

A close-up, profile view of a middle-aged man with short, light-colored hair and glasses. He is wearing a dark suit jacket over a light-colored collared shirt. He is smiling slightly and looking towards the right. A black microphone is visible in the bottom right corner, partially obscuring his chin. The background is dark and out of focus.

THIS WILL CHANGE HUMANITY

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

1
00:00:00,060 --> 00:00:04,080
what do you think is going to happen to just\h
Humanity I mean where do you think we go with\h\h

2
00:00:04,080 --> 00:00:09,780
that information hopefully we get the information\h
to use that to our benefit and we can do things\h\h

3
00:00:09,780 --> 00:00:14,580
like perpetual motion or perpetual energy\h
but we can solve a lot of our problems and\h\h

4
00:00:14,580 --> 00:00:19,440
maybe we can even learn from them how not\h
to have conflicts with each other as well

5
00:00:26,280 --> 00:00:33,000
welcome to merge I'm Ryan Graves today we're\h
joined by Chris Van Voorhees who at the age of\h\h

6
00:00:33,000 --> 00:00:38,940
14 started flying with the Civil Air Patrol today\h
he's a domestic and international commercial pilot\h\h

7
00:00:38,940 --> 00:00:44,460
with over 30 000 flight hours Chris has come\h
forward to share his multiple UAP encounters\h\h

8
00:00:44,460 --> 00:00:50,940
throughout his long career including the ones\h
that continue today and now Chris Van Voorhees\h\h

9
00:00:51,840 --> 00:00:57,780
thank you for joining me um I'm super excited to\h
talk to you you've been a commercial pilot and\h\h

10
00:00:57,780 --> 00:01:05,040
I mean really just a pilot practically your whole\h
life I think you I mean you started flying before\h\h

11
00:01:05,040 --> 00:01:10,740
most people even were driving a car is that\h
fair to say uh actually I was flying before \h\h

12
00:01:10,740 --> 00:01:15,960
could drive a car yes incredible so why don't you\h
tell us about that so you started off just briefly\h\h

13
00:01:15,960 --> 00:01:20,580
maybe you can tell us a little bit about your your\h
journey as a pilot and up to where you are now\h\h

14
00:01:21,120 --> 00:01:27,000
sure I started out actually when I was about 14\h
years old I started flying gliders in Civil Air\h\h

15
00:01:27,000 --> 00:01:32,760
Patrol okay and started flying fixed-wing aircraft\h
also in Civil Air Patrol and it transitioned\h\h

16
00:01:32,760 --> 00:01:38,280
through high school and I got my private Palace\h
license right when I turned 17 through a program\h\h

17
00:01:38,280 --> 00:01:44,880
in my high school and it was just kind of all\h
after that a big snowball I did whatever \h\h

18
00:01:44,880 --> 00:01:50,760
could like most aviators to Big Barrel and steel\h
flight time and built it up polishing airplanes\h\h

19
00:01:50,760 --> 00:01:57,420
and working on flight lines or whatever I could\h
do and it kind of accumulated after a while to the\h\h

20
00:01:57,420 --> 00:02:04,080
point where I got hired by an individual out in\h
Rialto Airport to do Charter work for them and to\h\h

21
00:02:04,080 --> 00:02:11,940
do some types of movie oriented things his name
was art show like flying for oh art show really

22
00:02:11,940 --> 00:02:17,220
cool and so flying for movie shots and things of
that nature and things of that type yes okay man

23
00:02:17,220 --> 00:02:23,460
14. so I mean you you knew basically is as you're
growing up that you want to fly or did you just

24
00:02:23,460 --> 00:02:30,300
find it when you were 13 well it's kind of a long
story actually but when I was young I used to sit

25
00:02:30,300 --> 00:02:35,940
out in my backyard and watch airplanes at this
airport close to us called bracket airport and

26
00:02:35,940 --> 00:02:41,400
no one else in my family was really in aviation
at all my grandfather had a short stint where he

27
00:02:41,400 --> 00:02:47,160
had a an old Newport from post-world war one that
he flew for three years until he crashed it and

28
00:02:47,160 --> 00:02:51,780
some grapes double out in Ontario but other than
that no one else in my family was interested in

29
00:02:51,780 --> 00:02:58,080
aviation and I used to sit on this wall in the
backyard and watch the airplanes down at bracket

30
00:02:58,080 --> 00:03:04,200
airport and one day they were having an air show
down there and my parents were gone I decided with

31
00:03:04,200 --> 00:03:10,500
my infinite wisdom to go down and see the air show\h
myself I had a babysitter at the time and I just\h\h

32
00:03:10,500 --> 00:03:17,220
took off and went and went out and it was about \h
guess two and a half miles or so and walked down\h\h

33
00:03:17,220 --> 00:03:23,520
and and uh and was standing there watching the\h
airplanes and sooner or later I was approached\h\h

34
00:03:23,520 --> 00:03:30,900
by this gentleman wearing a uniform police uniform\h
and he says your name wouldn't happen to be Chris\h\h

35
00:03:30,900 --> 00:03:36,540
wouldn't and I was like yeah we have some yeah\h
we have some people that are very interested\h\h

36
00:03:36,540 --> 00:03:42,300
to know where you are and he took me and and\h
at that point and showed me he was uh the the\h\h

37
00:03:43,260 --> 00:03:48,840
operator of the Aero Bureau for Pomona Police\h
Department and he took me in the helicopter and\h\h

38
00:03:48,840 --> 00:03:54,360
he showed me all around and it was kind of like\h
gosh these people are really neat I really like\h\h

39
00:03:54,360 --> 00:04:01,980
this and it stuck and it just became like \h
was saying uh earlier to you it became like a\h\h

40
00:04:01,980 --> 00:04:07,320
disease where it gets in your blood and it just\h
doesn't leave yeah awesome man yeah and you're\h\h

41
00:04:07,320 --> 00:04:11,880
out there you're scrubbing planes and trying to
to get some time yeah uh what was really your

42
00:04:11,880 --> 00:04:17,040
kind of first break as far as your opportunity
to get behind the cockpit oh actually it was

43
00:04:18,180 --> 00:04:25,140
working for another movie production company
um that was based out of Beverly Hills and this

44
00:04:25,140 --> 00:04:30,840
individual he needed somebody to fly him up to
Lake Tahoe every weekend and so I would actually

45
00:04:30,840 --> 00:04:36,960
rent an airplane and fly him up to Lake Tahoe
and next thing you know his business has really

46
00:04:36,960 --> 00:04:44,400
started blossoming and we went from flying him
up to Lake Tahoe to him having to have his own

47
00:04:44,400 --> 00:04:52,020
airplane and then he ended up uh it was actually
needing a twin engine airplane I didn't have a

48
00:04:52,020 --> 00:04:57,420
twin engine rating so he got me the twin engine
rating and then I ended up flying him around and

49
00:04:57,420 --> 00:05:04,920
ended up by the time I was I think 20 years old
I was flying a Lear 25 even though I couldn't

50
00:05:04,920 --> 00:05:11,520
be qualified in it according to the FAA I had to
fly with a qualified individual but you know 20

51
00:05:11,520 --> 00:05:17,220
20 years old flying a leader 25 at that time was
quite a quite an accomplishment very cool do you

52
00:05:17,220 --> 00:05:21,840
have any thoughts of flying lying in the military
yes I did actually you know being in Civil Air

53
00:05:21,840 --> 00:05:28,260
Patrol I really did want to fly in the military
but as I got into uh academy prep and found out

54
00:05:28,260 --> 00:05:33,960
through the air force that my vision wasn't good
enough at the time to uh fly Fighters and it just

55
00:05:33,960 --> 00:05:39,600
kind of like just you know pulled the zoo out
of me yeah yep I know a lot of people I mean I

56
00:05:39,600 --> 00:05:45,660
was in that point myself I had to have laser eye
surgery myself just so I could fly so that was an

57
00:05:45,660 --> 00:05:50,700
option for you back then how about correct yeah
oh this was way back in ancient history in 1977.

58
00:05:51,720 --> 00:05:56,880
wow so you know he's basically been looking up
the at the sky since you've been a little kid

59
00:05:56,880 --> 00:06:02,520
and wanting to fly yeah I imagine there's been
a plethora of other aircraft that you've flown

60
00:06:02,520 --> 00:06:10,260
really since then where are you now as a Aviator
actually I'm uh an Airbus captain and uh I've been

61
00:06:10,260 --> 00:06:15,960
an instructor in the Airbus and Sim instructor and
ground instructor over the past well I actually

62
00:06:15,960 --> 00:06:23,280
was about uh pre-covered it's about uh what two
and a half years ago or so up to that point and so

63
00:06:23,280 --> 00:06:29,580
I've been flying as a captain with other entities
Japan Airlines or xiaowways is what it was called

64
00:06:29,580 --> 00:06:38,700
uh flew as a DC-10 Captain 747 captain and then
was transitioning to the 747-400 when the economic

65
00:06:38,700 --> 00:06:48,960
downturn of 2008 2009 hit man when I think of like
when people ask me questions about hey did you

66
00:06:48,960 --> 00:06:53,160
like always want to be a pilot and stuff I almost
guiltily say no you know like it's just like hey

67
00:06:53,160 --> 00:06:57,420
I figured it out when I was in college but that's
so cool that you just had that path in your life

68
00:06:57,420 --> 00:07:01,800
from a very early age that passion yeah I took I
took some alternate routes in the meantime when

69
00:07:01,800 --> 00:07:07,920
it was hard to get a flying job you know did voice
over work uh actually became a police officer in

70
00:07:07,920 --> 00:07:13,860
the city of El Monte for a little over a year
I wanted to fly for a law enforcement agency

71
00:07:13,860 --> 00:07:18,420
but at that point in time there were so many\Vietnam vets that were ahead of me it became\

72
00:07:18,420 --> 00:07:23,160
discouraging you're still actively flying your\commercial pilot you're flying with passengers\

73
00:07:23,160 --> 00:07:32,040
and I understand that you've had a couple at least\UAP or UFO experiences um there have been some\

74
00:07:32,040 --> 00:07:37,020
cases over the over the United States and likely\elsewhere but that's where it's been reported\

75
00:07:37,020 --> 00:07:44,100
now uh about lights in the sky over aircraft I\also understand you had an incredible experience\

76
00:07:44,820 --> 00:07:51,060
um about a decade or so ago maybe two which one\would you like to talk about first um well let's\

77
00:07:51,060 --> 00:07:56,820
start out with the earliest one which was in 2005\okay and that's when I was flying for gelways or\

78
00:07:56,820 --> 00:08:04,560
Japan Airlines and that was coming out of Fukuoka\into Honolulu and we were somewhere around just\

79
00:08:04,560 --> 00:08:09,420
past the International Date Line and it was\really early in the morning when there's just\

80
00:08:09,420 --> 00:08:16,080
a small little sliver of light blue on the horizon\flying with another captain and a flight engineer\

81

00:08:16,080 --> 00:08:22,800

on the DC-10 so there's three cockpit crew members\h
and uh all of a sudden I saw some type of glint\h\h

82

00:08:22,800 --> 00:08:28,740

on the corner of my eye and looked up it was\h
probably at around 30 degrees in inclination\h\h

83

00:08:28,740 --> 00:08:35,400

and maybe about the 10 o'clock position from our\h
aircraft and three large discs and you know I hate\h\h

84

00:08:35,400 --> 00:08:41,340

to sound cliché for that but three large discs\h
in a triangular formation Ashley came into the\h\h

85

00:08:41,340 --> 00:08:47,460

atmosphere glinting off the Sun that was over\h
the horizon all right well so you were looking\h\h

86

00:08:47,460 --> 00:08:53,940

up at 30 degrees and it was about 10 degrees off\h
your nose you said did we how far did you say you\h\h

87

00:08:53,940 --> 00:08:58,740

thought it was were you able to estimate that at\h
all you know it was really difficult it was far\h\h

88

00:08:58,740 --> 00:09:06,120

enough to have the sun glinting off of it that was\h
still down over the horizon and uh it was uh these\h\h

89

00:09:06,120 --> 00:09:13,560

things were huge I mean there was no way to to not\h
say they were and for anyone not to be able to see\h\h

90

00:09:13,560 --> 00:09:20,160

it it was amazing to me because we had another\h
aircraft in front of us they saw it um we saw it\h\h

91
00:09:20,160 --> 00:09:25,020
and we were talking with them and it was such a
short period we only saw it for maybe 15 seconds

92
00:09:26,160 --> 00:09:29,160
um and we asked them are they going to
tell anybody and they're like no we're

93
00:09:29,160 --> 00:09:32,520
not going to say anything are you
we're not going to say anything either

94
00:09:33,480 --> 00:09:38,460
um right who would the FAA controllers are saying
that or the other aircraft no this was out over

95
00:09:38,460 --> 00:09:43,380
the middle of the Pacific Ocean so there's another
air Japan flight and it was down in front of us

96
00:09:43,380 --> 00:09:48,780
down below us and um they they had seen it as
well okay so they did actually see it but they

97
00:09:48,780 --> 00:09:52,500
were saying like Hey we're not going to really
report to sell not all three of us in the cockpit

98
00:09:52,500 --> 00:09:58,560
saw it wow and uh I still am in contact with those
individuals today and we still reminisce about it

99
00:09:58,560 --> 00:10:03,360
really because it was something that still even
now it makes the hair stand up on the back of

100
00:10:03,360 --> 00:10:08,580
my neck I felt privileged to have seen it there
were people that asked me were you scared and I

101
00:10:08,580 --> 00:10:15,180
was like no I felt pretty privileged because it\h
was something that really changed my view on on\h\h

102
00:10:15,180 --> 00:10:22,620
UFOs or uaps up to that point it had always been\h
something that had been you know I I I'd seen some\h\h

103
00:10:22,620 --> 00:10:30,480
things that were odd but I'd never seen anything\h
like that I attributed my at that point in time I\h\h

104
00:10:30,480 --> 00:10:38,760
should say I I look at what I was compared to what\h
I am now in the way of mind or my mind being open\h\h

105
00:10:40,020 --> 00:10:46,980
um it opened my mind really and it allowed me to\h
all of a sudden say hey these things aren't in\h\h

106
00:10:46,980 --> 00:10:53,820
the world of fantasy these are something that's\h
real there's something that that uh you know is\h\h

107
00:10:53,820 --> 00:11:00,180
not in the Paranormal and it should be taken\h
as being real and looked at scientifically but\h\h

108
00:11:00,180 --> 00:11:06,120
unfortunately back in in 2005 that was even before\h
we had iPhones and I couldn't even take a video\h\h

109
00:11:06,120 --> 00:11:11,700
or anything like that of it because these things\h
when they came in and reoriented themselves in the\h\h

110
00:11:11,700 --> 00:11:18,600
atmosphere they accelerated I I wasn't even really\h
saying they were accelerating because they were at\h\h

111
00:11:18,600 --> 00:11:24,120
speed and gone over the horizon in just a matter of
of uh yeah let's go back to that so they're in a

112
00:11:24,120 --> 00:11:29,040
triangle with essentially like the point facing in
the direction they're moving and it did it descend

113
00:11:29,040 --> 00:11:33,840
down or was it level when you were looking at it
do you remember that no they just kind of came in

114
00:11:33,840 --> 00:11:40,380
and stopped it wasn't they were they were coming
in at an angle and then stopped and then they

115
00:11:40,380 --> 00:11:48,000
kind of ascending from space right from somewhere
above okay and they stopped they kind of slightly

116
00:11:48,000 --> 00:11:54,000
reoriented like the whole the whole formation
to triangular formation reoriented and then gone

117
00:11:55,020 --> 00:12:00,900
yes disappear couldn't see it or you see it moving
no you could see it accelerate really but it was

118
00:12:00,900 --> 00:12:06,120
just at speed instantaneously it's almost not
even accelerating just kind of not moving and

119
00:12:06,120 --> 00:12:11,100
then moving right direction it just seems so
fast wow it would it had to be some type of

120
00:12:11,820 --> 00:12:18,000
technology that we didn't have in uh in 2005 I
can tell you that much how big do you think they

121
00:12:18,000 --> 00:12:23,940
were you know I would say at least 100 foot\h
across in order to be seen at that altitude\h\h

122
00:12:24,600 --> 00:12:33,540
like we saw them in it was it was something\h
that's hard to judge but because they were\h\h

123
00:12:34,260 --> 00:12:40,860
actually reflecting the sunlight that was still\h
over the horizon and their angle from us they were\h\h

124
00:12:40,860 --> 00:12:48,360
still very high and they appeared to be very large\h
so at least 100 feet across fascinating yeah they\h\h

125
00:12:48,360 --> 00:12:52,860
were huge their relative position in the formation\h
right like could you have fit another one of them\h\h

126
00:12:52,860 --> 00:12:57,480
in between like can you kind of give us a sense\h
of how spaced out the formation was it might not\h\h

127
00:12:57,480 --> 00:13:03,540
have been easy to tell with that a grazing angle\h
but hmm you know that that's rather hard to say\h\h

128
00:13:04,260 --> 00:13:11,040
um but I would say you would have been able to fit\h
one more maybe in between the middle of it very\h\h

129
00:13:11,040 --> 00:13:16,980
good man so you weren't really you know you've had\h
some experience maybe not even had experiences but\h\h

130
00:13:16,980 --> 00:13:22,980
you just kind of casually you know observe some\h
of the you know UFO talk back in the day and then\h\h

131
00:13:22,980 --> 00:13:28,380
this kind of really changed that for you it kind of
of made you feel well maybe not kind of was it was

132
00:13:28,380 --> 00:13:33,360
a very strong feeling is what I'm picking up what
about the other crewmates you said you said you

133
00:13:33,360 --> 00:13:39,300
still talk to them do you do they feel the same
way as you oh yeah they they do but again there's

134
00:13:39,300 --> 00:13:45,780
such a stigma around it or and the the uh I guess
the aura of ridicule that even to this day and

135
00:13:45,780 --> 00:13:50,580
time people don't want to come out in the open and
talk about it and that's one reason that I'm doing

136
00:13:50,580 --> 00:13:57,540
this is because I want to take it out of the real
I want to take it out of the Paranormal type of

137
00:13:57,540 --> 00:14:04,080
uh I guess you could say the the aura around
it yeah and put it into the reality of today

138
00:14:04,080 --> 00:14:10,500
because I want to look at it from the scientific
standpoint the technological standpoint and the

139
00:14:10,500 --> 00:14:16,800
aviation safety standpoint that's absolutely
absolutely I agree with you 100 on that it's

140
00:14:16,800 --> 00:14:21,660
it's frustrating to think that you had such like
a powerful experience all of you together and you

141
00:14:21,660 --> 00:14:25,200
have this strange sense of Shame almost around
it you don't want to talk about I mean that's

142
00:14:25,860 --> 00:14:31,380
I imagine that must be very conflicting it is and
you know when you're talking to somebody and you

143
00:14:31,380 --> 00:14:36,840
start talking about uaps or UFOs and they just
kind of you know smirk at you and like yeah right

144
00:14:37,800 --> 00:14:43,320
um it's it's moved out of that realm now to
where you're talking about people are actually

145
00:14:43,320 --> 00:14:49,800
interested in it um we have a lot of our Pilots
where I currently work that have come forward

146
00:14:49,800 --> 00:14:54,780
to me and say hey you know I've seen stuff out
there that I can't explain wow but I don't have

147
00:14:54,780 --> 00:15:02,100
an Avenue really to express what I've seen without
repercussions from the airline because let's face

148
00:15:02,100 --> 00:15:07,380
it the airlines don't want to have uh people out
there saying oh my Pilots are out there seeing

149
00:15:07,380 --> 00:15:15,300
UFOs or uaps um because well let's take it as
an example back in this was back in 1986 but

150
00:15:15,300 --> 00:15:23,880
at Japan Airlines there was a pilot his name was
uh kenju tarahuchi and he was flying a 747 from

151

00:15:23,880 --> 00:15:31,380

Paris France yes and there were over Anchorage\h
and they actually encountered three UFOs one\h\h

152

00:15:31,380 --> 00:15:40,020

very large one and two smaller ones and it was\h
actually uh picked up on radar the military also\h\h

153

00:15:40,680 --> 00:15:46,980

was able to look at it they scabbled aircraft\h
the US military the U.S military and it was one\h\h

154

00:15:46,980 --> 00:15:53,160

of the best documented UFO incidents in the\h
commercial aviation history up to that point\h\h

155

00:15:53,160 --> 00:16:00,840

that was in 1986. we'll have to look into that\h
it was it was really something that was really\h\h

156

00:16:00,840 --> 00:16:06,780

interesting because all of a sudden all the tapes\h
everything disappeared from the radar the radar\h\h

157

00:16:06,780 --> 00:16:16,440

everything gone voice two voice two but the radar\h
uh controller kept a copy so it is on record by\h\h

158

00:16:16,440 --> 00:16:22,200

the way huh and it's it's very interesting but\h
the poor captain that was associated with this\h\h

159

00:16:23,340 --> 00:16:29,100

um they gave him a ground job they took him and\h
and they stopped them from flying they stopped\h\h

160

00:16:29,100 --> 00:16:35,160

him from flying why I guess they figured that\h
he was mentally unfit oh man because you know\h\h

161

00:16:35,160 --> 00:16:42,300

and that's the thing about it and it's still kind of today today has this uh aura or stigma around

162

00:16:42,300 --> 00:16:49,260

it uh unfortunately and being able to take it from this this Paranormal State and put

163

00:16:49,260 --> 00:16:54,540

it into the state of reality is something that we need to do it's something that we really need to

164

00:16:54,540 --> 00:17:01,800

look at and and pursue uh from the standpoint we need this information for the scientific

165

00:17:01,800 --> 00:17:08,160

advance and it's data right like that's all data that we we could be using to to learn about this

166

00:17:08,160 --> 00:17:12,780

phenomenon I'll tell you what the fact that they went and launched intercept aircraft

167

00:17:13,740 --> 00:17:19,800

um and had all the radar I mean that that's all a very well documented process that will go on to so

168

00:17:19,800 --> 00:17:26,160

to think that they grounded him for um mental being mentally unfit honestly it sounds more

169

00:17:26,160 --> 00:17:31,680

like a retribution than really anything else it's pure retribution well the Japanese had a way of

170

00:17:31,680 --> 00:17:39,480

keeping your mouth shut about things and then they would do what we call called the shuffle if they

171

00:17:39,480 --> 00:17:43,260

if you knew something about one thing that you
shouldn't know they would Shuffle you to another

172

00:17:43,260 --> 00:17:49,020

area where you couldn't say anything about it and
that's basically what they did with him man that

173

00:17:49,020 --> 00:17:52,860

that's tough you work he you know I'm sure
he worked for a very long time to get into

174

00:17:52,860 --> 00:17:57,600

that position the 747 is a big aircraft that's not
something you just kind of walk into off the line

175

00:17:58,800 --> 00:18:04,440

um that's a shame yeah yeah now what
about yourself I mean you're still uh

176

00:18:04,440 --> 00:18:09,540

an active captain do you have any fear that
there'll be retribution against yourself uh

177

00:18:09,540 --> 00:18:18,840

actually yes I've already had uh calls from
upper management uh basically telling me not in

178

00:18:19,920 --> 00:18:26,880

the the words but telling me to basically cease
and desist and but they do not mention the airline

179

00:18:26,880 --> 00:18:31,680

yeah you can do whatever you want on a private
standpoint but do not mention the airline under

180

00:18:31,680 --> 00:18:39,180

any circumstances there's still one you know and
it's really funny because they're not afraid to

181

00:18:39,180 --> 00:18:42,960

come forward like if I was talking about just\h
satellites or something they'd be oh yeah that's\h\h

182

00:18:42,960 --> 00:18:48,540

fine but because it has the word unidentified\h
in there uh all of a sudden it's just like oh\h\h

183

00:18:48,540 --> 00:18:53,220

no don't talk about it do you think it's pure\h
skepticism or stigma or do you think there's\h\h

184

00:18:53,220 --> 00:18:58,860

something more to it I think there's something\h
more to it hmm I think that the airline looks at\h\h

185

00:18:58,860 --> 00:19:03,840

it like oh well we don't want people thinking that\h
our Pilots are out there flying around and seeing\h\h

186

00:19:03,840 --> 00:19:11,460

UFOs even though that I would say you know 40 of\h
us or more have actually seen uh uaps out there\h\h

187

00:19:12,300 --> 00:19:16,440

um they don't want to broadcast that and I can\h
understand that so do you think on on average\h\h

188

00:19:16,440 --> 00:19:21,240

perhaps like these Airline the management\h
understands that this is is real it's just\h\h

189

00:19:21,240 --> 00:19:26,580

they don't want to deal with it exactly they have\h
other problems to deal with well you would think\h\h

190

00:19:26,580 --> 00:19:31,560

that Aviation safety would be pretty high on\h
their list of concerns well let me put it this\h\h

191
00:19:31,560 --> 00:19:38,460
way it is but nothing has happened yet and until
something would were to happen uh instead of being

192
00:19:38,460 --> 00:19:43,500
proactive about it they're reactive when it comes
to something like this so do you think the airline

193
00:19:43,500 --> 00:19:48,120
you know the those organizations cells would
should be part of the conversation or should the

194
00:19:48,120 --> 00:19:53,700
pilots have some type of reporting mechanism that
would be associated with some type of centralized

195
00:19:53,700 --> 00:20:00,780
reporting mechanism perhaps that aviators Trust
I think that would be the best best thing to have

196
00:20:00,780 --> 00:20:07,860
something where we could report almost anonymously
or if not completely anonymously um to where we

197
00:20:07,860 --> 00:20:13,380
could feel free to report what we need to without
having any retribution or ridicule from the

198
00:20:13,380 --> 00:20:20,760
airline or do I mean we're seeing that uh going
um through the process right now for military

199
00:20:22,380 --> 00:20:26,760
um aviators defense contractors it
doesn't sound like the commercial Aviation

200
00:20:27,840 --> 00:20:33,000
um the pilots themselves they have any outlet
they have no protection essentially they have

201

00:20:33,000 --> 00:20:37,140

no ability to even report this safety issue to\h
their chain of command through their business\h\h

202

00:20:37,140 --> 00:20:42,060

without fear of Retribution well you have\h
different organizations including the FAA and\h\h

203

00:20:42,060 --> 00:20:49,020

our cap NASA they do have reporting systems but\h
they're inadequate and unfortunately they don't\h\h

204

00:20:49,020 --> 00:20:54,900

allow you to actually get a response from them or\h
there there is no response even though you put in\h\h

205

00:20:54,900 --> 00:21:00,420

something it just falls on deaf ears goes into\h
the the file it's just the way to replicate you\h\h

206

00:21:00,420 --> 00:21:04,200

essentially you don't expect anything that\h
actually basically okay so there's no one\h\h

207

00:21:04,200 --> 00:21:09,300

actually doing anything with that data it's you\h
know theoretically we wouldn't be able to share\h\h

208

00:21:09,300 --> 00:21:15,060

it it would likely be anonymized so perhaps that\h
would be a data source if we were able to get a\h\h

209

00:21:15,060 --> 00:21:20,220

centralized reporting location that Pilots so long\h
as it was a standardized reporting mechanism that\h\h

210

00:21:20,220 --> 00:21:24,900

we could actually gather useful data from that's\h
correct is it more to poke around on that story\h\h

211

00:21:25,740 --> 00:21:31,500

you know the the only other thing that I can think\h
to poke around on that story is the fact that\h\h

212

00:21:32,880 --> 00:21:40,380

there's all these um you know reports coming in\h
from commercial airline pilots now about about\h\h

213

00:21:40,380 --> 00:21:49,920

things that um are UFO or UAP Associated and\h
it's too bad that all this data from the past\h\h

214

00:21:50,820 --> 00:21:56,160

was wiped out because you know you've been\h
seeing uaps and UFOs you know people think\h\h

215

00:21:56,160 --> 00:22:01,860

it's a recent phenomena but it's not and you\h
know even throughout history they can see where\h\h

216

00:22:01,860 --> 00:22:07,740

it's it's been you know I mean even paintings\h
or whatever with uh UFOs or whatever in it so\h\h

217

00:22:08,460 --> 00:22:13,920

I think it's a shame that all this data that\h
could have been collected is is gone evaporating\h\h

218

00:22:14,760 --> 00:22:19,680

that's a good point it is um my hope would be that\h
we could make up with that with some modern tools\h\h

219

00:22:19,680 --> 00:22:27,780

perhaps um well speaking of of of modern tools so\h
I'd like to hear a little bit about some of the \h\h

220

00:22:27,780 --> 00:22:32,220

mean so you've had this incredible experience\h
it's essentially changed where you sit within\h\h

221

00:22:32,220 --> 00:22:37,080

the universe at least I would imagine you know I\h
mean one that's like an Incredible Gift I would\h\h

222

00:22:37,080 --> 00:22:41,460

say to have even if you haven't been able to\h
really like celebrate it I think publicly it's\h\h

223

00:22:41,460 --> 00:22:45,600

yeah that's still I think a special gift but\h
I was a skeptic beforehand I know be quite\h\h

224

00:22:45,600 --> 00:22:52,080

honest with that I'd been flying uh 35 years up\h
to that point and I was always like oh I've never\h\h

225

00:22:52,080 --> 00:22:57,600

seen anything I can't at least explain somehow\h
somehow what it is including you know the tether\h\h

226

00:22:57,600 --> 00:23:03,120

coming off the space shuttle uh when they were\h
doing experiments to generate electricity I've\h\h

227

00:23:03,120 --> 00:23:09,240

watched space junk re-enter meteorites re-enter\h
satellites satellite launches upper atmosphere\h\h

228

00:23:09,240 --> 00:23:16,980

launches from aircraft I've seen about all of it\h
and you know being able to see that in 2005 if\h\h

229

00:23:16,980 --> 00:23:21,720

you want to say it really rock my world it did\h
really rock my world and it made me a Believer\h\h

230

00:23:21,720 --> 00:23:27,720

and you know people were like well you think it\h
was aliens I don't know and uh it could have been\h\h

231
00:23:28,440 --> 00:23:33,300
Little Green Men or it could have been you know\h
interdimensional travel it could have been time\h\h

232
00:23:33,300 --> 00:23:40,020
travel and it could have been no I will say it\h
wasn't military because in 2005 we didn't have any\h\h

233
00:23:40,020 --> 00:23:45,000
technology like that and it had to have been some\h
type of anti-gravitational technology in order to\h\h

234
00:23:45,000 --> 00:23:52,740
accelerate that rapidly incredible did this change\h
really how you think about other things that are a\h\h

235
00:23:52,740 --> 00:23:57,420
little more subjective do you consider yourself\h
like a religious person or how does that change\h\h

236
00:23:57,420 --> 00:24:02,580
your life kind of maybe with other topics\h
that are hard to Grapple with well there's\h\h

237
00:24:02,580 --> 00:24:11,100
a difference between belief and religion okay um I\h
believe in a superior being of course and but I am\h\h

238
00:24:11,100 --> 00:24:17,160
not maintaining there's a certain religion and I\h
think there's a difficulty with some individuals\h\h

239
00:24:18,180 --> 00:24:22,560
um and their religious beliefs and UFOs or uaps\h\h

240
00:24:23,400 --> 00:24:32,280
um I think that it has to be approached from\h
the standpoint of like the that when you look\h\h

241

00:24:32,280 --> 00:24:40,140

into the Bible and you look at what the Bible says
it leaves a lot of holes for us to mend with our

242

00:24:40,140 --> 00:24:46,140

understanding and part of our understanding
is that the fact we we can't be alone in

243

00:24:46,140 --> 00:24:53,100

the universe and whether it's through portals or
some type of inner space interdimensional travel

244

00:24:54,420 --> 00:24:59,700

we are going to be visiting whether or not
if you want to say as a skeptic we have been

245

00:24:59,700 --> 00:25:06,660

in the past or not I don't know but we will be
visited um people look at the Earth as being a

246

00:25:06,660 --> 00:25:12,300

resource also maybe for Interstellar travel
uh the Water we have one of the few planets

247

00:25:12,960 --> 00:25:19,740

with liquid liquid water on it so that may be a
resource that they're looking for as well and with

248

00:25:19,740 --> 00:25:30,900

all the Usos and and it seems like there's a lot
of it these days underwater yeah [Music] um that's

249

00:25:30,900 --> 00:25:34,680

kind of when you kind of start zooming out once
you kind of have accepted that kind of information

250

00:25:34,680 --> 00:25:39,180

you've had experience like yourself or whether
you've done the homework to convince yourself that

251

00:25:39,780 --> 00:25:44,220

um you know something's going on it really\h
does provide a lot of food for the various\h\h

252

00:25:44,220 --> 00:25:49,860

paths that could be it's fascinating yeah and\h
there there are difficulties in relating it uh\h\h

253

00:25:49,860 --> 00:25:56,040

to religious beliefs but when you dive into\h
it a little deeper like a lot of people have\h\h

254

00:25:57,060 --> 00:26:02,160

um you'll find out that there there's actually\h
references uh like The Book of Enoch in the\h\h

255

00:26:02,160 --> 00:26:06,540

Bible that was completely removed because\h
it had references to extraterrestrials in\h\h

256

00:26:06,540 --> 00:26:12,240

it I was going to ask if um if there are\h
any other kind of things that this is you\h\h

257

00:26:12,240 --> 00:26:16,080

know after you had the experience you know are\h
there other things that you previously thought\h\h

258

00:26:16,080 --> 00:26:22,080

were kind of baloney that you've either you know\h
reconsidered or otherwise changed your beliefs\h\h

259

00:26:23,280 --> 00:26:28,020

um let me put it this way my mind's a lot\h
more open to a lot of things very good so\h\h

260

00:26:28,020 --> 00:26:36,660

um beforehand and being a pilot uh one thing that\h
you kind of are taught or learned early on is it's\h\h

261

00:26:36,660 --> 00:26:41,460

a very black and white world this is the way you\h
do it you have the rules the SOP is a standard\h\h

262

00:26:41,460 --> 00:26:47,880

operating procedures you adhere to this you don't\h
you don't deviate from it at all it's black and\h\h

263

00:26:47,880 --> 00:26:58,320

white well unfortunately the world has a lot of\h
gray in it as well and uh we are dealing now in in\h\h

264

00:26:58,320 --> 00:27:03,900

this day and age with a lot of gray everything\h
isn't as black and white as it used to be\h\h

265

00:27:04,920 --> 00:27:15,420

yep I agree so let's fast forward you're flying\h
it's now present day you've been seeing objects\h\h

266

00:27:15,420 --> 00:27:22,920

over there continental United States over\h
off the western coast we've recently on the\h\h

267

00:27:22,920 --> 00:27:27,840

show talked with other commercial pilots who\h
have seen some of these objects we've seen\h\h

268

00:27:28,980 --> 00:27:32,700

tens of Pilots I mean lots of\h
Pilots reaching out talking online\h\h

269

00:27:33,720 --> 00:27:39,000

um personally reaching out to me explaining that\h
there are a lot of light in the sky performing in\h\h

270

00:27:39,000 --> 00:27:44,400

ways that they're not familiar with and when I say\h
when they're not familiar with there's a lot of a\h\h

271

00:27:44,400 --> 00:27:48,960

lot baked into that right and so we've just talked
about you basically looking at this guy since you

272

00:27:48,960 --> 00:27:54,900

were 14. uh have you ever seen anything like this
before nothing like what we're currently seeing

273

00:27:55,440 --> 00:28:03,300

um I was able to see actually two experiences
recently or had two experiences uh one was on

274

00:28:03,300 --> 00:28:10,320

August 9th and the other was on the 15th just
this year just this year yeah in 2022. uh the

275

00:28:10,320 --> 00:28:16,380

first one we were on our way to LAX and my fo who
had actually seen it before my co-pilot who had

276

00:28:16,380 --> 00:28:20,160

actually seen it before was telling me hey you
know I saw these lights they are down the right

277

00:28:20,160 --> 00:28:25,680

hand corner of the Big Dipper and they were moving
in unusual ways and okay that's interesting and

278

00:28:25,680 --> 00:28:31,320

then he goes oh there they are take a look and we
sat there and watched these things for about three

279

00:28:31,320 --> 00:28:35,700

hours or more until the point we got we actually
got bored with it it was like ah they're still

280

00:28:35,700 --> 00:28:40,440

out there and all the other aircraft were talking
on a frequency about it as well and so there was

281

00:28:40,440 --> 00:28:46,860

a lot of chatter on uh air-to-air frequency which
is 23.45 for us when we're out over the Pacific um

282

00:28:46,860 --> 00:28:51,600

a lot of chatter about it yeah are you guys seeing
what we're seeing yet yeah matter of factors right

283

00:28:51,600 --> 00:28:57,120

up there in the lower right hand corner of the
Big Dipper so there was a lot of a lot of better

284

00:28:57,120 --> 00:29:03,660

about it for sure anything on the radar no and uh
obviously people ask them yeah well did you see

285

00:29:03,660 --> 00:29:10,260

anything on radar well no these were very high in
the atmosphere and uh radar only paints up to like

286

00:29:10,260 --> 00:29:15,780

320 miles maximum in front of you and if it's a
smaller object it's not going to pick it up anyway

287

00:29:16,920 --> 00:29:22,080

um and especially if it if it's not in the
atmosphere it's not going to pick it up and

288

00:29:22,080 --> 00:29:28,140

there's no eight was there any ATC control are you
kind of in between no we're out over the middle of

289

00:29:28,140 --> 00:29:33,900

the Pacific the only thing we have is if is our
what they call cpdoc the pilot controller link

290

00:29:33,900 --> 00:29:39,420

and then uh that's via satellite and that's
we just type and talk to them and the other

291

00:29:39,420 --> 00:29:47,520

thing is HF radio which we use as a backup got it\h
okay so in what altitude were you at we're at 39\h\h

292

00:29:47,520 --> 00:29:51,420

000 feet okay so you're pretty much up there there\h
might be a little bit of traffic above you but\h\h

293

00:29:51,420 --> 00:29:55,080

um not too much and they'd be pretty big and\h
pretty recognizable I would imagine at normal\h\h

294

00:29:55,080 --> 00:30:00,960

altitudes yeah um so would you would you estimate\h
that and so how what would you describe you're\h\h

295

00:30:00,960 --> 00:30:05,460

just seeing lights then they were just like point\h
point lights basically there were lights that\h\h

296

00:30:05,460 --> 00:30:10,740

would come on and get very bright brighter than\h
any of the Stars really or any of the planets\h\h

297

00:30:10,740 --> 00:30:15,540

that are there like twice as bright like I would\h
say so it's kind of like somebody almost pointing\h\h

298

00:30:15,540 --> 00:30:21,720

a spotlight but the thing is they're so far away\h
um and people say well it was a reflection from\h\h

299

00:30:21,720 --> 00:30:27,000

the Sun I've seen satellites that reflect the Sun\h
and usually when they're rotating is fairly fast\h\h

300

00:30:27,000 --> 00:30:31,860

and you can still see the satellite afterwards\h
this was something that was very unique from the\h\h

301

00:30:31,860 --> 00:30:37,260

standpoint we would see it it would move it seemed
like there were several objects actually we'd see

302

00:30:37,260 --> 00:30:43,020

it in moving a linear type of fashion it'd get
very bright and it would kind of curve like it

303

00:30:43,020 --> 00:30:48,780

was curving up or curving down and then it would
disappear and it wasn't like a satellite that

304

00:30:48,780 --> 00:30:55,740

would dim gradually it would be off and that's
the difference because when I was no over the

305

00:30:55,740 --> 00:31:00,360

years observing satellites you could see them
as they're tracking across the sky even after

306

00:31:01,200 --> 00:31:06,300

the sun wasn't blending on you could still see
him moving across the sky and I realized that

307

00:31:06,300 --> 00:31:10,440

there's four thousand you know startling
satellites up there but a satellite will

308

00:31:10,440 --> 00:31:15,900

move in a linear fashion it won't curve and
it won't have the type of light that this had

309

00:31:16,860 --> 00:31:23,940

um this also was to the north of us down below the
right hand side of the Big Dipper now when you see

310

00:31:23,940 --> 00:31:29,700

satellites usually it's during sunrise or Sunset
it's reflecting the sunlight off the solar panel

311

00:31:30,420 --> 00:31:37,500

uh this was to the north so this was not during the
sunrise or sunset this was something that if it's

312

00:31:37,500 --> 00:31:42,240

was reflecting the sun would have to be way out
in space in order to reflect the Sun that we could

313

00:31:42,240 --> 00:31:47,640

see it's interesting so you think that these
were objects that were producing their own light

314

00:31:48,600 --> 00:31:52,080

and not reflecting sunlight that's
that's what your assessment is of

315

00:31:52,080 --> 00:31:55,740

those that would be my best assessment on it
do you think it was like a repulsion system

316

00:31:57,120 --> 00:32:01,740

um we had one guy he came out a traditional
propulsion system perhaps I should say well we

317

00:32:01,740 --> 00:32:08,700

had one guy said well I think they're high
altitude drones well first of all a high altitude

318

00:32:08,700 --> 00:32:17,460

drone would have to have some type of propulsion
system that would be still air breathing even if

319

00:32:17,460 --> 00:32:23,760

unless it's a spacecraft and in a spacecraft it
wouldn't have a propulsion system like that uh if

320

00:32:23,760 --> 00:32:28,860

it was like you're I think you're referring
to like an afterburner or something no some kind

321

00:32:28,860 --> 00:32:36,120

of Rocket you know no no no and and also they\h
wouldn't be doing the same thing for over three\h\h

322

00:32:36,120 --> 00:32:40,440

hours so yeah the same area let's talk about that\h
so you would see you'd be flying you see the Big\h\h

323

00:32:40,440 --> 00:32:46,020

Dipper and just to the right of the bottom\h
left star bottom right hand star bottom right\h\h

324

00:32:46,020 --> 00:32:50,880

hand side just to the right of that you're seeing\h
objects and it looks like it's going left to right

325

00:32:51,540 --> 00:33:00,060

that was what was also interesting about it it\h
would move right to left left to right up to down\h\h

326

00:33:00,060 --> 00:33:04,740

and they're coming from all over the place right\h
and it was just in a specific area and it wasn't\h\h

327

00:33:04,740 --> 00:33:12,900

like it was um you know I mean any Rhyme or Reason\h
to it that's the other thing about satellite see\h\h

328

00:33:12,900 --> 00:33:22,560

have a Cadence one two three light one two three\h
dim and these didn't have any Cadence to them it\h\h

329

00:33:22,560 --> 00:33:26,940

would come on whenever they wanted to kind of\h
and then go away whenever they wanted to it\h\h

330

00:33:26,940 --> 00:33:33,120

was really bizarre incredible so straight line\h
random directions and then a j-hook essentially\h\h

331

00:33:33,120 --> 00:33:37,980

you would start doing a hook and then go out and
then it would instantly Fade Out at that point and

332

00:33:37,980 --> 00:33:42,060

when it started this it was essentially getting
brighter in some sense I think you talked about

333

00:33:42,060 --> 00:33:47,460

it getting in brighter is that correct yeah was it
only brighter in a certain direction or was there

334

00:33:47,460 --> 00:33:53,760

any consistency to no variation a lot of times
the object would appear stationary it would come

335

00:33:53,760 --> 00:33:59,880

on bright and then you would see it move really
yeah so it was very unusual compared to what we

336

00:33:59,880 --> 00:34:04,980

would usually see and and that's the one thing
that really got most of the people that I've

337

00:34:04,980 --> 00:34:10,620

talked to that have seen these things most of our
Pilots uh say that that's what gets them about it

338

00:34:10,620 --> 00:34:16,740

it's not the usual type of anomaly that we would
see and you'd be able to explain away as being a

339

00:34:16,740 --> 00:34:21,900

satellite a missile or whatever it may be you
know high altitude drawings no it doesn't have

340

00:34:21,900 --> 00:34:27,900

any type of characteristic that would belong
to any of those what do you think it is then

341

00:34:28,440 --> 00:34:35,280

I have no idea it's a UAP yeah um I wish I\h
knew because uh you know I could answer a\h\h

342

00:34:35,280 --> 00:34:41,580

lot of people's questions about it but uh it\h
uh definitely is unusual and it definitely I\h\h

343

00:34:41,580 --> 00:34:47,580

this is what really intrigues me is a scientific\h
uh aspect of it and a technological aspect of it\h\h

344

00:34:48,900 --> 00:34:57,240

what is it and why is it here or where'd it\h
come from if you're moving on to the deeper\h\h

345

00:34:57,240 --> 00:35:01,440

questions now I think do you think your\h
earlier experience kind of helped you you\h\h

346

00:35:01,440 --> 00:35:09,960

know move past the real not real a little bit\h
faster um yes in the way of uh believing uh\h\h

347

00:35:10,860 --> 00:35:19,140

yes you know whether or not it's interdimensional\h
whether it's extraterrestrial whether it's time\h\h

348

00:35:19,140 --> 00:35:25,200

travel I don't know but I can tell you one\h
thing uh especially what we saw in 2005 is\h\h

349

00:35:25,200 --> 00:35:33,960

nothing that we have which that opens up your mind\h
and unfortunately you know that right after that\h\h

350

00:35:33,960 --> 00:35:38,940

happened we didn't talk to many people about it\h
because every time we did we'd just get a smirk\h\h

351

00:35:38,940 --> 00:35:47,040

uh somebody and it's just like okay you know there\h
was a show on TV uh you know I know what I saw and\h\h

352

00:35:47,040 --> 00:35:52,020

that's basically there were three of us there and\h
another aircraft we know what we saw yeah and it\h\h

353

00:35:52,020 --> 00:35:57,720

was something that wasn't a massive hallucination\h
it wasn't satellites it wasn't anything that could\h\h

354

00:35:57,720 --> 00:36:03,240

be a tribute attributed to anything that\h
we had technologically at that time and\h\h

355

00:36:03,240 --> 00:36:10,080

people say oh well we could be back engineering\h
things that we got back in 1947 during Roswell\h\h

356

00:36:10,080 --> 00:36:16,440

well it still sounds like a pretty fascinating\h
story to me yeah yeah um and that's that's\h\h

357

00:36:16,440 --> 00:36:22,140

possible and that's the interesting thing about\h
this the realm of possibilities on this and\h\h

358

00:36:22,680 --> 00:36:29,100

being able to open your mind to any of these and\h
and I like myself not leaning toward any one of\h\h

359

00:36:29,100 --> 00:36:35,220

them because I like looking at each one and and\h
the technical and scientific possibilities of each\h\h

360

00:36:35,220 --> 00:36:41,640

different thing it may be yeah yeah do you think\h
we've been held back in some sense by our own oh\h\h

361

00:36:41,640 --> 00:36:47,700

absolutely skepticism really yeah I think we've
been held back by the government up to this point

362

00:36:48,720 --> 00:36:53,640

um the cat's out of the bag now so they're
they're kind of like oh yeah well these things

363

00:36:53,640 --> 00:37:01,560

exist as you well know that kind of happened
to you right um but up to this point they've

364

00:37:01,560 --> 00:37:06,300

been very tight-lipped about it because if you
think about it you know this could be something

365

00:37:06,300 --> 00:37:11,580

that is one of the most important things to
happen in humanity if it is extraterrestrial

366

00:37:11,580 --> 00:37:16,860

and we're making contact it would be the absolute
most important thing that happened in humanity

367

00:37:17,760 --> 00:37:22,680

so so we should better look into it yeah I
think so that's a good idea you know ignore

368

00:37:22,680 --> 00:37:26,760

it yeah that's a good idea and that's one of the
reasons that that I'm coming forward with it too

369

00:37:26,760 --> 00:37:31,560

besides the aviation safety standpoint of it you
know are they under intelligent control are they

370

00:37:31,560 --> 00:37:36,720

going to be a hazard to us or are they something
that we should be concerned about it's something

371

00:37:36,720 --> 00:37:42,540

that's going to drop from the sky and like you\h
know off the coast here of of California the\h\h

372

00:37:42,540 --> 00:37:50,880

the Tic Tac videos you know where yeah are these\h
things gonna create a conflict with the aircraft\h\h

373

00:37:50,880 --> 00:37:56,100

are they something that we should be concerned\h
about commercially there's obviously they don't\h\h

374

00:37:56,100 --> 00:38:01,260

show up on radar they do show up on IR but we\h
don't have IR and Commercial aircraft obviously\h\h

375

00:38:01,260 --> 00:38:04,920

think about what trouble that could cause even if\h
you just don't acknowledge it right if we know we\h\h

376

00:38:04,920 --> 00:38:09,240

have objects in our airspace doing things I mean\h
what about the opportunity for miscommunication\h\h

377

00:38:09,240 --> 00:38:13,080

with another Nation right we think it's them\h
versus something else because we're pretending\h\h

378

00:38:13,080 --> 00:38:19,140

that there isn't a third party absolutely\h
absolutely I don't think that this is a a\h\h

379

00:38:20,040 --> 00:38:25,440

problem or situation that the United States alone\h
can necessarily resolve I don't think you know any\h\h

380

00:38:25,440 --> 00:38:30,360

one nation really has the moral authority to do\h
that it really has to be you know a global effort\h\h

381

00:38:30,360 --> 00:38:36,180

looking into this to say that hey we've we've\h
looked at the options we we understand that this\h\h

382

00:38:36,180 --> 00:38:40,260

is us and we're looking to see what else is out\h
there yeah there's been a lot of sightings over\h\h

383

00:38:40,260 --> 00:38:47,220

China over Russia over the U.S uh in South America\h
they're fairly open about it so they published a\h\h

384

00:38:47,220 --> 00:38:53,940

lot of the UAP types of videos and uh I think\h
that as we get more open about it and people\h\h

385

00:38:53,940 --> 00:39:00,180

become more accepting on the idea that maybe we\h
aren't alone that maybe we do have some type of\h\h

386

00:39:00,180 --> 00:39:06,120

other entity out there I think that there's going\h
to be a lot more revealed slowly because I can't\h\h

387

00:39:06,120 --> 00:39:10,200

do it all at once and that's obvious but slowly\h
I think they're going to reveal things and and\h\h

388

00:39:10,200 --> 00:39:14,880

the door will open and people go oh okay that's\h
what it's all about what do you think is going to\h\h

389

00:39:14,880 --> 00:39:19,740

happen to just Humanity I mean where do you think\h
we go with that information hopefully we get the\h\h

390

00:39:21,480 --> 00:39:29,160

um information to use that's to our benefit um\h
and we can do things like you know perpetual\h\h

391

00:39:29,160 --> 00:39:35,880

motion or perpetual energy we can solve a lot of
our problems and maybe we can even learn from them

392

00:39:35,880 --> 00:39:41,400

how not to have conflicts with each other as
well and probably the most valuable thing we

393

00:39:41,400 --> 00:39:46,200

could learn right you know uh Ronald Reagan
said you know what would happen if basically

394

00:39:46,200 --> 00:39:55,320

there was another uh entity out there that we all
band together as a world against or or actually

395

00:39:56,040 --> 00:40:02,640

as a people come together and see that we
are really one people against something else

396

00:40:03,240 --> 00:40:09,780

um and this is the other thing that that people
have been saying well maybe this is some U.S.

397

00:40:09,780 --> 00:40:16,560

government ploy to make everybody think that
there is some type of force out there that we

398

00:40:16,560 --> 00:40:20,700

all have to be worried about well believe me
these things have been coming for thousands of

399

00:40:20,700 --> 00:40:24,960

years they haven't done anything yet so why would
they do something now I understand that they're

400

00:40:24,960 --> 00:40:28,680

probably interested in our nuclear technology
because it seems like they're showing up around

401

00:40:28,680 --> 00:40:35,040

nuclear aircraft carrier groups and around nuclear sites and whatever uh so I I know they're probably

402

00:40:35,040 --> 00:40:40,860

interested in that seems like a prudent measure yeah you don't think they're they're hostile

403

00:40:40,860 --> 00:40:47,220

or a threat necessarily outside of um you know normal Aviation concerns and knowing your airspace

404

00:40:47,880 --> 00:40:52,920

personally I don't because they've had a lot of time to do something at this point in time

405

00:40:52,920 --> 00:40:59,520

if uh if you want to stop a Dam from breaking you take care of it real early on you don't wait until

406

00:40:59,520 --> 00:41:04,080

there's a huge crack down the center and right now we have a huge crack down the center of this thing

407

00:41:04,080 --> 00:41:14,520

and the the people uh in in the world basically are so I I don't want to say in tune Now with

408

00:41:14,520 --> 00:41:22,200

uh the possibility UFOs but they're much more uh educated on it and I think that the door is slowly

409

00:41:22,200 --> 00:41:26,580

opening and thousands of years ago people wouldn't understand it and they would think they're Gods

410

00:41:26,580 --> 00:41:31,980

and and whatever I think now the crack has opened up enough that people might start understanding it

411

00:41:31,980 --> 00:41:38,520

and hopefully hopefully they wouldn't uh think\h
of them as being something that's malevolent\h\h

412

00:41:39,840 --> 00:41:45,780

so you were seeing these you guys were\h
seeing these J hook patterns out there which\h\h

413

00:41:46,560 --> 00:41:52,680

um so that's kind of like half of a half of a\h
racetrack pattern which I've described before\h\h

414

00:41:52,680 --> 00:42:00,900

as what we've been seeing on the East Coast um\h
we had Mark Halsey Captain Mark Halsey uh on here\h\h

415

00:42:00,900 --> 00:42:06,960

recently and he was describing racetrack patterns\h
as well over the continental United States\h\h

416

00:42:08,280 --> 00:42:13,140

um and a j is essentially a half of a half\h
of half of one of those so do you think\h\h

417

00:42:13,140 --> 00:42:17,340

maybe this is the same type of pattern you're\h
perhaps seeing it either from a different angle\h\h

418

00:42:17,340 --> 00:42:23,040

or something actually the description sounds\h
almost identical to what we've been seeing and\h\h

419

00:42:23,700 --> 00:42:31,860

that to me is interesting so why the J why not a\h
full race track and why does it start to to make\h\h

420

00:42:31,860 --> 00:42:38,280

the turn and then the light go out so that's\h
kind of something that that doesn't make a lot\h\h

421

00:42:38,280 --> 00:42:43,080

of sense to me and the fact that they're not
coming from any specific Direction they come

422

00:42:43,080 --> 00:42:48,600

from all kinds of directions but they all have the
same Tendencies or characteristics to where they

423

00:42:49,320 --> 00:42:54,240

as they light up to get bright and they move and
then they start to make the hook and then they

424

00:42:54,240 --> 00:43:02,340

disappear so I have no clue to tell you the truth
yeah so would you would you define it as like a

425

00:43:02,340 --> 00:43:06,660

j-hope pattern I mean that's what that's what it
looks like right essentially A J hook which you

426

00:43:06,660 --> 00:43:12,420

know is half of a yeah you know racetrack pattern
so you could call it that that's very interesting

427

00:43:12,420 --> 00:43:16,980

that it came off do you think it could be any type
of media or maybe coming like kind of towards your

428

00:43:16,980 --> 00:43:22,260

line of vision no I've even seen that to where
it Spooks me coming at the airplane like I hope

429

00:43:22,260 --> 00:43:29,100

that goes over the top of us um but no nothing
like that and again a meteor is going to move in

430

00:43:29,100 --> 00:43:33,900

a linear type of fashion not that it's going to
be propelled from side to side so it's not going

431

00:43:33,900 --> 00:43:40,800

to move in a different direction other than just\h
literal so we have this unknown activity occurring\h\h

432

00:43:41,400 --> 00:43:47,940

Pilots across the United States you know perhaps\h
further I haven't spoken to too many International\h\h

433

00:43:47,940 --> 00:43:51,660

Pilots but I've certainly heard it happening\h
over you know the Atlantic and the Pacific\h\h

434

00:43:52,980 --> 00:43:59,880

um doesn't this seem like something that\h
as a you know a lifelong Aviator as\h\h

435

00:44:00,600 --> 00:44:06,120

the captain of this vessel with you know\h
200 souls or however many Souls on board\h\h

436

00:44:06,900 --> 00:44:11,460

you know as a fighter pilot I knew that you know\h
we had to be very considerate about where we're\h\h

437

00:44:11,460 --> 00:44:15,540

putting our bombs and stuff but as a commercial\h
airliner you've got all those Souls on board and\h\h

438

00:44:15,540 --> 00:44:20,280

you guys go through a lot of work to make sure\h
that uh those customers are safe right right\h\h

439

00:44:20,280 --> 00:44:26,280

that's our first and foremost priority is the\h
safety of the the aircraft crew and passengers not\h\h

440

00:44:26,280 --> 00:44:33,780

necessarily in that order but uh the thing that\h
concerns me about this is since it is an unknown\h\h

441

00:44:35,340 --> 00:44:43,260

um how can that possibly be a a hazard to Aviation\h
safety could it be a hazard to Aviation safety\h\h

442

00:44:44,340 --> 00:44:50,100

um are we looking at something that in the future\h
is going to become different more aggressive\h\h

443

00:44:50,640 --> 00:44:57,600

and how can we be prepared for that and that's\h
where I come in on this and as a pilot I'm kind\h\h

444

00:44:57,600 --> 00:45:08,160

of stepping out on a limb uh to kind of introduce\h
this into the Norms of reality but I want to make\h\h

445

00:45:08,160 --> 00:45:15,180

sure that there is some way in place that we can\h
get more information and that we can possibly\h\h

446

00:45:15,180 --> 00:45:24,300

prepare for some type of incident or some type\h
of of future interaction with these uh uaps to\h\h

447

00:45:24,300 --> 00:45:30,000

where we'll be able to I at least have some idea\h
what they're doing where they're going and what\h\h

448

00:45:30,000 --> 00:45:36,360

type of of Maneuvers they'll be doing yeah that's\h
a great point so you know one of the efforts I've\h\h

449

00:45:36,360 --> 00:45:43,080

been engaged in is with the American Institute\h
of Aeronautics and astronautics or the AIA and\h\h

450

00:45:43,080 --> 00:45:46,860

they've they've asked me to help them stand\h
up a permanent committee with which to look\h\h

451

00:45:46,860 --> 00:45:52,440

at unidentified Aerospace phenomenon one of the\h
activities that we have going on is to do just\h\h

452

00:45:52,440 --> 00:45:59,040

that is to to bring in Pilots uh bring in subject\h
matter experts and to start ideating on some of\h\h

453

00:45:59,040 --> 00:46:04,080

the policies and procedures around how we can\h
report this and integrate it into our Aviation\h\h

454

00:46:04,080 --> 00:46:10,440

safety Frameworks both on until military Aviation\h
and Commercial Aviation general aviation but\h\h

455

00:46:10,440 --> 00:46:14,280

business class Aviation we really need to make\h
sure that all those procedures are centralized\h\h

456

00:46:14,280 --> 00:46:19,380

and they're consistent and it's all in one spot so\h
that we can actually do effective data analysis on\h\h

457

00:46:19,380 --> 00:46:25,260

it and so we're going to be recommending some of\h
those those reporting procedures and firing type\h\h

458

00:46:25,260 --> 00:46:30,780

policy changes to some of the organizations that\h
have the authority to actually Implement those\h\h

459

00:46:30,780 --> 00:46:37,200

changes such as the FAA NASA and other partners\h
that we're looking to work with so I do see that\h\h

460

00:46:37,200 --> 00:46:42,120

there is a path forward to have that that kind\h
of critical conversation at the engineering and\h\h

461

00:46:42,120 --> 00:46:48,540

scientific level and this podcast in a sense is
really a natural evolution of that because I can

462

00:46:48,540 --> 00:46:52,800

have pilots on like yourself and we can have
you know just a pilot to Pilot conversation

463

00:46:52,800 --> 00:46:58,020

and kind of dig into the details in a way that
perhaps a non-pilot wouldn't know to ask those

464

00:46:58,020 --> 00:47:03,120

questions and really give you a platform that you
maybe haven't had in the past to talk about this

465

00:47:03,120 --> 00:47:07,560

that's perfect and you were asking earlier about
whether or not we should bring the airlines into

466

00:47:07,560 --> 00:47:12,060

the into the loop and if we do something like
that the airlines are going to have to be in

467

00:47:12,060 --> 00:47:18,120

the loop I think so yeah I think so um because if
you leave them out of the loop then what's going

468

00:47:18,120 --> 00:47:23,460

to happen is guys will still feel like they're
they have the possibility of having retribution

469

00:47:23,460 --> 00:47:28,080

to reporting from the airlines but if you bring
the airline into the loop and they say yeah it's

470

00:47:28,080 --> 00:47:34,080

okay to do that it's going to open The Floodgate
do you think the airline unions have any role play

471

00:47:35,160 --> 00:47:42,120

not at this point really really um I don't see\h
other than protecting the pilots from it the\h\h

472

00:47:42,120 --> 00:47:47,760

possibility of Retribution from an airline I don't\h
see where the air the the Unions would come into\h\h

473

00:47:47,760 --> 00:47:55,920

play very much um Airlines usually have what they\h
call house rules about involving that airline in\h\h

474

00:47:55,920 --> 00:47:59,940

interviews and that's specifically one of the\h
reasons that I haven't mentioned which airline\h\h

475

00:47:59,940 --> 00:48:07,560

I work for is the fact that I am abiding by their\h
their house rules in not doing so and if you bring\h\h

476

00:48:07,560 --> 00:48:12,840

the airlines into the loop where you don't have\h
that type of uh situation where you don't fuel\h\h

477

00:48:12,840 --> 00:48:19,620

like there'll be retribution to actually speaking\h
out you can actually attain a lot more information\h\h

478

00:48:19,620 --> 00:48:27,660

from Pilots now one thing I learned in aviation\h
management degree is the fact that your employees\h\h

479

00:48:27,660 --> 00:48:33,180

are your best sounding board for any issues you\h
may have with your airline talk to them first\h\h

480

00:48:33,180 --> 00:48:37,080

because they're going to know how to solve the\h
problems before some guy in the Head Shed is going\h\h

481

00:48:37,080 --> 00:48:44,640

to and it's along the same lines with this talk\h
to the pilots but if the pilots can't come forward\h\h

482

00:48:44,640 --> 00:48:51,480

with their information then you're basically you\h
know it's falling on on deaf ears and just wasting\h\h

483

00:48:51,480 --> 00:48:57,060

that opportunity exactly yep makes a lot of sense\h
uh do you know any Pilots that you think will we\h\h

484

00:48:57,060 --> 00:49:01,260

could invite on to have this conversation or do\h
you think that it's kind of far and few between\h\h

485

00:49:02,220 --> 00:49:07,860

um on this topic you know I I know uh I've talked\h
to several of our Pilots so I know a few that that\h\h

486

00:49:07,860 --> 00:49:13,560

might want to come forward um that definitely\h
want to see the same things happening that I\h\h

487

00:49:13,560 --> 00:49:20,700

see but on the other hand I don't think that uh a\h
lot of the guys are ready for it yet because they\h\h

488

00:49:20,700 --> 00:49:24,840

still feel like the airline's going to be on\h
their back about it certainly you know I think\h\h

489

00:49:24,840 --> 00:49:29,040

ultimately you know this isn't necessarily like\h
the Pilot's responsibility at the end of the day\h\h

490

00:49:29,040 --> 00:49:36,120

I feel like we're in this position where you know\h
uh just really Society itself wasn't really ready\h\h

491

00:49:36,120 --> 00:49:39,960

to have this conversation and so we've just kind of shouldered the load in the meantime in a sense

492

00:49:39,960 --> 00:49:45,060

as far as reporting and you know the emotional baggage of having your life change and not being

493

00:49:45,060 --> 00:49:51,240

able to talk about it yeah it's kind of like um and like you said the emotional baggage that goes

494

00:49:51,240 --> 00:49:56,820

along with it if you feel like you have something to contribute like some type of information

495

00:49:56,820 --> 00:50:02,640

but you can't put it out there because of the restrictions you have from your employer that

496

00:50:02,640 --> 00:50:08,940

is not only limiting the source of information that can get out there and help mitigate any

497

00:50:08,940 --> 00:50:15,240

problems with safety but it's also it's it's Ashley cutting Society short short on what's

498

00:50:15,240 --> 00:50:20,220

actually out there and what we're actually seeing absolutely yeah doing a disservice absolutely

499

00:50:20,220 --> 00:50:24,900

maybe I don't know if you could put a number on it but like as far as what's been going on recently

500

00:50:24,900 --> 00:50:29,400

and the pilots that you've been speaking to like what percentage have been having haven't seen

501

00:50:30,540 --> 00:50:38,100

object I can't explain well realize that most of the guys that know that I'm working with this uh

502

00:50:38,100 --> 00:50:42,960

are the ones that contact me so it's kind of hard for me to gauge the exact number but I'm

503

00:50:43,500 --> 00:50:50,820

sure it's a lot yeah um I would say if I had to come across and say how many people I've flown

504

00:50:50,820 --> 00:50:56,340

with that have said oh yeah I've seen something um it would say about 40 40 to 50 percent of

505

00:50:56,340 --> 00:50:59,520

the people I've flown with half the people who've flown with have probably seen some mechanics right

506

00:50:59,520 --> 00:51:07,260

wow that's incredible yeah and it all started uh you've been flying since you were 14. yeah with me

507

00:51:07,260 --> 00:51:12,120

it all started when I was young and I was flying out to Catalina Island and I saw a meteorite

508

00:51:12,120 --> 00:51:16,740

actually fly in front of me and fall in the water and you can kind of still see it a little bit when

509

00:51:16,740 --> 00:51:23,820

and that was spooky to me because I was like okay but I was able to explain it hopefully I I didn't

510

00:51:23,820 --> 00:51:28,920

make a misidentification but you know this thing came down in front of me when I just talked

511

00:51:28,920 --> 00:51:33,840

to one of the guys that was with me the other day\h
and he's still a good friend of mine um and he he\h\h

512

00:51:33,840 --> 00:51:38,880

brought that up to me God you remember that that\h
was one of the things I really remember in my life\h\h

513

00:51:38,880 --> 00:51:45,240

really and uh the media came out and that's the\h
Catalina Island off the west coast of the US where\h\h

514

00:51:45,240 --> 00:51:51,360

David Fravor saw the Tic Tac correctly that that's\h
why I'm saying yeah hope I didn't misidentify it\h\h

515

00:51:51,360 --> 00:51:56,820

at the time because this was you know back\h
in 1978 or something like that really yeah\h\h

516

00:51:58,200 --> 00:52:03,540

um I joke around and say that I think Orville and\h
Wilbur Wright signed my my pilot certificate but\h\h

517

00:52:03,540 --> 00:52:10,860

but it was a long time ago and to see that type\h
of anomaly back then was really neat I thought\h\h

518

00:52:10,860 --> 00:52:16,140

gosh you know people don't get to see things like\h
this um anything else underwater that you've seen\h\h

519

00:52:16,140 --> 00:52:20,760

or heard about well I've heard about a lot of it\h
and especially off the coast here of California\h\h

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00:52:20,760 --> 00:52:26,520

out by Catalina so UAP our unidentified\h
Aerospace phenomenon and there's a term Ufo

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00:52:27,120 --> 00:52:36,000

so basically something we can't identify under the water that's correct and I think typically

522

00:52:36,000 --> 00:52:40,080

you know when we talk about that it's because they're moving at speeds that are very quick right

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00:52:40,860 --> 00:52:44,580

um they're dipping around underwater in a way that even like our missiles and our Torpedoes can't do

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00:52:44,580 --> 00:52:49,560

just due to the water friction so somewhat easy to recognize if you have the tools well the

525

00:52:49,560 --> 00:52:56,280

interesting thing is that you know they call it I think a multi uh Media or multimatter uh ability

526

00:52:56,280 --> 00:53:03,240

to uh Propel itself so like trans medium like Cross Ranch medium yeah different uh yeah fluid

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00:53:03,240 --> 00:53:10,500

densities right so if it can Propel itself in air then kind of propel itself in water and normally a

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00:53:10,500 --> 00:53:16,380

vessel is not made to do that so you know how is it able to do that that's very interesting yeah

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00:53:16,980 --> 00:53:23,640

um to me and no I haven't seen one of those I would love to say I I have or I will but no

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00:53:23,640 --> 00:53:31,140

haven't and uh it's to me it's very interesting that the trans medium type of propulsion system

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00:53:31,140 --> 00:53:37,440

yeah that could be enabled on these things or\h
just boggles my mind you're cool do you have\h\h

532

00:53:37,440 --> 00:53:43,920

any questions for me about any of my experiences\h
yeah actually I do so when you were looking uh at\h\h

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00:53:43,920 --> 00:53:50,940

the through the IR correct sure um if you were\h
looking on on the floor did you see any heat\h\h

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00:53:50,940 --> 00:53:56,280

signature other than the object itself any type of\h
propulsion system no there is no you know normally\h\h

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00:53:56,280 --> 00:54:01,380

what we would see coming out of a back of an\h
object is a big Distortion I mean it's very clear\h\h

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00:54:01,380 --> 00:54:05,400

you can actually see depending on how close you\h
are you can actually see the shock waves inside\h\h

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00:54:05,400 --> 00:54:10,620

the um the exhaust plume and if you count those\h
you can actually typically count the Mach number\h\h

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00:54:10,620 --> 00:54:17,460

of the exhaust uh plumes kind of like a fun little\h
thing but very a lot of fidelity to it but when we\h\h

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00:54:17,460 --> 00:54:24,060

were looking at these objects on our FLIR um no\h
it was you it was only really energy coming from\h\h

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00:54:25,020 --> 00:54:29,100

a point source more or less now the\h
gimbal was a little bit different that was\h\h

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00:54:29,100 --> 00:54:33,000

you know a larger object but typically what we'd
would see just appears like a point source of light

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00:54:33,000 --> 00:54:39,240

ir energy interesting so if there's no propulsion
associated with what kind of speeds was it getting

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00:54:39,240 --> 00:54:45,120

so yeah you know they would be stationary but then
they would also accelerate and hang out at 0.6 or

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00:54:45,120 --> 00:54:50,040

0.8 Mach and they'd be doing that all the time if
a lot of times it's a little difficult if you look

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00:54:50,040 --> 00:54:53,700

at it just at a slice you go well that's clearly
a baboon because it's just floating there and then

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00:54:53,700 --> 00:54:58,680

as you see it going at 0.8 Mach it's like well
okay now I'm a bit more confused and then it does

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00:54:58,680 --> 00:55:04,740

that for several hours it becomes more confusing
but no lifting surfaces um we weren't able to make

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00:55:04,740 --> 00:55:11,580

out anything like that no no you know no rotors
no no uh exhaust plume coming out so really there

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00:55:11,580 --> 00:55:15,900

was nothing to kind of indicate that there was
something holding it in air really that we could

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00:55:15,900 --> 00:55:21,240

tell with our tools that we had so in some type
of anti-gravitational Technology you would think

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00:55:21,240 --> 00:55:27,540

unknown frankly I mean it's just unknown one of the things that we're doing at the the aiaa is

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00:55:27,540 --> 00:55:33,780

working on building a sensing document that we'll use to promulgate different learnings about what

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00:55:33,780 --> 00:55:39,540

sensors are useful what are not what works what doesn't where information is questions we have

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00:55:39,540 --> 00:55:43,200

and we're going to look to promulgate that out to the rest of the Aerospace industry so we can

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00:55:43,200 --> 00:55:49,800

start further refining our sensors and our analysis specifically for this topic in a new way

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00:55:49,800 --> 00:55:56,760

right most of the videos that the US military has come out with I have not really seen any type

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00:55:56,760 --> 00:56:02,400

of propulsion system on the IR now you've seen like the fuzzy image around it like it's some

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00:56:02,400 --> 00:56:09,300

type of gravitational field or something like that but no type of propulsion system which to me is

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00:56:09,300 --> 00:56:16,500

very interesting because uaps that we're seeing had some people say oh well they're Jets like you

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00:56:16,500 --> 00:56:22,560

were talking about at high altitude or something but the fact is why would the jet come on make a

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00:56:22,560 --> 00:56:27,420

turn and then go off why what how long did that\h
happen for three and a half hours yeah that's\h\h

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00:56:27,420 --> 00:56:32,280

the other thing so they just had a stream of jets\h
you know yeah going every which direction yeah and\h\h

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00:56:32,280 --> 00:56:40,020

and that's the one thing that interests me the\h
most most is the propulsion systems of these um\h\h

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00:56:40,620 --> 00:56:49,440

and what can we learn from it is it you know what\h
type of Technology could we possibly have where we\h\h

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00:56:49,440 --> 00:56:54,960

would be able to see these because obviously\h
like I said we don't have IR capabilities in\h\h

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00:56:54,960 --> 00:56:59,400

our aircraft well do we need to get something\h
like this to where we might be able to see them\h\h

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00:57:00,600 --> 00:57:07,260

um be used to just Gathering data on every flight\h
right exactly um how can we gather data for this\h\h

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00:57:07,260 --> 00:57:16,980

how can we do it without uh being intrusive\h
on safety and and uh and uh with uh Airlines\h\h

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00:57:16,980 --> 00:57:22,380

blessings or with the other the military's\h
blessings on this because the one big thing\h\h

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00:57:22,380 --> 00:57:28,560

I think that we have to make sure that people\h
understand is that this does not this is personal\h\h

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00:57:28,560 --> 00:57:33,960

like you said pilot to Pilot this does not involve\h
any military disinformation this doesn't involve\h\h

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00:57:33,960 --> 00:57:39,780

someone saying oh you've got to say this or don't\h
say that it doesn't involve Men In Black uh what\h\h

573

00:57:39,780 --> 00:57:47,640

it does involve is Aviation safety and it involves\h
the the willingness of people to come forward and\h\h

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00:57:47,640 --> 00:57:51,900

make sure that we're safe when we're flying the\h
skies we're just doing this ourselves taking\h\h

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00:57:51,900 --> 00:57:57,360

matters into our own hands absolutely someone\h
has to do it absolutely awesome Chris thank you\h\h

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00:57:57,360 --> 00:58:01,680

so much for coming again today this is thank\h
you and thank you for actually taking a stand\h\h

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00:58:01,680 --> 00:58:06,420

and having The Bravery to speak about this and\h
what thank you very much for allowing me to do it\h\h

578

00:58:07,080 --> 00:58:11,460

um I just want to make sure that you know if you\h
have any concerns in the future whether whatever\h\h

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00:58:11,460 --> 00:58:18,300

that you give me a call because I I'll you know\h
I'm going to continue to take this stance and I've\h\h

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00:58:18,300 --> 00:58:24,780

been tear in there you're you're on board you want\h
to see see this to the end huh awesome you know\h\h

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00:58:24,780 --> 00:58:30,240

it's kind of like Aviation like a disease once it\h
gets in your bloodstream it doesn't get out and\h\h

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00:58:30,240 --> 00:58:37,200

the more I get involved with it more interested\h
I get and the more I want to you know she it's a\h\h

583

00:58:37,200 --> 00:58:48,840

it's a an anomaly and it's a oh how would you say\h
it um pretty much it's something that I've gained\h\h

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00:58:48,840 --> 00:58:53,820

interest in I want to gain the knowledge I want\h
to get the scientific answers to what's going\h\h

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00:58:53,820 --> 00:59:00,120

on because I've always loved science I've just\h
been that type of person and I just am curious\h\h

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00:59:00,120 --> 00:59:08,460

about what the heck it is and uh it it just to\h
me I'm excited about it I'm excited to be able\h\h

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00:59:08,460 --> 00:59:15,240

to uh be part of it and I'm excited to be able to\h
spread the information I have and hopefully make\h\h

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00:59:15,240 --> 00:59:19,380

someone else excited about it awesome man that's\h
incredible and I agree with you I think the more\h\h

589

00:59:19,380 --> 00:59:23,220

people that look at this and talk about it and\h
actually consider it getting over that laughter\h\h

590

00:59:23,220 --> 00:59:28,380

barrier I think the more people are gonna do\h
exactly what you just did and just realize how\h\h