military guys that have

717

01:03:39,660 --> 01:03:46,260

done air interception interdictions it'd be great
to have astronauts um all kinds of scientists uh

718

01:03:46,260 --> 01:03:50,340

Engineers electrical astrophysics everything I
mean it'd be nice to have a whole Board of people

719

01:03:50,340 --> 01:03:56,760

to actually get together and say hey this is what
we have let's hear options let's what is it yeah

720

01:03:56,760 --> 01:04:01,080

you know but there's not right now nobody wants
to talk about it everybody's uh scrutinized and

721

01:04:01,080 --> 01:04:06,720

criticized and laughed at I'm seeing that change
a little bit so I hope so from my perspective I've

722

01:04:06,720 --> 01:04:12,480

been not receiving as much as it sounds like as
you have been but I've been uh engaging with the

723

01:04:12,480 --> 01:04:17,820

American Institute of Aeronautics and astronautics
which is the largest Air and Space Professional

724

01:04:17,820 --> 01:04:23,160

Organization in the world with over 30 000 Plus
members and we've established our own permanent

725

01:04:23,160 --> 01:04:29,820

committee within that organization to investigate
an identified Aerospace phenomena and yeah I did

726

01:04:29,820 --> 01:04:34,980

I have seen you know that skeptical take from
people with inside that Institute but we're at

727

01:04:34,980 --> 01:04:40,080

a point now where we've engaged with you know we
have about 45 50 members you know probably upwards

728

01:04:40,080 --> 01:04:45,840

of a thousand years of you know NASA experience
spread out among the team across industry and

729

01:04:45,840 --> 01:04:51,300

in the research labs and these are you know
industry first credible people that are putting

730

01:04:51,300 --> 01:04:56,400

real thought and real consideration into how we're
going to understand this in the future so I think

731

01:04:56,400 --> 01:05:02,220

that's really the best way to kind of move past\h
that that skepticism you see is just having normal\h\h

732
01:05:02,220 --> 01:05:08,220
rational conversation about this around the data\h
about this and making sure that we have the proper\h\h

733
01:05:08,220 --> 01:05:13,620
procedures in place to stop people from kind of\h
giving in to that that fear-based response of\h\h

734
01:05:13,620 --> 01:05:18,120
laughing about this because it's just a stigma and\h
you know something else I'd like to bring up is\h\h

735
01:05:18,900 --> 01:05:25,380
how do we know this isn't some adversary country\h
that's doing something within our airspace so the\h\h

736
01:05:25,380 --> 01:05:30,180
federal government should take a really serious\h
look at it they're in the 80s right I mean that's\h\h

737
01:05:30,180 --> 01:05:33,840
what that whole zone is for that's the whole\h
purpose absolutely and if it's some foreign\h\h

738
01:05:33,840 --> 01:05:37,680
adversary that's in our airspace that we don't\h
know about that air traffic control can't see\h\h

739
01:05:37,680 --> 01:05:43,800
we need to know about it regardless of what it is\h
it needs to be taken serious and I hope they start\h\h

740
01:05:43,800 --> 01:05:49,020
taking things serious I hope they uh they start\h
looking at Pilot reports and people feel free\h\h

741
01:05:49,020 --> 01:05:55,560

to come come out and actually talk about it or
report it without reprisal or you know scrutiny or

742

01:05:56,400 --> 01:06:01,860

um fear of losing your job that's probably the
big one nobody wants to lose her job it's a very

743

01:06:01,860 --> 01:06:06,180

once you're kind of in a position in the airlines
you're kind of there you have your number and if

744

01:06:06,180 --> 01:06:09,960

you leave you go back to the bottom there's no
transferring seniority around correct there's

745

01:06:09,960 --> 01:06:14,820

nothing once you're gone you're gone and
it could be as easy as the FAA pulling your

746

01:06:14,820 --> 01:06:18,660

medical they don't have to give you a violation
they don't have to do anything they can wind up

747

01:06:18,660 --> 01:06:23,880

just holding nothing wrong and just nothing no
longer be a pilot and you're gone yep and in 10

748

01:06:23,880 --> 01:06:29,460

minutes you're gone and a whole lifetime of work
I mean I've been a pilot since I'm 16 years old

749

01:06:29,460 --> 01:06:34,800

I'm going to be 53 this year and this month and my
whole life I've been flying and it could be over

750

01:06:35,640 --> 01:06:40,560

in a snap of finger The Stroke of a pen yeah
stroke pen do you still love it oh yeah I love

751

01:06:40,560 --> 01:06:46,320

flying I fly every day I flew yesterday I'm flying\h
tomorrow and Monday and it's great I love flying\h\h

752

01:06:47,040 --> 01:06:51,900

I went and actually bought a GoPro and uh so\h
now when I fly at night especially at night\h\h

753

01:06:52,800 --> 01:06:58,740

um I put it on the glare Shield of the uh of\h
the Gulf Stream and I just record and I'll go\h\h

754

01:06:58,740 --> 01:07:02,940

back through when I have time and start looking\h
you think about this how many pilots in the air\h\h

755

01:07:03,780 --> 01:07:08,100

spend more time looking inside the cockpit\h
than looking outside oh yes big problem yeah\h\h

756

01:07:08,100 --> 01:07:13,680

we just guys break out their iPads and you know\h
they're either watching movies or you know reading\h\h

757

01:07:13,680 --> 01:07:17,760

magazines or they're doing something other than\h
looking outside because you know once you get up\h\h

758

01:07:17,760 --> 01:07:23,040

in the class Alpha there's nothing up there you're\h
on air traffic control the autopilot's on nobody's\h\h

759

01:07:23,040 --> 01:07:29,640

out there looking in the sky how many things are\h
actually out there that they aren't seeing exactly\h\h

760

01:07:29,640 --> 01:07:34,380

I'll be right next to the aircraft and you don't\h
have that great of a view right you can see maybe\h\h

761

01:07:34,380 --> 01:07:38,940

like five percent of the sky through your window\h
and yes it's the five percent you care about in\h\h

762

01:07:38,940 --> 01:07:43,140

front of you but uh there's a lot of space that\h
you absolutely have no visibility you think about\h\h

763

01:07:43,140 --> 01:07:47,160

how many airplanes just commercial forget the\h
private I mean private corporate just think about\h\h

764

01:07:47,160 --> 01:07:50,760

how many airliners are out there flying around\h
especially at night because if you're going to\h\h

765

01:07:50,760 --> 01:07:54,840

see something that has lights on it you're going\h
to see it at night right think about how many\h\h

766

01:07:54,840 --> 01:07:59,220

airlines are out there flying tonight all over\h
the world and if all those Pilots were able to\h\h

767

01:07:59,220 --> 01:08:03,120

actually have some kind of system that would\h
actually monitor the skies or flying around\h\h

768

01:08:03,840 --> 01:08:08,820

that would be incredible you'd be able to see so\h
many things wow even if they just Incorporated it\h\h

769

01:08:08,820 --> 01:08:12,240

in the aircraft I mean it sounds like I mean it\h
sounds like you're seeing these things you know\h\h

770

01:08:12,240 --> 01:08:18,180

somewhat consistent basis I mean over the us right\h
now riddells are being seeing all the all the time\h\h

771

01:08:18,180 --> 01:08:24,180

right now in fact right now last night at 11 45\h
at night I got a text message from a friend of\h\h

772

01:08:24,180 --> 01:08:31,560
mine a marine uh F-18 pilot that flies for FedEx\h
and he sent me a text message at 11 45 last night\h\h

773

01:08:31,560 --> 01:08:40,380
saying he saw some more uh orbs I think is what he\h
called them light orbs um over Northern Canada so\h\h

774

01:08:41,820 --> 01:08:46,620
how are we going to continue to gather data\h
about this for me is kind of a concern because\h\h

775

01:08:48,000 --> 01:08:51,780
what's the most likely tool everyone's going\h
to use inside the cockpit is going to be their\h\h

776

01:08:51,780 --> 01:08:54,720
phone they're going to want to try to take\h
a photo and of course that's not the best\h\h

777

01:08:54,720 --> 01:08:58,740
sensor for doing this but that's what you\h
have with you absolutely what I learned\h\h

778

01:08:58,740 --> 01:09:04,140
in all out of all this is the the phone\h
is not the best camera system to capture\h\h

779

01:09:04,140 --> 01:09:09,360
anything there's a lot of anomalies that could\h
happen with the IR camera IR strobe autofocus\h\h

780

01:09:10,560 --> 01:09:15,120
um so that's why I went out I bought a GoPro that\h
I could Mount and it captures everything it's got\h\h

781

01:09:15,120 --> 01:09:21,300

a pretty wide lens and it's the quality of the videos pretty good and it'll videotape

782

01:09:21,300 --> 01:09:27,780

them adjust a vast majority of the sky that I'd like to later go back and look at um since your

783

01:09:27,780 --> 01:09:32,220

cockpit duties a lot of times brings you in the cockpit you're changing frequencies and altitudes

784

01:09:32,220 --> 01:09:38,700

and air speeds and programming the FMS so you can't have your eyes out all the time but if

785

01:09:38,700 --> 01:09:43,620

for other Pilots of everybody to keep their eyes out and not focus on inside the cockpit you know

786

01:09:43,620 --> 01:09:48,060

when you can when you're when you're up in cruise is where you're going to do it there's going to be

787

01:09:48,060 --> 01:09:53,280

a lot more sightings a lot of people are going to see things that are explainable and unexplainable

788

01:09:54,480 --> 01:09:59,820

um and it would be nice if they had some kind of uh video recording system that they could

789

01:09:59,820 --> 01:10:07,680

Implement on aircraft to record every aspect of the flight at all times I know they have the

790

01:10:07,680 --> 01:10:12,780

Black Box why can't they have some kind of video that records actual video front yeah absolutely

791

01:10:12,780 --> 01:10:18,360

a widescreen panoramic something that would
record something outside of the aircraft that

792

01:10:18,360 --> 01:10:22,680

would be great at the promise the pilots only
faces forward though correct Pilots only face

793

01:10:22,680 --> 01:10:26,520

forward but that doesn't that doesn't that's what
they want to look anyways yeah well what happens

794

01:10:26,520 --> 01:10:31,020

if they put something on the aircraft what if
they put a little Dome on top of the aircraft

795

01:10:31,020 --> 01:10:36,540

with the with a camera recording system on it you
know you'd be really interesting to see forget

796

01:10:37,380 --> 01:10:42,780

all the Unexplained evenly explained just think
of what kind of safety aspect that would have on

797

01:10:43,440 --> 01:10:48,720

on the aviation industry in general from
everything from being able to see things

798

01:10:48,720 --> 01:10:57,540

that uh close aircraft encounters to um a weather
phenomena to I mean you name it there's so many

799

01:10:57,540 --> 01:11:02,220

different aspects that they could use that to sell
the data as a safety is something for safety

800

01:11:02,220 --> 01:11:07,620

mean you never know right so the way I understand
it now if a commercial pilot at a major airline

801

01:11:07,620 --> 01:11:13,740

was to pull their phone out and say take a video of some strange object they were seeing or light

802

01:11:14,940 --> 01:11:18,900

um that they would be breaking rules most likely because they're not supposed to have

803

01:11:18,900 --> 01:11:23,460

your own personal devices while you're flying is that correct yeah the FAA set that standard that

804

01:11:23,460 --> 01:11:28,200

you're not supposed to have your phone you know supposed to be in airplane mode but uh if it's a

805

01:11:28,200 --> 01:11:32,340

distraction they're worried about it just you know interfering with navigational systems and

806

01:11:32,340 --> 01:11:37,500

it's up it actually comes down and far State it's the actually pilot in command of the aircraft who

807

01:11:37,500 --> 01:11:44,040

makes that determination but Airlines if they have a rule um you have to follow the rules set by the

808

01:11:44,040 --> 01:11:47,700

airlines by the air carrier that you signed for so they just don't want people in there

809

01:11:47,700 --> 01:11:52,140

filming I mean you're open yourself for lawsuits right if something happens so I can understand

810

01:11:52,140 --> 01:11:57,840

the companies wanting to protect themselves and their investors um from anything coming

811

01:11:57,840 --> 01:12:02,700

out of a video that might be shown inside of a\h
cockpit something where people could open up a\h\h

812

01:12:02,700 --> 01:12:07,920

lawsuit against them I understand that portion\h
of it do you actively instruct right now yes\h\h

813

01:12:08,880 --> 01:12:13,920

do you talk to your students about this I do not\h
I don't talk to my students they have enough on\h\h

814

01:12:13,920 --> 01:12:19,800

their plate to worry about with uh learning the\h
aircraft learning aerodynamics and you know weight\h\h

815

01:12:19,800 --> 01:12:26,160

balance performance uh I didn't I wouldn't want to\h
I hate to use the word burden them but I wouldn't\h\h

816

01:12:26,160 --> 01:12:30,720

want to put any undue stress on that so it's\h
pretty new new pilots it's brand new pilots I\h\h

817

01:12:30,720 --> 01:12:35,040

do Train Commercial I do at you know trained guys\h
for ATP and stuff but you know when you get into\h\h

818

01:12:35,040 --> 01:12:41,820

into higher uh ratings Airline transport pilot\h
which all Airline transport people I've got one\h\h

819

01:12:42,780 --> 01:12:49,140

um you know those those Pilots they have the\h
the bandwidth to actually yeah understand what\h\h

820

01:12:49,140 --> 01:12:53,040

you're talking about and I talk about it with\h
guys in the Gulf Stream Gulfstream Community\h\h

821

01:12:53,040 --> 01:12:57,360

other guys in fact after my experience\
what happened off the coast of California\

822

01:12:58,800 --> 01:13:05,820
um the actual lead they call it a cam um certified\
aircraft manager on Twilight 670. him and I were\

823

01:13:05,820 --> 01:13:11,760
talking uh and when he was a he used to fly I\
believe it was p3s in the Navy yeah he actually\

824

01:13:11,760 --> 01:13:17,760
saw they were sent to intercept uh something in\
his P3 and they went out to intercept something\

825

01:13:17,760 --> 01:13:24,300
and uh he said he saw some stuff that uh couldn't\
couldn't understand what it was and then he also\

826

01:13:24,300 --> 01:13:29,460
saw something in Pensacola Florida that was\
doing Maneuvers at such high altitude and uh\

827

01:13:30,000 --> 01:13:33,420
he said there's no way it could have been anybody\
inside it because they would have been killed\

828

01:13:33,420 --> 01:13:38,640
because of the amount of g-forces that would have\
been pulled so I told him what I had seen you know\

829

01:13:38,640 --> 01:13:42,900
what happened on his aircraft because he wasn't\
on the aircraft he was with another contractor\

830

01:13:44,160 --> 01:13:52,260
um not three weeks later he saw it he saw\
something like that over uh I believe it was\

831

01:13:52,260 --> 01:13:56,820

like Ohio or something something unexplainable\h
or something visually representative of what

832

01:13:57,660 --> 01:14:06,060

That's Falling in reference with a lot of the\h
stuff the airline guy saw how common do you\h\h

833

01:14:06,060 --> 01:14:10,500

really just think this is just not even just the\h
last eight months even but just this whole topic\h\h

834

01:14:10,500 --> 01:14:17,820

just for Pilots I mean you know just uh honestly\h
if I were to if I were to my own personal uh\h\h

835

01:14:17,820 --> 01:14:22,260

guess would be it's been happening for years and\h
years and it's been hovering ever since we started\h\h

836

01:14:22,260 --> 01:14:28,860

flying um but people just don't report it people\h
don't see it people don't look out at the cockpit\h\h

837

01:14:28,860 --> 01:14:34,500

all the time because I said when I made my initial\h
report and I talked to the news I told them\h\h

838

01:14:35,100 --> 01:14:40,800

second pilot starts seeing this\h
it's like walking onto a stage to\h\h

839

01:14:40,800 --> 01:14:44,340

give a speech if you walk into a stage\h
in the audience and there's 500 people\h\h

840

01:14:44,340 --> 01:14:48,240

out there how many people feel comfortable\h
walking out in the Spotlight by themselves\h\h

841

01:14:49,500 --> 01:14:56,460

very few people but you put 10 15 20 people out
there other people have no issue walking out

842

01:14:56,460 --> 01:15:01,800
amongst the crowd because now the spotlight's not
on them right it's not spotlighted on them it's on

843

01:15:01,800 --> 01:15:06,300
everybody and they can hide behind people or you
know it makes them feel more comfortable they're

844

01:15:06,300 --> 01:15:13,260
not being spotlighted so I think once we get rid
of the stigma of people being made fun of or you

845

01:15:13,260 --> 01:15:18,360
know they understand that they're doing it for
the better cause of Aviation for safety let's

846

01:15:18,360 --> 01:15:23,580
all Focus let's focus on all on safety if they do
it better for to better the cause of safety and

847

01:15:23,580 --> 01:15:27,960
Aviation I think there's going to be a lot more
pilots that come out and talk about it I guarantee

848

01:15:27,960 --> 01:15:31,560
there's a lot of Pilots have seen things they
just don't want to talk about it they talk about

849

01:15:31,560 --> 01:15:34,920
in their small little groups but they'll never go
public with it because they don't want people to

850

01:15:34,920 --> 01:15:40,440
think they're crazy and there really hasn't been
any like process or infrastructure or anyone to

851

01:15:40,440 --> 01:15:43,920

really talk about it too right I mean from my
perspective at least when I was speaking about

852

01:15:43,920 --> 01:15:49,380

it first a lot of it was very much entertainment
based or you know it was just it was difficult to

853

01:15:49,380 --> 01:15:57,360

really have people who hadn't considered it look
at it agnostically in a sense and so that's really

854

01:15:57,360 --> 01:16:01,020

what I think we're going to be able to do here
and my hope is that we'll have more pilots on

855

01:16:01,020 --> 01:16:05,820

like yourself and you know you're welcome to pass
an invitation we're going to be looking to have

856

01:16:06,360 --> 01:16:11,160

um you know fighter pilots commercial pilots
General General aviators here and you know I want

857

01:16:11,160 --> 01:16:14,940

to hear more of these stories and we'll discuss
them seriously yeah to have a forum where they can

858

01:16:14,940 --> 01:16:19,020

actually go and feel comfortable talking that's
the key or they're not going to get ridiculed

859

01:16:19,020 --> 01:16:22,920

that's going to be the key to everything because
everybody wants their story to be heard no matter

860

01:16:22,920 --> 01:16:29,220

what it is how small how big everybody has the
the desire to have their story heard regardless

861

01:16:29,220 --> 01:16:34,440

of what it is yeah and but people don't like I\h
said I want to be ridiculed for it me I don't care\h\h

862

01:16:34,440 --> 01:16:39,960

I'm not I came out and talked about this because\h
I made the call over Air Traffic Control strictly\h\h

863

01:16:39,960 --> 01:16:46,800

because I'm doing my my due diligence and my my\h
uh requirements as a pilot hey see something say\h\h

864

01:16:46,800 --> 01:16:51,180

something doesn't it that's like what everybody\h
says right see something say something and then\h\h

865

01:16:51,180 --> 01:16:55,740

uh it just sort of spiraled out of control when I\h
started getting radar tapes and people calling me\h\h

866

01:16:55,740 --> 01:17:01,500

and the jaytalk calling me and um I'm glad it\h
happened that way because we've got all these\h\h

867

01:17:01,500 --> 01:17:05,940

other Pilots that had seen it and now they're\h
coming forward and talking about it because\h\h

868

01:17:05,940 --> 01:17:10,560

they didn't feel comfortable doing it before I\h
took one person the guinea pig to step out in\h\h

869

01:17:10,560 --> 01:17:15,060

the spotlight and now everybody else is jumping\h
on the stage which is great I'm glad for that\h\h

870

01:17:15,060 --> 01:17:20,460

well I'd like to extend an invitation I think the\h
FAA controllers as well as Pilots to come out and\h\h

871

01:17:20,460 --> 01:17:25,080

talk about this I've reached out to them and I'll
continue to reach out to them we're trying to uh

872

01:17:25,620 --> 01:17:30,000

trying to get them to come forward um it'd
be great if they could be protected under

873

01:17:30,000 --> 01:17:33,720

the Whistler blower act I don't know why it
would have to be a whistleblower act but it

874

01:17:33,720 --> 01:17:37,320

would be great if they could just to come out and
make them feel more comfortable absolutely you

875

01:17:37,320 --> 01:17:41,100

don't want somebody to lose their career over
something like that they're in a very much kind of

876

01:17:41,100 --> 01:17:45,300

similar track as Pilots as far as their career huh
a little bit ranked based well they work right for

877

01:17:45,300 --> 01:17:49,740

the federal government right air traffic control
yeah very much so yeah so they can be terminated

878

01:17:49,740 --> 01:17:55,740

for cause at any time for anything we don't know
what kind of contracts they sign or what kind of

879

01:17:55,740 --> 01:17:59,340

security clearances they have to sign it could
be like the military right we're not supposed

880

01:17:59,340 --> 01:18:04,020

to talk about certain things when we leave
the military so they could be under the same

881

01:18:04,020 --> 01:18:09,960

same guidelines with the FAA but you know the\h
faas I can't say anything bad about the FAA\h\h

882

01:18:10,860 --> 01:18:17,940

um the federal government they just you know\h
they're they're not proactive they're reactive\h\h

883

01:18:17,940 --> 01:18:21,480

right they don't do anything they only do\h
something when they have to do something\h\h

884

01:18:21,480 --> 01:18:25,680

that's how it is you know in the Navy that's\h
how we write our emergency procedures you know\h\h

885

01:18:25,680 --> 01:18:28,920

and this is a little bit different tact you\h
know trying to solve the problem before you\h\h

886

01:18:28,920 --> 01:18:35,280

know an aircraft is taken down um yeah it's about\h
being proactive and this conversation that we're\h\h

887

01:18:35,280 --> 01:18:39,120

having now I think is really one of the first\h
steps in being more proactive about this and\h\h

888

01:18:39,120 --> 01:18:44,400

so you know thank you for coming here today Mark\h
and you know being proactive and standing up and\h\h

889

01:18:44,400 --> 01:18:48,660

and doing what's right in my opinion it was my\h
pleasure you know I help me coming out talking\h\h

890

01:18:48,660 --> 01:18:53,340

to you about this will get a lot encourage a lot\h
more pilots to come forward and and tell us what\h\h

891

01:18:53,340 --> 01:19:00,300

they've seen or experienced or uh uh regardless of\h
whether it's something that they might know what\h\h

892

01:19:00,300 --> 01:19:06,360

it is or humans love mysteries right they love\h
to solve the mystery so there's not Mysteries\h\h

893

01:19:06,360 --> 01:19:13,500

out there you know we want it solved and it until\h
everybody cooperates we're not going to solve the\h\h

894

01:19:13,500 --> 01:19:17,760

mystery yeah one of the things that we're going to\h
be doing with this podcast as well in the future\h\h

895

01:19:17,760 --> 01:19:22,740

after we've brought on more pilots is going to be\h
exploring different Technologies uh that might be\h\h

896

01:19:22,740 --> 01:19:28,020

useful in the future things that are available\h
off the shelf if you will that perhaps could be\h\h

897

01:19:28,020 --> 01:19:33,480

modified so that we can work to build sensors\h
and build technology that are going to be able\h\h

898

01:19:33,480 --> 01:19:39,660

to move the conversation forward proactively so\h
we we intend this to be an active conversation uh\h\h

899

01:19:39,660 --> 01:19:44,160

where we don't want to just you know go our\h
own ways after the conversation we want to\h\h

900

01:19:45,000 --> 01:19:50,820

um we want to be able to take the great ideas\h
and the new data that we have and go do something\h\h

901

01:19:50,820 --> 01:19:56,340

interesting with it so you have applied to join the integration and Outreach committee

902

01:19:56,340 --> 01:20:01,200

UAP integration Outreach committee at the aiaa so there's also a number of other Pilots that

903

01:20:01,200 --> 01:20:06,840

have witnessed things just like this uh both in the military and the commercial world that

904

01:20:06,840 --> 01:20:12,120

have joined that organization or to help advise on policy and Reporting mechanisms

905

01:20:13,260 --> 01:20:19,680

I've been invited uh the third week in January to Fort Lauderdale to attend a meeting with NASA's

906

01:20:19,680 --> 01:20:26,580

study team UAP study team and a senior member of the FAA will be there so perhaps it'll be

907

01:20:26,580 --> 01:20:31,200

an opportunity for more clarity so there are existing trusted resources for safety

908

01:20:31,200 --> 01:20:36,240

reporting within the military commercial and NASA at the end of the day holds the Authority for

909

01:20:36,240 --> 01:20:41,460

Aviation safety generally in the United States and there are trusted programs that they've

910

01:20:41,460 --> 01:20:45,840

established so we know how to do this right this isn't something we don't know how to do we do this

911

01:20:45,840 --> 01:20:51,600

uh every day in this country report safety hazards\h
so it's really just about updating procedures uh\h\h

912

01:20:51,600 --> 01:20:57,420

it's it's a shame that our current procedures\h
point us out to external just organizations to\h\h

913

01:20:57,420 --> 01:21:03,360

report this according to current instructions if\h
if you do see a quote-unquote UFO in the uh in\h\h

914

01:21:03,360 --> 01:21:08,460

the manuals now you have if you should like to\h
report it you don't have to you know desire or\h\h

915

01:21:08,460 --> 01:21:14,160

no necessity to do so you can report to external\h
organizations and there's several of them right\h\h

916

01:21:14,160 --> 01:21:17,640

so the data is scattered and it's broken up\h
and none of is official anymore so really\h\h

917

01:21:17,640 --> 01:21:25,140

there is no practical uh method for reporting\h
this as it is right now that's correct yeah\h\h