



TODD CURTIS

1
00:00:03,080 --> 00:00:02,330
and it hits me oh my gosh this is that

2
00:00:04,190 --> 00:00:03,090
triangle

3
00:00:05,300 --> 00:00:04,200
you know there's explanation for

4
00:00:06,619 --> 00:00:05,310
everything that occurred in the

5
00:00:09,080 --> 00:00:06,629
Rendlesham forest incident

6
00:00:11,959 --> 00:00:09,090
it doesn't involve aliens at all it was

7
00:00:15,289 --> 00:00:11,969
completely silent it comes right over

8
00:00:17,120 --> 00:00:15,299
our head it's so classic flying-saucer

9
00:00:18,740 --> 00:00:17,130
really standing in the clearing he

10
00:00:20,390 --> 00:00:18,750
turned over to my father and held his

11
00:00:26,900 --> 00:00:20,400
hand and he looked in his eyes and said

12
00:00:29,750 --> 00:00:26,910
we're not alone welcome to podcast UFO

13
00:00:31,580 --> 00:00:29,760

for our live show during the show feel

14

00:00:34,220 --> 00:00:31,590

free to participate live in our chat

15

00:00:37,310 --> 00:00:34,230

room and don't forget to like us on our

16

00:00:39,260 --> 00:00:37,320

very active Facebook page hello and

17

00:00:42,799 --> 00:00:39,270

welcome to the show I'm Martyn Willis

18

00:00:45,680 --> 00:00:42,809

your host and welcome tonight we have a

19

00:00:48,380 --> 00:00:45,690

great guest unfortunately Alejandro had

20

00:00:50,720 --> 00:00:48,390

to take someone to the airport and

21

00:00:53,180 --> 00:00:50,730

couldn't make the show however we did

22

00:00:55,850 --> 00:00:53,190

make an attempt to pre-record earlier we

23

00:00:57,290 --> 00:00:55,860

did talk a little bit so I actually want

24

00:00:59,720 --> 00:00:57,300

to talk about the conversation a little

25

00:01:02,510 --> 00:00:59,730

bit before I bring on our guests and I'm

26

00:01:04,729 --> 00:01:02,520

real excited about our guest I myself

27

00:01:09,380 --> 00:01:04,739

have had some interests in the aviation

28

00:01:14,060 --> 00:01:09,390

world in the past and so I'm excited to

29

00:01:17,950 --> 00:01:14,070

talk to Todd dr. Todd Curtis and he has

30

00:01:21,109 --> 00:01:17,960

his PhD in aviation risk assessment and

31

00:01:24,410 --> 00:01:21,119

so he also has an interest in UFOs and

32

00:01:25,730 --> 00:01:24,420

has looked into the topic and it's going

33

00:01:26,300 --> 00:01:25,740

to be really exciting I can't wait to

34

00:01:28,789 --> 00:01:26,310

talk to him

35

00:01:30,980 --> 00:01:28,799

so Alejandro basically when he and I

36

00:01:34,310 --> 00:01:30,990

were talking earlier today he was

37

00:01:38,270 --> 00:01:34,320

talking basically about the bob lazar

38

00:01:40,910 --> 00:01:38,280

movie he got a sneak preview and in that

39

00:01:43,850 --> 00:01:40,920

movie and I you know I mentioned that I

40

00:01:47,389 --> 00:01:43,860

if I had to bet on one side the other

41

00:01:50,660 --> 00:01:47,399

whether the Bob Lazar story was true or

42

00:01:53,810 --> 00:01:50,670

not all the way through I'd be more apt

43

00:01:57,459 --> 00:01:53,820

to doubt it than I would to think that

44

00:02:00,230 --> 00:01:57,469

it's those things really happened now

45

00:02:02,209 --> 00:02:00,240

I'm not saying I do have an open mind

46

00:02:04,219 --> 00:02:02,219

I'm gonna keep my mind open and I

47

00:02:06,980 --> 00:02:04,229

eventually will be watching the movie

48

00:02:10,190 --> 00:02:06,990

myself because he said that this film

49

00:02:13,729 --> 00:02:10,200

really makes you ask a lot more

50

00:02:13,940 --> 00:02:13,739

questions and he thinks it's he said he

51

00:02:15,710 --> 00:02:13,950

was

52

00:02:17,420 --> 00:02:15,720

kind of like feeling the way I do but

53

00:02:19,910 --> 00:02:17,430

he's kind of put it in his gray basket

54

00:02:22,130 --> 00:02:19,920

right now trying to decide for sure

55

00:02:24,680 --> 00:02:22,140

whether you know there's really

56

00:02:26,300 --> 00:02:24,690

something to it or not one of the things

57

00:02:28,130 --> 00:02:26,310

that you know I'm not going to give

58

00:02:28,970 --> 00:02:28,140

really a spoiler alert because I haven't

59

00:02:31,190 --> 00:02:28,980

seen it myself

60

00:02:35,240 --> 00:02:31,200

the trailer is great by the way anyone

61

00:02:39,530 --> 00:02:35,250

can find that on Google but you know as

62

00:02:42,339 --> 00:02:39,540

far as what happens in the film that he

63

00:02:44,990 --> 00:02:42,349

says will add some to the credibility is

64

00:02:49,789 --> 00:02:45,000

basically that there are independent

65

00:02:53,569 --> 00:02:49,799

people saying that they saw Bob Lazar in

66

00:02:55,580 --> 00:02:53,579

area 51 they worked with him one says

67

00:02:56,960 --> 00:02:55,590

but he remains an honor and those people

68

00:03:02,780 --> 00:02:56,970

are going on the record with their names

69

00:03:05,660 --> 00:03:02,790

as well what also came up was the person

70

00:03:09,199 --> 00:03:05,670

supposedly that gave him his clearance

71

00:03:12,050 --> 00:03:09,209

talks anonymously voice altered and all

72

00:03:13,910 --> 00:03:12,060

that so I always have a little bit of

73

00:03:16,610 --> 00:03:13,920

trouble those type of interviews whether

74

00:03:20,030 --> 00:03:16,620

to to actually believe them or not

75

00:03:23,360 --> 00:03:20,040

so we're live anyone can watch the show

76

00:03:26,150 --> 00:03:23,370

every Tuesday at 6 to 8 p.m. Eastern

77

00:03:30,220 --> 00:03:26,160

Standard Time it's on YouTube you can

78

00:03:33,199 --> 00:03:30,230

listen or watch life and it's also on

79

00:03:42,890 --> 00:03:33,209

whoops someone is saying that there's no

80

00:03:48,080 --> 00:03:42,900

audio and on YouTube so that that is not

81

00:03:57,729 --> 00:03:48,090

good let me see showing right here full

82

00:04:06,070 --> 00:04:02,120

let me just see if that is true some

83

00:04:23,340 --> 00:04:11,500

oh okay it's over at kgr a radio the

84

00:04:30,090 --> 00:04:26,190

hang on everyone I will figure out

85

00:04:34,260 --> 00:04:30,100

what's going on here okay so the audio

86

00:04:35,910 --> 00:04:34,270

is on YouTube and which means I'm just

87

00:04:37,950 --> 00:04:35,920

going to have to continue I'm sorry

88

00:04:45,810 --> 00:04:37,960

about kgr a radio I'm not sure what's

89

00:04:48,450 --> 00:04:45,820

going on over there all right

90

00:04:50,160 --> 00:04:48,460

so hang on I just got a message from

91

00:04:59,360 --> 00:04:50,170

over there and I just have to try to

92

00:05:04,770 --> 00:05:02,130

all right it's all set should be all set

93

00:05:06,690 --> 00:05:04,780

on kgr right here looks like I'll be

94

00:05:09,930 --> 00:05:06,700

doing a little editing for this podcast

95

00:05:12,090 --> 00:05:09,940

when it goes out so let's start I'm not

96

00:05:13,700 --> 00:05:12,100

going to start totally over again going

97

00:05:17,220 --> 00:05:13,710

to be talking to our guests about

98

00:05:19,410 --> 00:05:17,230

aviation safety and UFOs his name is dr.

99

00:05:21,270 --> 00:05:19,420

Todd Curtis I'm real excited to talk to

100

00:05:23,970 --> 00:05:21,280

him he'll be coming right up and a

101

00:05:27,990 --> 00:05:23,980

little bit here and Alejandro could not

102

00:05:29,850 --> 00:05:28,000

make the show I was going on talking

103

00:05:32,670 --> 00:05:29,860

about the Bob Lazar movie and my

104

00:05:34,020 --> 00:05:32,680

thoughts about him whether whether I

105

00:05:36,750 --> 00:05:34,030

thought there was some real credence to

106

00:05:40,260 --> 00:05:36,760

his story or not really I've been on the

107

00:05:44,880 --> 00:05:40,270

fence forever about it if I were to bed

108

00:05:47,070 --> 00:05:44,890

I'd bet that it's probably not so but

109

00:05:49,290 --> 00:05:47,080

also I do want to watch the movie

110

00:05:52,110 --> 00:05:49,300

because I understand the movie is quite

111

00:05:54,570 --> 00:05:52,120

convincing in a lot of ways so that is

112

00:05:58,350 --> 00:05:54,580

coming out and Jeremy corbels out there

113

00:06:00,920 --> 00:05:58,360

pumping that everywhere and so it should

114

00:06:04,560 --> 00:06:00,930

be an interesting movie regardless and

115

00:06:07,290 --> 00:06:04,570

so as I was mentioning ahead of time

116

00:06:10,350 --> 00:06:07,300

people can watch this show for free on

117

00:06:12,450 --> 00:06:10,360

YouTube every Tuesday at 6 to 8 p.m.

118

00:06:15,810 --> 00:06:12,460

Eastern Standard Time if all goes well I

119

00:06:18,360 --> 00:06:15,820

should say and over at kg are a radio on

120

00:06:20,220 --> 00:06:18,370

Thursday nights it's on over there at

121

00:06:21,900 --> 00:06:20,230

the Dark Matter digital network people

122

00:06:23,970 --> 00:06:21,910

can watch it over there and it's always

123

00:06:25,770 --> 00:06:23,980

up on youtube if you want to support the

124

00:06:28,980 --> 00:06:25,780

show the first part of the show is

125

00:06:30,540 --> 00:06:28,990

always about 30 minutes to an hour for

126

00:06:33,150 --> 00:06:30,550

free anybody can listen to that as a

127

00:06:34,860 --> 00:06:33,160

podcast if you wanted it to listen to

128

00:06:36,210 --> 00:06:34,870

the full show on your media player all

129

00:06:36,540 --> 00:06:36,220

you have to do is support us for a

130

00:06:39,749 --> 00:06:36,550

couple

131

00:06:41,420 --> 00:06:39,759

or more per month or yearly payments

132

00:06:44,100 --> 00:06:41,430

however you want to work that out that

133

00:06:46,800 --> 00:06:44,110

information is over at podcast UFO calm

134

00:06:48,570 --> 00:06:46,810

and do check out the website we do get

135

00:06:51,480 --> 00:06:48,580

some blogs in there we also have a real

136

00:06:54,360 --> 00:06:51,490

active Facebook page and you can like

137

00:06:55,770 --> 00:06:54,370

that and every day it's updated I try to

138

00:06:58,290 --> 00:06:55,780

update it on the weekends but it's not

139

00:07:00,899 --> 00:06:58,300

always on on the weekends but anyway so

140

00:07:05,540 --> 00:07:00,909

I am getting ready to welcome our guests

141

00:07:08,850 --> 00:07:05,550

and Todd Curtis welcome to the show

142

00:07:11,760 --> 00:07:08,860

well thanks for having me and yes then

143

00:07:13,770 --> 00:07:11,770

thank you for being here and I we kind

144

00:07:17,370 --> 00:07:13,780

of met in a kind of a roundabout way

145

00:07:20,159 --> 00:07:17,380

actually and I want to owe that in

146

00:07:22,800 --> 00:07:20,169

thanks to oops let me hang on just a

147

00:07:25,680 --> 00:07:22,810

second here I want to I want to give the

148

00:07:28,379 --> 00:07:25,690

thanks to Ray Stanford because you

149

00:07:31,680 --> 00:07:28,389

actually contacted me and you were

150

00:07:32,909 --> 00:07:31,690

looking to buy Ray's book so you listen

151

00:07:35,369 --> 00:07:32,919

to the show and that's how it all

152

00:07:37,649 --> 00:07:35,379

started and I said hey wait a minute you

153

00:07:41,040 --> 00:07:37,659

are an air safety guy let's talk about

154

00:07:42,510 --> 00:07:41,050

that so and I think it's fascinating

155

00:07:44,670 --> 00:07:42,520

that you have an interest in UFOs

156

00:07:48,180 --> 00:07:44,680

because it's you know it's kind of a

157

00:07:51,270 --> 00:07:48,190

taboo subject in the aviation field and

158

00:07:53,249 --> 00:07:51,280

and I guess up I want you to talk about

159

00:07:57,360 --> 00:07:53,259

your background but before we actually

160

00:07:59,459 --> 00:07:57,370

go there can you also talk about have

161

00:08:01,430 --> 00:07:59,469

you had any ridicule because of your

162

00:08:04,589 --> 00:08:01,440

interest in UFOs

163

00:08:07,290 --> 00:08:04,599

very minor primarily through the things

164

00:08:09,899 --> 00:08:07,300

I've published on my website in the past

165

00:08:11,659 --> 00:08:09,909

I've actually had a interview with it

166

00:08:14,339 --> 00:08:11,669

Leslie Cain after a book came out about

167

00:08:18,420 --> 00:08:14,349

UFOs and government documents and

168

00:08:21,330 --> 00:08:18,430

generals this was I think 2014 and also

169

00:08:23,550 --> 00:08:21,340

Richard Haines of NAR cap I interviewed

170

00:08:26,279 --> 00:08:23,560

him for one of my podcast and there was

171

00:08:28,769 --> 00:08:26,289

just a minor pushback but nothing major

172

00:08:30,800 --> 00:08:28,779

I've actually Richards a nice great guy

173

00:08:34,560 --> 00:08:30,810

about I met him down in North Carolina

174

00:08:37,980 --> 00:08:34,570

several years ago and and real

175

00:08:40,170 --> 00:08:37,990

interesting guy really enjoyed meeting

176

00:08:43,230 --> 00:08:40,180

him and talking to him and but he won't

177

00:08:44,670 --> 00:08:43,240

come on my show and the reason you know

178

00:08:47,040 --> 00:08:44,680

he's very clear about it he says you

179

00:08:48,810 --> 00:08:47,050

know you have the word UFO and the title

180

00:08:50,050 --> 00:08:48,820

of your show and I don't want to be

181

00:08:52,269 --> 00:08:50,060

associated with anything

182

00:08:55,630 --> 00:08:52,279

to do with you you have hosts and that

183

00:08:58,030 --> 00:08:55,640

kind of gives you an idea of how the

184

00:09:01,360 --> 00:08:58,040

name is sort of tarnished or maybe

185

00:09:03,130 --> 00:09:01,370

overuse and abuse because you know

186

00:09:05,350 --> 00:09:03,140

really it means an unidentified flying

187

00:09:07,390 --> 00:09:05,360

object but people do associate it with

188

00:09:09,850 --> 00:09:07,400

you know aliens you mentioned the word

189

00:09:12,940 --> 00:09:09,860

UFO it's just like saying flying saucers

190

00:09:15,310 --> 00:09:12,950

you know people are going to be critical

191

00:09:17,380 --> 00:09:15,320

of the word and people interested in the

192

00:09:19,540 --> 00:09:17,390

field because they think you're talking

193

00:09:21,940 --> 00:09:19,550

it's got to be aliens what are your

194

00:09:23,890 --> 00:09:21,950

thoughts on all that well it's that

195

00:09:26,560 --> 00:09:23,900

quite simple from my perspective which

196

00:09:28,960 --> 00:09:26,570

is my backgrounds in aviation safety

197

00:09:30,400 --> 00:09:28,970

I started off some years ago oh my

198

00:09:32,410 --> 00:09:30,410

goodness back in the 80s as a flight

199

00:09:34,000 --> 00:09:32,420

test engineer in the Air Force and I

200

00:09:36,130 --> 00:09:34,010

transition into the civilian side of

201
00:09:38,500 --> 00:09:36,140
things working aviation safety now I was

202
00:09:40,390 --> 00:09:38,510
at Boeing for quite a few years during

203
00:09:42,910 --> 00:09:40,400
the development of the triple 7 was the

204
00:09:44,320 --> 00:09:42,920
main part of my time there and that's

205
00:09:47,200 --> 00:09:44,330
where I really developed an interest in

206
00:09:48,790 --> 00:09:47,210
looking at all sorts of angles with

207
00:09:50,829 --> 00:09:48,800
respect to things that could be a threat

208
00:09:53,650 --> 00:09:50,839
to the aircraft either on the ground or

209
00:09:55,960 --> 00:09:53,660
in the sky and when it came to unknowns

210
00:09:57,970 --> 00:09:55,970
in the sky well clearly some of them are

211
00:09:59,470 --> 00:09:57,980
our unknown phenomena that are weather

212
00:10:02,020 --> 00:09:59,480
related and can be scientifically

213
00:10:04,540 --> 00:10:02,030

studied but when they first are noticed

214

00:10:05,020 --> 00:10:04,550

by people it might engender all sorts of

215

00:10:07,540 --> 00:10:05,030

fear

216

00:10:09,370 --> 00:10:07,550

I remember reading a story quite a few

217

00:10:11,350 --> 00:10:09,380

years ago about Jets and sprites which

218

00:10:13,360 --> 00:10:11,360

are basically upper atmospheric

219

00:10:16,210 --> 00:10:13,370

lightning they had been observed by

220

00:10:18,040 --> 00:10:16,220

pilots decades ago but it's the kind of

221

00:10:20,950 --> 00:10:18,050

thing where if these pilots primarily

222

00:10:22,260 --> 00:10:20,960

military had reported these things even

223

00:10:24,910 --> 00:10:22,270

though these were related we found

224

00:10:26,440 --> 00:10:24,920

scientifically valid this was something

225

00:10:28,060 --> 00:10:26,450

that had nothing to do with flying the

226

00:10:29,829 --> 00:10:28,070

airplane and had nothing to do with

227

00:10:32,949 --> 00:10:29,839

their mission and reporting that could

228

00:10:34,900 --> 00:10:32,959

put them on out of flight status so even

229

00:10:37,000 --> 00:10:34,910

if there is nothing alien about it

230

00:10:39,130 --> 00:10:37,010

reporting something that's unusual it

231

00:10:42,100 --> 00:10:39,140

has nothing to do with the mission could

232

00:10:44,320 --> 00:10:42,110

put your career in jeopardy same for the

233

00:10:47,110 --> 00:10:44,330

civilian world airline pilots are some

234

00:10:50,230 --> 00:10:47,120

of the most well respected and also

235

00:10:52,269 --> 00:10:50,240

scrutinized professions out there any

236

00:10:54,010 --> 00:10:52,279

number of things that they do and their

237

00:10:55,410 --> 00:10:54,020

personal life could come back to haunt

238

00:10:57,519 --> 00:10:55,420

them in their professional life and

239

00:10:59,380 --> 00:10:57,529

reporting on things in the sky that

240

00:11:00,640 --> 00:10:59,390

again have nothing to do with flying the

241

00:11:02,199 --> 00:11:00,650

airplane have nothing to do with the

242

00:11:03,700 --> 00:11:02,209

operation of the aircraft there's

243

00:11:05,019 --> 00:11:03,710

nothing to do with the bottom line

244

00:11:07,990 --> 00:11:05,029

it's not their interest in their

245

00:11:12,639 --> 00:11:08,000

interest to do so would you if you had

246

00:11:15,870 --> 00:11:12,649

to guess or theorize would you say that

247

00:11:17,950 --> 00:11:15,880

of its a very small percentage of

248

00:11:22,290 --> 00:11:17,960

commercial pilots that will actually

249

00:11:24,370 --> 00:11:22,300

report a unidentified flying object I

250

00:11:27,070 --> 00:11:24,380

would say it's a vanishingly small

251

00:11:29,889 --> 00:11:27,080

primarily because there's no formal

252

00:11:31,480 --> 00:11:29,899

process that the FAA or the Department

253

00:11:33,930 --> 00:11:31,490

of Defense or anyone else has out there

254

00:11:37,030 --> 00:11:33,940

that says we are an official agency

255

00:11:39,070 --> 00:11:37,040

dealing with aviation matters if you see

256

00:11:42,610 --> 00:11:39,080

something that's unusual that could be a

257

00:11:45,310 --> 00:11:42,620

vehicle that is a not made by Boeing or

258

00:11:46,960 --> 00:11:45,320

Airbus and is interesting and unusual

259

00:11:49,600 --> 00:11:46,970

please report it to us there's nothing

260

00:11:52,360 --> 00:11:49,610

like that there are some ways that

261

00:11:53,920 --> 00:11:52,370

pilots or anyone else in in society can

262

00:11:57,190 --> 00:11:53,930

report things to an official government

263

00:11:59,139 --> 00:11:57,200

body but not explicitly for unknown

264

00:12:01,449 --> 00:11:59,149

phenomenon such as this

265

00:12:05,860 --> 00:12:01,459

you've mentioned Richard Haines and NAR

266

00:12:07,900 --> 00:12:05,870

cap so that is one organization thank

267

00:12:10,210 --> 00:12:07,910

goodness it's there you know there there

268

00:12:13,600 --> 00:12:10,220

is a place for them to go but one thing

269

00:12:15,940 --> 00:12:13,610

and I've had I've had I'm trying to

270

00:12:20,050 --> 00:12:15,950

remember the the the main person there

271

00:12:22,960 --> 00:12:20,060

right now on this show it was actually

272

00:12:25,900 --> 00:12:22,970

my first youtube show he was on that and

273

00:12:30,310 --> 00:12:25,910

we're friends I just lost his name right

274

00:12:31,840 --> 00:12:30,320

now but anyway great guy and he was

275

00:12:36,670 --> 00:12:31,850

willing to be on the show even though it

276
00:12:41,590 --> 00:12:36,680
was you know show about UFOs but I just

277
00:12:44,920 --> 00:12:41,600
wondered do they contact anyone with the

278
00:12:47,550 --> 00:12:44,930
reports or are those reports accessible

279
00:12:49,660 --> 00:12:47,560
like to say for instance all of a sudden

280
00:12:52,030 --> 00:12:49,670
you know the government may have an

281
00:12:54,120 --> 00:12:52,040
interest in a case do they actually

282
00:12:56,319 --> 00:12:54,130
contact NAR cap are you aware of that

283
00:12:59,140 --> 00:12:56,329
I'm not aware of any official government

284
00:13:01,840 --> 00:12:59,150
outreach to organizations like NAR cap

285
00:13:04,630 --> 00:13:01,850
or the national UFO Reporting Center or

286
00:13:07,090 --> 00:13:04,640
other privately run organizations that

287
00:13:10,360 --> 00:13:07,100
collect collate and analyze a unknown

288
00:13:12,190 --> 00:13:10,370

data UFO data unknown aerial phenomena

289

00:13:13,840 --> 00:13:12,200

data call it what you will I don't know

290

00:13:16,870 --> 00:13:13,850

if no government outreach to do that I

291

00:13:21,160 --> 00:13:19,120

I'm sort of surprised a little bit

292

00:13:23,170 --> 00:13:21,170

because you know there's there's been a

293

00:13:25,180 --> 00:13:23,180

number of years has been speculation

294

00:13:29,170 --> 00:13:25,190

that MUFON there's some type of

295

00:13:30,520 --> 00:13:29,180

connection there with MUFON and I know

296

00:13:33,820 --> 00:13:30,530

it's conspiratorial

297

00:13:38,110 --> 00:13:33,830

but you know there have been some links

298

00:13:42,400 --> 00:13:38,120

between the government and MUFON you

299

00:13:44,200 --> 00:13:42,410

know Bob Bigelow there's also for

300

00:13:49,870 --> 00:13:44,210

instance ray stanford who was on the

301
00:13:51,730 --> 00:13:49,880
show we talked one time about there was

302
00:13:56,230 --> 00:13:51,740
some shell company that was funding a

303
00:13:58,540 --> 00:13:56,240
MUFON event that actually had ties to

304
00:14:01,920 --> 00:13:58,550
the government so it's it's it's pretty

305
00:14:05,110 --> 00:14:01,930
interesting and I I don't really know

306
00:14:08,310 --> 00:14:05,120
other than getting data you know why

307
00:14:12,310 --> 00:14:08,320
they would be doing anything like that

308
00:14:14,170 --> 00:14:12,320
well who knows all the mysterious ways

309
00:14:16,450 --> 00:14:14,180
that government works and government in

310
00:14:18,330 --> 00:14:16,460
my opinion isn't some monolithic entity

311
00:14:20,830 --> 00:14:18,340
there are all sorts of institutions

312
00:14:23,170 --> 00:14:20,840
organizations individuals who are their

313
00:14:25,420 --> 00:14:23,180

own agendas some of them are consistent

314

00:14:27,340 --> 00:14:25,430

with a major policy issues of the high

315

00:14:29,950 --> 00:14:27,350

level others could be personal interest

316

00:14:31,690 --> 00:14:29,960

so the likelihood that some agent of

317

00:14:33,760 --> 00:14:31,700

government or some part of government

318

00:14:35,500 --> 00:14:33,770

had some funding going to the private

319

00:14:38,250 --> 00:14:35,510

organizations like that perfectly

320

00:14:40,930 --> 00:14:38,260

plausible and again keep in mind that

321

00:14:42,610 --> 00:14:40,940

organizations like narc hat MUFON etc

322

00:14:44,200 --> 00:14:42,620

they're private entities they're not

323

00:14:47,500 --> 00:14:44,210

publicly traded they don't have a

324

00:14:48,850 --> 00:14:47,510

requirement to have a full disclosure of

325

00:14:51,280 --> 00:14:48,860

their finances like a publicly traded

326

00:14:53,040 --> 00:14:51,290

company and as a private company they

327

00:14:56,070 --> 00:14:53,050

can have all sorts of things that are

328

00:15:00,010 --> 00:14:56,080

not necessarily nefarious but certainly

329

00:15:03,550 --> 00:15:00,020

not open to the public right now how

330

00:15:06,550 --> 00:15:03,560

about your air safecom have you yourself

331

00:15:09,700 --> 00:15:06,560

been contacted by anyone about the UFO

332

00:15:12,010 --> 00:15:09,710

topic at all or does that just do me

333

00:15:13,270 --> 00:15:12,020

that that never happens except the

334

00:15:14,800 --> 00:15:13,280

occasional email that might have

335

00:15:16,840 --> 00:15:14,810

commented on one or two pieces of

336

00:15:18,850 --> 00:15:16,850

content I had either on the podcast on

337

00:15:20,530 --> 00:15:18,860

the website itself but as far as

338

00:15:22,690 --> 00:15:20,540

outreach from government are the only

339

00:15:24,820 --> 00:15:22,700

thing I can say indirectly looking at

340

00:15:27,100 --> 00:15:24,830

the logs of data and traffic that comes

341

00:15:29,200 --> 00:15:27,110

to yes there are some domain names that

342

00:15:30,009 --> 00:15:29,210

are related to larger aviation

343

00:15:31,869 --> 00:15:30,019

organizations and

344

00:15:34,479 --> 00:15:31,879

government organizations that do visit

345

00:15:36,249 --> 00:15:34,489

my website but keep in mind that the

346

00:15:38,889 --> 00:15:36,259

vast majority of my website deals with

347

00:15:42,309 --> 00:15:38,899

airline aviation safety and security

348

00:15:45,040 --> 00:15:42,319

events only small event with things that

349

00:15:47,229 --> 00:15:45,050

could be related to UFO so could some of

350

00:15:49,329 --> 00:15:47,239

that traffic be related that could be

351

00:15:53,319 --> 00:15:49,339

but I don't have that level of detailed

352

00:15:55,749 --> 00:15:53,329

knowledge of who did what when what do

353

00:15:57,850 --> 00:15:55,759

you think about I've talked to some

354

00:16:00,369 --> 00:15:57,860

skeptics that they say that an airline

355

00:16:02,710 --> 00:16:00,379

pilot is no better of an observer than

356

00:16:05,619 --> 00:16:02,720

anyone else I disagree with that what is

357

00:16:07,809 --> 00:16:05,629

your thoughts well if the airline pilot

358

00:16:08,199 --> 00:16:07,819

is observing a birthday party of a four

359

00:16:10,090 --> 00:16:08,209

year old

360

00:16:11,829 --> 00:16:10,100

yes that's they'd be no different than

361

00:16:13,689 --> 00:16:11,839

the average person but when it comes to

362

00:16:15,939 --> 00:16:13,699

looking at things in the sky we're

363

00:16:18,160 --> 00:16:15,949

talking a completely different situation

364

00:16:21,609 --> 00:16:18,170

here we're talking people who

365

00:16:23,079 --> 00:16:21,619

professionally study the sky they

366

00:16:25,090 --> 00:16:23,089

understand at least a little bit about

367

00:16:28,449 --> 00:16:25,100

meteorology they know something about

368

00:16:29,799 --> 00:16:28,459

the stars what stars look like it could

369

00:16:32,139 --> 00:16:29,809

be an aircraft if you're not looking

370

00:16:34,749 --> 00:16:32,149

carefully the satellites for example the

371

00:16:36,400 --> 00:16:34,759

ISS which if it's flying over you if you

372

00:16:39,039 --> 00:16:36,410

didn't know any better you'd mistake it

373

00:16:41,799 --> 00:16:39,049

for an aircraft they know what things

374

00:16:43,539 --> 00:16:41,809

look like from above from below they

375

00:16:46,329 --> 00:16:43,549

know what looks normal with respect out

376

00:16:47,859 --> 00:16:46,339

of traffic they've seen traffic airline

377

00:16:49,419 --> 00:16:47,869

pilots they've seen traffic at their

378

00:16:51,639 --> 00:16:49,429

altitude above and below three years

379

00:16:53,499 --> 00:16:51,649

because flying to and fro around the

380

00:16:55,629 --> 00:16:53,509

world their various air routes that

381

00:16:58,989 --> 00:16:55,639

other airliners take so they would on a

382

00:17:01,840 --> 00:16:58,999

regular basis see aircraft of all types

383

00:17:03,429 --> 00:17:01,850

military and civilian so to say that

384

00:17:05,649 --> 00:17:03,439

they would not be able to recognize

385

00:17:07,629 --> 00:17:05,659

something as out of the ordinary be it a

386

00:17:09,189 --> 00:17:07,639

natural phenomenon or something it looks

387

00:17:11,799 --> 00:17:09,199

like a controlled flight of some sort of

388

00:17:13,689 --> 00:17:11,809

vehicle that's absurd airline pilots are

389

00:17:16,779 --> 00:17:13,699

a cut above compared to most other

390

00:17:19,929 --> 00:17:16,789

people have you yourself ever had any

391

00:17:22,389 --> 00:17:19,939

type of sighting there's only one time

392

00:17:24,159 --> 00:17:22,399

where I could say that I had a sighting

393

00:17:25,870 --> 00:17:24,169

of something that just didn't make any

394

00:17:28,600 --> 00:17:25,880

sense to me and this was in Seattle and

395

00:17:30,460 --> 00:17:28,610

I say this because I happened to talk to

396

00:17:32,350 --> 00:17:30,470

a co-worker a couple days later he saw

397

00:17:34,690 --> 00:17:32,360

the same event he was about 20 miles

398

00:17:38,409 --> 00:17:34,700

south of me what this was was a very

399

00:17:41,950 --> 00:17:38,419

high flying extremely low low slow

400

00:17:43,900 --> 00:17:41,960

moving in very very stable contrail I've

401
00:17:46,090 --> 00:17:43,910
been looking at contrails all my life

402
00:17:49,120 --> 00:17:46,100
and I've seen them from large aircraft

403
00:17:51,700 --> 00:17:49,130
small aircraft this didn't behave like

404
00:17:54,670 --> 00:17:51,710
any contrail I'd seen before I'm not

405
00:17:56,320 --> 00:17:54,680
saying it wasn't any unusual vehicle it

406
00:17:58,650 --> 00:17:56,330
just looked to be a lot slower than

407
00:18:01,030 --> 00:17:58,660
usual I thought okay maybe to you too

408
00:18:02,080 --> 00:18:01,040
but from where it was in Seattle I was

409
00:18:05,140 --> 00:18:02,090
looking to the northwest

410
00:18:06,820 --> 00:18:05,150
more or less toward the Northeast

411
00:18:09,520 --> 00:18:06,830
Cheeseman northwest corner of the state

412
00:18:11,500 --> 00:18:09,530
of Washington and I'm thinking I don't

413
00:18:13,030 --> 00:18:11,510

know of any flight activity that's over

414

00:18:15,100 --> 00:18:13,040

there that would make sense

415

00:18:16,960 --> 00:18:15,110

there is a Naval Air Station and would

416

00:18:18,340 --> 00:18:16,970

be Island up be north of my position

417

00:18:20,470 --> 00:18:18,350

that would be between where this

418

00:18:23,170 --> 00:18:20,480

contrail was and where I was looking at

419

00:18:26,110 --> 00:18:23,180

it from but nothing at Whidbey Island

420

00:18:27,550 --> 00:18:26,120

was that kind of aircraft mess I stood

421

00:18:29,950 --> 00:18:27,560

there and looked at it for 20-30 minutes

422

00:18:31,660 --> 00:18:29,960

there's so much so that I said I'm gonna

423

00:18:33,760 --> 00:18:31,670

see if this thing moves I'm gonna look

424

00:18:35,620 --> 00:18:33,770

at a distant object here which is like a

425

00:18:37,930 --> 00:18:35,630

radio tower I'm gonna see if this

426

00:18:39,850 --> 00:18:37,940

contrail moves in any way shape or form

427

00:18:43,300 --> 00:18:39,860

with this radio tower in the foreground

428

00:18:44,830 --> 00:18:43,310

and it did but extremely slowly and

429

00:18:46,030 --> 00:18:44,840

again I had a colleague I was at Boeing

430

00:18:47,410 --> 00:18:46,040

at the time had a colleague of mine I

431

00:18:49,630 --> 00:18:47,420

talked him about easy oh yeah I saw that

432

00:18:52,000 --> 00:18:49,640

too and I thought if you saw this

433

00:18:53,710 --> 00:18:52,010

roughly the same angle to the horizon

434

00:18:55,960 --> 00:18:53,720

and he was like 20 miles south of me

435

00:18:58,720 --> 00:18:55,970

this thing had to be a fairly decent

436

00:19:00,400 --> 00:18:58,730

distance away was it over Canada was it

437

00:19:02,590 --> 00:19:00,410

over the Pacific I couldn't tell you

438

00:19:05,590 --> 00:19:02,600

never seen that kind of a contrail

439

00:19:09,190 --> 00:19:05,600

before since wow that's interesting now

440

00:19:12,580 --> 00:19:09,200

we talked earlier about the term UFO is

441

00:19:14,530 --> 00:19:12,590

that a taboo I think you mentioned in

442

00:19:16,720 --> 00:19:14,540

one of your emails to me it's kind of a

443

00:19:18,790 --> 00:19:16,730

word you didn't really let leave your

444

00:19:22,630 --> 00:19:18,800

lips when you were talking to certain

445

00:19:24,250 --> 00:19:22,640

people so that's right yeah I was

446

00:19:28,240 --> 00:19:24,260

actually interviewed for History Channel

447

00:19:30,730 --> 00:19:28,250

show some years ago about UFO events

448

00:19:34,120 --> 00:19:30,740

related to airliners including the Jemez

449

00:19:36,460 --> 00:19:34,130

Japan Airlines a cargo 747 in Alaska in

450

00:19:38,530 --> 00:19:36,470

the 1980s and I was trying to best my

451
00:19:40,570 --> 00:19:38,540
ability to not say the word UFO during

452
00:19:42,640 --> 00:19:40,580
the interview because I thought okay if

453
00:19:44,710 --> 00:19:42,650
you're gonna put only seven seconds of

454
00:19:45,970 --> 00:19:44,720
me out of this show and put it out

455
00:19:48,640 --> 00:19:45,980
somewhere and saying hey this is what

456
00:19:50,110 --> 00:19:48,650
Todd Kurtz believes if I had the words

457
00:19:52,000 --> 00:19:50,120
UFO coming out of my mouth that would be

458
00:19:54,370 --> 00:19:52,010
one thing now if they saw the entire

459
00:19:56,200 --> 00:19:54,380
show they could see it in context but

460
00:19:57,130 --> 00:19:56,210
knowing a little bit about how the media

461
00:19:58,660 --> 00:19:57,140
works

462
00:20:00,190 --> 00:19:58,670
the juiciest sound but is the one that

463
00:20:01,870 --> 00:20:00,200

ends up everywhere so I was very careful

464

00:20:04,120 --> 00:20:01,880

in that show that's right that's right

465

00:20:09,010 --> 00:20:04,130

so we will I do want to bring up and

466

00:20:10,539 --> 00:20:09,020

talk about the Jay al 16:28 case because

467

00:20:12,220 --> 00:20:10,549

that's a fascinating that's one of the I

468

00:20:15,669 --> 00:20:12,230

think it's one of the all-time great

469

00:20:17,380 --> 00:20:15,679

cases out there but before we do that

470

00:20:19,600 --> 00:20:17,390

we're going to be going to break in a

471

00:20:22,930 --> 00:20:19,610

short bit and also I wanted to ask you

472

00:20:28,080 --> 00:20:22,940

with your background and your website

473

00:20:31,299 --> 00:20:28,090

and your stature so to speak do you have

474

00:20:33,430 --> 00:20:31,309

do people take you seriously like if you

475

00:20:37,060 --> 00:20:33,440

actually wanted to inquire about an

476
00:20:41,039 --> 00:20:37,070
event I mean can you do have an ability

477
00:20:43,900 --> 00:20:41,049
to contact like for instance the Irish

478
00:20:45,789 --> 00:20:43,910
you know the incident that happened do

479
00:20:48,310 --> 00:20:45,799
you have the ability to contact an

480
00:20:51,370 --> 00:20:48,320
organization and ask about the research

481
00:20:52,740 --> 00:20:51,380
or something on that and I typically

482
00:20:55,840 --> 00:20:52,750
don't do that for a couple of reasons

483
00:20:57,340 --> 00:20:55,850
first and you know I didn't talk about

484
00:20:58,780 --> 00:20:57,350
this at a time with you which are

485
00:21:00,100 --> 00:20:58,790
basically giving an advertisement for my

486
00:21:02,740 --> 00:21:00,110
first book which was called a

487
00:21:05,350 --> 00:21:02,750
understanding aviation safety data and I

488
00:21:06,970 --> 00:21:05,360

wrote this based on my work when I was

489

00:21:09,310 --> 00:21:06,980

in graduate school at MIT and plus my

490

00:21:11,830 --> 00:21:09,320

work at Boeing how do I go about finding

491

00:21:14,620 --> 00:21:11,840

things there were so much out there that

492

00:21:16,900 --> 00:21:14,630

is in the open waiting to be picked over

493

00:21:19,210 --> 00:21:16,910

that all you have to do is in my opinion

494

00:21:20,530 --> 00:21:19,220

know how to systematically ask and

495

00:21:22,419 --> 00:21:20,540

answer the question and look for those

496

00:21:24,640 --> 00:21:22,429

sources of data that are reputable

497

00:21:27,250 --> 00:21:24,650

enough you can address those questions

498

00:21:29,380 --> 00:21:27,260

so the Irish Aviation Authority for

499

00:21:31,210 --> 00:21:29,390

instance they might be investigating

500

00:21:33,159 --> 00:21:31,220

event that happened a few weeks ago well

501
00:21:34,720 --> 00:21:33,169
if a report ever comes out I'm sure

502
00:21:37,150 --> 00:21:34,730
it'll be available somewhere so rather

503
00:21:40,270 --> 00:21:37,160
than calling someone at the authority

504
00:21:42,730 --> 00:21:40,280
I'll just search their website search

505
00:21:44,080 --> 00:21:42,740
various fora on the internet and if

506
00:21:46,270 --> 00:21:44,090
someone says hey the report just got

507
00:21:49,539 --> 00:21:46,280
published here's a URL that's my way of

508
00:21:51,820 --> 00:21:49,549
getting the information okay so you kind

509
00:21:56,140 --> 00:21:51,830
of go about it the same way that anybody

510
00:21:59,409 --> 00:21:56,150
could you don't try to use your status

511
00:22:01,840 --> 00:21:59,419
so to speak in any type of way special

512
00:22:03,820 --> 00:22:01,850
way and now and again this brings up

513
00:22:05,500 --> 00:22:03,830

something even further back I mentioned

514

00:22:07,630 --> 00:22:05,510

how I was a Air Force flight test

515

00:22:09,040 --> 00:22:07,640

engineer well my last assignment the Air

516

00:22:10,290 --> 00:22:09,050

Force was at the National Security

517

00:22:12,450 --> 00:22:10,300

Agency

518

00:22:14,010 --> 00:22:12,460

in the National Cryptologic school and

519

00:22:15,660 --> 00:22:14,020

one of the things I learned from being

520

00:22:16,650 --> 00:22:15,670

in and around the intelligence community

521

00:22:19,140 --> 00:22:16,660

is real simple

522

00:22:20,850 --> 00:22:19,150

most of they're really really really

523

00:22:23,250 --> 00:22:20,860

really good information is out there in

524

00:22:25,050 --> 00:22:23,260

the open already it's more a question of

525

00:22:27,300 --> 00:22:25,060

knowing how to look and where to look

526

00:22:29,760 --> 00:22:27,310

you don't need the fancy satellites or

527

00:22:32,640 --> 00:22:29,770

James Bond or any that nonsense there's

528

00:22:36,240 --> 00:22:32,650

plenty of information out there yeah and

529

00:22:38,760 --> 00:22:36,250

us you know we're I wouldn't think we're

530

00:22:42,290 --> 00:22:38,770

too far apart in age you're probably a

531

00:22:45,930 --> 00:22:42,300

bit younger than me but we have seen the

532

00:22:47,490 --> 00:22:45,940

times going back to the analog days

533

00:22:49,620 --> 00:22:47,500

where everything was

534

00:22:52,830 --> 00:22:49,630

you know papers and files and all that

535

00:22:56,190 --> 00:22:52,840

and now everything is available online

536

00:22:59,190 --> 00:22:56,200

have you ever in any of the work that

537

00:23:01,550 --> 00:22:59,200

you've done in regards to air safety use

538

00:23:06,480 --> 00:23:01,560

for you for your Freedom of Information

539

00:23:08,550 --> 00:23:06,490

requests for any documents that's a good

540

00:23:10,800 --> 00:23:08,560

question I actually wrote about how to

541

00:23:12,300 --> 00:23:10,810

use for in my first book but I have it

542

00:23:15,900 --> 00:23:12,310

myself that had to resort to that

543

00:23:17,970 --> 00:23:15,910

because typically because I know enough

544

00:23:19,740 --> 00:23:17,980

institutions in the industry if I really

545

00:23:21,750 --> 00:23:19,750

needed something really obscure I'd

546

00:23:23,790 --> 00:23:21,760

simply go after that particular database

547

00:23:25,260 --> 00:23:23,800

or that particular library or I might

548

00:23:27,720 --> 00:23:25,270

even have somebody in the industry who

549

00:23:30,360 --> 00:23:27,730

give me a heads up on it but actively

550

00:23:33,120 --> 00:23:30,370

going after a for your information I

551
00:23:36,390 --> 00:23:33,130
haven't had to do that interesting

552
00:23:39,750 --> 00:23:36,400
Wow okay so we are ready to go to break

553
00:23:42,570 --> 00:23:39,760
so my guest this evening is Todd Curtis

554
00:23:46,140 --> 00:23:42,580
and this is Martin Willis with podcast

555
00:23:53,659 --> 00:23:46,150
UFO and we'll be right back right after

556
00:24:01,860 --> 00:23:57,830
mark we're in the clear my friend

557
00:24:05,490 --> 00:24:01,870
4-minute right okay I heard four minutes

558
00:24:07,650 --> 00:24:05,500
something seconds so so let's see I'm

559
00:24:10,789 --> 00:24:07,660
just gonna look quickly through there's

560
00:24:17,220 --> 00:24:10,799
there's people up hosting some questions

561
00:24:19,740 --> 00:24:17,230
up on the chat room here and someone

562
00:24:21,000 --> 00:24:19,750
there was no filming actually of the

563
00:24:22,409 --> 00:24:21,010

let's talk a little bit about the

564

00:24:24,419 --> 00:24:22,419

Ireland and we could talk about that

565

00:24:26,490 --> 00:24:24,429

during the regular show too but there

566

00:24:28,020 --> 00:24:26,500

was no filming of that in particular

567

00:24:32,419 --> 00:24:28,030

that I heard about I know there was a

568

00:24:35,220 --> 00:24:32,429

you know there's a voice recorder but

569

00:24:37,680 --> 00:24:35,230

there's no access to any no one took any

570

00:24:39,149 --> 00:24:37,690

no pilot took any pictures or film or

571

00:24:40,950 --> 00:24:39,159

anything of that as far as you know in

572

00:24:44,820 --> 00:24:40,960

my knowledge there was no radar trace of

573

00:24:47,610 --> 00:24:44,830

that either no radar - a trace and which

574

00:24:49,740 --> 00:24:47,620

is interesting and you probably know

575

00:24:52,680 --> 00:24:49,750

this already but that's not uncommon for

576

00:24:56,760 --> 00:24:52,690

UFOs even when people see large

577

00:24:58,740 --> 00:24:56,770

structured vehicles well let me be more

578

00:25:00,990 --> 00:24:58,750

specific when it comes to radars used

579

00:25:02,850 --> 00:25:01,000

for air traffic control they're using

580

00:25:04,830 --> 00:25:02,860

primarily transponders to get

581

00:25:07,409 --> 00:25:04,840

information from the aircraft right yeah

582

00:25:08,700 --> 00:25:07,419

rather than primary a radar return off

583

00:25:10,470 --> 00:25:08,710

the skin paint the kind of thing in

584

00:25:12,450 --> 00:25:10,480

military radar would use so you could

585

00:25:14,730 --> 00:25:12,460

have something fly directly in line of

586

00:25:16,980 --> 00:25:14,740

sight of a air traffic control radar if

587

00:25:18,990 --> 00:25:16,990

there's no transponder on may not see

588

00:25:20,279 --> 00:25:19,000

that aircraft at all I didn't realize

589

00:25:22,980 --> 00:25:20,289

that I didn't realize that the

590

00:25:24,779 --> 00:25:22,990

transponder was their main source I

591

00:25:28,860 --> 00:25:24,789

thought it was always you know the

592

00:25:30,390 --> 00:25:28,870

typical radar so yeah interesting and

593

00:25:32,340 --> 00:25:30,400

there's a lot of talk about you know

594

00:25:34,980 --> 00:25:32,350

vehicles you know there is no

595

00:25:38,210 --> 00:25:34,990

transponder and he's these vehicles when

596

00:25:41,340 --> 00:25:38,220

they see them but that's interesting so

597

00:25:43,260 --> 00:25:41,350

we have you know we have three minutes

598

00:25:47,220 --> 00:25:43,270

or so left in this break or just about

599

00:25:50,250 --> 00:25:47,230

that and we didn't really talk much

600

00:25:51,810 --> 00:25:50,260

about your your background what got you

601
00:25:53,640 --> 00:25:51,820
started in the aviation field you want

602
00:25:54,600 --> 00:25:53,650
to talk a little bit about that again we

603
00:25:57,090 --> 00:25:54,610
have a couple minutes left

604
00:25:59,490 --> 00:25:57,100
well certainly I grew up in the 60s and

605
00:26:01,560 --> 00:25:59,500
early 70s in Texas and back then this

606
00:26:03,419 --> 00:26:01,570
was during the height of the Apollo

607
00:26:05,490 --> 00:26:03,429
program actually a latter part of the

608
00:26:06,990 --> 00:26:05,500
Gemini program and the Apollo program

609
00:26:08,460 --> 00:26:07,000
I remember watching

610
00:26:10,140 --> 00:26:08,470
Gemini launches when I was in elementary

611
00:26:11,310 --> 00:26:10,150
school I would have been like first

612
00:26:14,430 --> 00:26:11,320
second grade because we're talking about

613
00:26:16,560 --> 00:26:14,440

sixty-five or so and like most other

614

00:26:18,180 --> 00:26:16,570

people in the country I was glued to the

615

00:26:20,670 --> 00:26:18,190

television when the space shots happened

616

00:26:22,080 --> 00:26:20,680

and the astronauts in Texas were right

617

00:26:25,290 --> 00:26:22,090

up there with the Dallas Cowboys as far

618

00:26:28,800 --> 00:26:25,300

as how much Fame they had so the fact

619

00:26:30,540 --> 00:26:28,810

and also to NASA's credit the Public

620

00:26:33,540 --> 00:26:30,550

Affairs Office was very very generous

621

00:26:35,460 --> 00:26:33,550

I'm still a little kid 9 10 12 years old

622

00:26:37,380 --> 00:26:35,470

writing in longhand to the public

623

00:26:40,380 --> 00:26:37,390

affairs office they would send me tons

624

00:26:42,360 --> 00:26:40,390

of stuff mission reports photographs I

625

00:26:44,880 --> 00:26:42,370

mean all kinds of good stuff you know I

626
00:26:47,160 --> 00:26:44,890
had George pull that stuff corona Wow so

627
00:26:48,390 --> 00:26:47,170
that was one of the reasons I thought

628
00:26:50,670 --> 00:26:48,400
hey this might be something interesting

629
00:26:52,170 --> 00:26:50,680
I also had an uncle who was living in

630
00:26:53,700 --> 00:26:52,180
California who was in the aerospace

631
00:26:55,260 --> 00:26:53,710
business as an engineer and another

632
00:26:57,600 --> 00:26:55,270
uncle who worked at Douglas on the

633
00:27:00,020 --> 00:26:57,610
assembly line so I didn't think of

634
00:27:02,400 --> 00:27:00,030
aviation is something that was you know

635
00:27:04,170 --> 00:27:02,410
beyond the realm it's like hey I got a

636
00:27:06,060 --> 00:27:04,180
couple uncle's doing this yeah I know

637
00:27:07,740 --> 00:27:06,070
that there's a business out there and

638
00:27:08,940 --> 00:27:07,750

there might still be some things even

639

00:27:10,560 --> 00:27:08,950

though the space program sort of like

640

00:27:13,650 --> 00:27:10,570

wound down big time by the time it got

641

00:27:15,690 --> 00:27:13,660

to college and I decided to keep on with

642

00:27:18,330 --> 00:27:15,700

my interests in aviation learn how to

643

00:27:20,400 --> 00:27:18,340

fly when I was in that college and grad

644

00:27:22,470 --> 00:27:20,410

school and it took me several years

645

00:27:25,650 --> 00:27:22,480

because I kept running out of money yeah

646

00:27:27,570 --> 00:27:25,660

and when I went into the Air Force it

647

00:27:31,290 --> 00:27:27,580

was explicitly to work in one of the

648

00:27:33,180 --> 00:27:31,300

aviation research offices ended up going

649

00:27:36,450 --> 00:27:33,190

to Edwards was there for a couple of

650

00:27:38,700 --> 00:27:36,460

years and worked on the f-16 Lantern

651
00:27:41,520 --> 00:27:38,710
program which was some of the early

652
00:27:44,190 --> 00:27:41,530
iterations of infrared targeting and

653
00:27:48,930 --> 00:27:44,200
navigation systems why and this was

654
00:27:51,990 --> 00:27:48,940
again 8485 timeframe and the stuff they

655
00:27:54,060 --> 00:27:52,000
had was working great under the

656
00:27:55,890 --> 00:27:54,070
conditions of the Mojave Desert yeah

657
00:27:58,320 --> 00:27:55,900
it's like if they had to do this in the

658
00:27:59,820 --> 00:27:58,330
folder gap over and in Europe for you

659
00:28:02,310 --> 00:27:59,830
know the Warsaw Pact coming over the

660
00:28:04,050 --> 00:28:02,320
hill this isn't gonna work at all of

661
00:28:06,000 --> 00:28:04,060
course a few years later the first time

662
00:28:08,670 --> 00:28:06,010
this technology got is big-time

663
00:28:10,560 --> 00:28:08,680

was in the first Gulf War and the whole

664

00:28:12,030 --> 00:28:10,570

world saw those pictures and it's like

665

00:28:14,970 --> 00:28:12,040

wow this is amazing stuff

666

00:28:16,470 --> 00:28:14,980

so I hate to say this but that was some

667

00:28:20,010 --> 00:28:16,480

of the greatest marketing ever for that

668

00:28:22,170 --> 00:28:20,020

kind of technology on military aircraft

669

00:28:26,040 --> 00:28:22,180

race we're about ready to go back right

670

00:28:30,000 --> 00:28:26,050

yeah we're 55-second barn Oh 55 seconds

671

00:28:34,560 --> 00:28:30,010

okay oh my goodness Wow that's how so

672

00:28:37,200 --> 00:28:34,570

yeah 25 Oh gonna count down all the way

673

00:28:41,490 --> 00:28:37,210

from there so all right I got the timer

674

00:28:46,050 --> 00:28:41,500

going on that so interesting and was

675

00:28:49,140 --> 00:28:46,060

that hard to get an education in in

676

00:28:52,080 --> 00:28:49,150

aviation I know it wasn't hard at all

677

00:28:54,030 --> 00:28:52,090

again I went off to engineering school

678

00:28:56,070 --> 00:28:54,040

and I ended up going to prints and print

679

00:28:57,450 --> 00:28:56,080

in school and I went into electrical

680

00:29:00,000 --> 00:28:57,460

engineering because I know enough about

681

00:29:02,100 --> 00:29:00,010

where things are going man aviation

682

00:29:04,350 --> 00:29:02,110

already had a big retrenchment a few

683

00:29:06,510 --> 00:29:04,360

years before and I thought well gee if I

684

00:29:07,710 --> 00:29:06,520

were to go in aviation in a discipline

685

00:29:10,620 --> 00:29:07,720

where I could actually go into another

686

00:29:12,240 --> 00:29:10,630

business if I had to what you know what

687

00:29:15,150 --> 00:29:12,250

engineering what I followed I ended up

688

00:29:16,710 --> 00:29:15,160

doing electrical system analysis signal

689

00:29:18,000 --> 00:29:16,720

processing that kind of thing all right

690

00:29:25,790 --> 00:29:18,010

I think we're ready to go back right

691

00:29:30,500 --> 00:29:25,800

race all right all set

692

00:29:35,550 --> 00:29:30,510

all right here we go in five four three

693

00:29:38,400 --> 00:29:35,560

two all right welcome back my guest this

694

00:29:42,660 --> 00:29:38,410

evening is dr. Todd Curtis and we're

695

00:29:46,500 --> 00:29:42,670

talking aviation and we are aviation in

696

00:29:48,570 --> 00:29:46,510

UFOs and really enjoying it and I spend

697

00:29:52,460 --> 00:29:48,580

you know before the we went into break

698

00:29:56,790 --> 00:29:52,470

that I wanted to talk more about the jl

699

00:30:00,990 --> 00:29:56,800

1628 case unfortunately what happened to

700

00:30:04,380 --> 00:30:01,000

the pilot of that situation and so for

701
00:30:06,900 --> 00:30:04,390
the person that's not aware of that

702
00:30:09,480 --> 00:30:06,910
whole case in particular are you able to

703
00:30:12,990 --> 00:30:09,490
walk us through exactly what you know

704
00:30:14,880 --> 00:30:13,000
about it well I'm going from my rapidly

705
00:30:17,460 --> 00:30:14,890
fading memory but this was the early

706
00:30:20,430 --> 00:30:17,470
1980s it was a cargo flight jael cargo

707
00:30:23,520 --> 00:30:20,440
flight in the Alaskan airspace north of

708
00:30:26,730 --> 00:30:23,530
Anchorage and the crew noticed several

709
00:30:28,740 --> 00:30:26,740
anomalous objects or phenomena out there

710
00:30:30,990 --> 00:30:28,750
including what looked like a UFO that

711
00:30:33,240 --> 00:30:31,000
was several times larger than the 747

712
00:30:33,789 --> 00:30:33,250
itself and they not only saw this with

713
00:30:35,619 --> 00:30:33,799

their eyes

714

00:30:38,470 --> 00:30:35,629
radioed into air traffic control and

715

00:30:40,989 --> 00:30:38,480
they also got in touch with the military

716

00:30:44,049 --> 00:30:40,999
I believe out of Elmendorf Air Force

717

00:30:46,239 --> 00:30:44,059
Base so you had several physical eyes on

718

00:30:48,909 --> 00:30:46,249
it as well as radar tracking at this and

719

00:30:50,320 --> 00:30:48,919
the FAA had radar tapes of this and of

720

00:30:52,450 --> 00:30:50,330
course they had a lot of transcripts of

721

00:30:54,669 --> 00:30:52,460
what went on and subsequent to that

722

00:30:57,009 --> 00:30:54,679
event there was a meeting apparently

723

00:31:00,700 --> 00:30:57,019
involving several branches of government

724

00:31:02,409 --> 00:31:00,710
other than the FAA and a lot of this was

725

00:31:04,720 --> 00:31:02,419
supposed to be confiscated and kept

726

00:31:06,789 --> 00:31:04,730

quiet but one of the FAA managers who

727

00:31:09,159 --> 00:31:06,799

was there there was some of the data

728

00:31:10,960 --> 00:31:09,169

that was not required to be taken away I

729

00:31:14,139 --> 00:31:10,970

believe by the FBI I might be wrong on

730

00:31:15,549 --> 00:31:14,149

that and he eventually no kept that for

731

00:31:18,399 --> 00:31:15,559

himself and released that to the public

732

00:31:20,320 --> 00:31:18,409

later on so the public only got wind of

733

00:31:23,109 --> 00:31:20,330

this with respect to detailed

734

00:31:25,659 --> 00:31:23,119

information about what was done on the

735

00:31:27,669 --> 00:31:25,669

FAA side because this FAA manager

736

00:31:30,659 --> 00:31:27,679

decided to keep the data and then

737

00:31:33,989 --> 00:31:30,669

release it when it was a convenient and

738

00:31:37,509 --> 00:31:33,999

of course the captain of this aircraft

739

00:31:39,310 --> 00:31:37,519

was put on death non-flying duties for

740

00:31:41,979 --> 00:31:39,320

several years before he can go back to

741

00:31:44,259 --> 00:31:41,989

flying again strictly because of his

742

00:31:46,779 --> 00:31:44,269

role in reporting this and being open

743

00:31:50,049 --> 00:31:46,789

and honest about it yeah that's right

744

00:31:52,450 --> 00:31:50,059

and and I know that actually NAR cap

745

00:31:54,609 --> 00:31:52,460

actually got him reposted in his

746

00:31:57,460 --> 00:31:54,619

position actually they fought for him

747

00:32:03,549 --> 00:31:57,470

and actually was able to get him back in

748

00:32:07,720 --> 00:32:03,559

the and the left seat so that that case

749

00:32:10,149 --> 00:32:07,730

though I consider it you know one of the

750

00:32:12,369 --> 00:32:10,159

best like I said just because of all all

751
00:32:14,710 --> 00:32:12,379
the evidence at least so that actually

752
00:32:18,759 --> 00:32:14,720
really happening in the description of

753
00:32:21,099 --> 00:32:18,769
the vehicle the size and what how it was

754
00:32:24,060 --> 00:32:21,109
tracking them it was following him and

755
00:32:27,039 --> 00:32:24,070
and they actually they did a circle I

756
00:32:28,330 --> 00:32:27,049
believe they did a circle when they were

757
00:32:31,149 --> 00:32:28,340
told to and the thing was basically

758
00:32:33,940 --> 00:32:31,159
following around this big 360-degree

759
00:32:36,999 --> 00:32:33,950
circle they were they were doing shaped

760
00:32:40,119 --> 00:32:37,009
like a walnut and with smaller vehicles

761
00:32:43,840 --> 00:32:40,129
coming out of it you know just a real

762
00:32:46,539 --> 00:32:43,850
fascinating case and I know that I heard

763
00:32:47,170 --> 00:32:46,549

that the pilot did not want to talk

764

00:32:49,660 --> 00:32:47,180

about it

765

00:32:53,200 --> 00:32:49,670

afterwards and I think that's a shame

766

00:32:55,570 --> 00:32:53,210

that you know it when someone is

767

00:32:58,240 --> 00:32:55,580

threatened either job is threatened but

768

00:33:03,040 --> 00:32:58,250

he's probably retired now possibly

769

00:33:04,900 --> 00:33:03,050

retired now I don't know ago so I'm

770

00:33:07,810 --> 00:33:04,910

pretty sure he was a senior pilot he'd

771

00:33:09,580 --> 00:33:07,820

be retired by now yeah and I wonder if

772

00:33:12,910 --> 00:33:09,590

that's something he ever you know wants

773

00:33:16,000 --> 00:33:12,920

to talk about if anyone's ever tried to

774

00:33:19,090 --> 00:33:16,010

reach him maybe difficult to do but

775

00:33:20,710 --> 00:33:19,100

still and also one of the things that

776

00:33:23,650 --> 00:33:20,720

has occurred to me about this case I

777

00:33:25,810 --> 00:33:23,660

wonder in Japan if this case is talked

778

00:33:28,300 --> 00:33:25,820

about much there or if it's even talked

779

00:33:31,470 --> 00:33:28,310

about at all that's a good question I

780

00:33:35,190 --> 00:33:31,480

have never even explored that yeah yeah

781

00:33:38,590 --> 00:33:35,200

so I have up some questions that came in

782

00:33:44,920 --> 00:33:38,600

from a listener to the show named Carrie

783

00:33:47,410 --> 00:33:44,930

and let's see so I'll start out with

784

00:33:49,960 --> 00:33:47,420

this one here has the has there ever

785

00:33:54,030 --> 00:33:49,970

been any analysis of the total number of

786

00:33:59,320 --> 00:33:54,040

UFO sightings reported to the FAA and

787

00:34:01,620 --> 00:33:59,330

NAR cap and if so with the dip would you

788

00:34:04,810 --> 00:34:01,630

know the differences between the two

789

00:34:07,300 --> 00:34:04,820

well I can speak to the FAA part of that

790

00:34:09,460 --> 00:34:07,310

I have been looking at fa publications

791

00:34:11,740 --> 00:34:09,470

of all types for various issues over the

792

00:34:14,530 --> 00:34:11,750

years from laser strikes the aircraft

793

00:34:16,290 --> 00:34:14,540

bird strikes the aircraft etc never come

794

00:34:21,040 --> 00:34:16,300

across anything that's even remotely

795

00:34:22,780 --> 00:34:21,050

associated with UFO sightings or unusual

796

00:34:25,450 --> 00:34:22,790

unexplained phenomena that may have

797

00:34:27,520 --> 00:34:25,460

affected the aircraft systems or the

798

00:34:30,820 --> 00:34:27,530

aircrew behavior never seen anything

799

00:34:33,160 --> 00:34:30,830

like that as for an arc caps analysis

800

00:34:34,480 --> 00:34:33,170

I've delved a little bit into what

801
00:34:36,220 --> 00:34:34,490
they've done but I'm not totally

802
00:34:38,410 --> 00:34:36,230
familiar with the full range of things

803
00:34:40,710 --> 00:34:38,420
they've published over the years now I

804
00:34:43,510 --> 00:34:40,720
will I want to address that because

805
00:34:46,390 --> 00:34:43,520
obviously there has been many issues

806
00:34:49,060 --> 00:34:46,400
that have happened and but you're saying

807
00:34:51,040 --> 00:34:49,070
that does the FAA would you believe the

808
00:34:54,640 --> 00:34:51,050
FAA just plain does not want to hear

809
00:34:56,680 --> 00:34:54,650
about them or would they just tell the

810
00:34:59,350 --> 00:34:56,690
pilot is it possible to tell the pilot

811
00:35:01,000 --> 00:34:59,360
use some other source of reporting if

812
00:35:02,920 --> 00:35:01,010
you feel like they have to report this

813
00:35:04,930 --> 00:35:02,930

well certainly when it comes reporting

814

00:35:08,620 --> 00:35:04,940

they would say that because there isn't

815

00:35:11,140 --> 00:35:08,630

to my knowledge any clear program in

816

00:35:12,940 --> 00:35:11,150

place to report those kinds of events I

817

00:35:14,440 --> 00:35:12,950

mentioned that bird strikes and laser

818

00:35:15,609 --> 00:35:14,450

strikes the aircraft I mentioned those

819

00:35:17,920 --> 00:35:15,619

two specifically because I've been

820

00:35:20,470 --> 00:35:17,930

involved in the bird strike world for a

821

00:35:21,970 --> 00:35:20,480

while and I analyzed laser strikes a

822

00:35:24,580 --> 00:35:21,980

good bit because there was a very good

823

00:35:27,490 --> 00:35:24,590

database of that on the FAA website and

824

00:35:28,540 --> 00:35:27,500

in my years working with the FAA or

825

00:35:29,830 --> 00:35:28,550

going to the Department of

826

00:35:31,960 --> 00:35:29,840

Transportation and their research

827

00:35:33,400 --> 00:35:31,970

facilities there's all kinds of reports

828

00:35:35,440 --> 00:35:33,410

out there but I've never come across

829

00:35:37,020 --> 00:35:35,450

anything that deals with anything

830

00:35:40,660 --> 00:35:37,030

remotely like UFOs

831

00:35:43,210 --> 00:35:40,670

well alright let's talk about for

832

00:35:45,790 --> 00:35:43,220

instance we just talked about the j al

833

00:35:51,609 --> 00:35:45,800

1628 obviously that there was a report

834

00:35:57,880 --> 00:35:51,619

but it kind of fell short there and then

835

00:36:00,970 --> 00:35:57,890

there's the o'hare gate c-17 incident

836

00:36:04,200 --> 00:36:00,980

that happened and i know that there was

837

00:36:06,750 --> 00:36:04,210

an attempt to report that to the faa

838

00:36:09,280 --> 00:36:06,760

what happens in a situation like that

839

00:36:10,720 --> 00:36:09,290

well this was a situation for those who

840

00:36:13,420 --> 00:36:10,730

are unfamiliar with it we basically have

841

00:36:14,910 --> 00:36:13,430

some sort of view aircraft your own

842

00:36:17,020 --> 00:36:14,920

whatever it was it really doesn't matter

843

00:36:20,980 --> 00:36:17,030

violating the earth space under one of

844

00:36:22,930 --> 00:36:20,990

the most critical pieces of aviation

845

00:36:24,820 --> 00:36:22,940

infrastructure in the United States you

846

00:36:26,620 --> 00:36:24,830

have something flying over the terminals

847

00:36:29,440 --> 00:36:26,630

at O'Hare that's interrupting air

848

00:36:30,970 --> 00:36:29,450

traffic that's a hazard to aviation so

849

00:36:33,700 --> 00:36:30,980

there is no two ways about it

850

00:36:36,130 --> 00:36:33,710

that was clearly something that was as a

851
00:36:38,620 --> 00:36:36,140
straight-up violation of FAA regulations

852
00:36:39,940 --> 00:36:38,630
and if there is a pilot associated with

853
00:36:41,800 --> 00:36:39,950
that vehicle that pilot would have been

854
00:36:44,620 --> 00:36:41,810
sanctioned might have had their license

855
00:36:46,330 --> 00:36:44,630
yanked well be it besides that even if

856
00:36:47,590 --> 00:36:46,340
you're not talking about the FAA you're

857
00:36:51,160 --> 00:36:47,600
talking about something that could be a

858
00:36:52,680 --> 00:36:51,170
threat to the infrastructure of aviation

859
00:36:55,150 --> 00:36:52,690
that's something that is

860
00:36:57,520 --> 00:36:55,160
responsibilities of the FBI some other

861
00:37:00,820 --> 00:36:57,530
sort of federal law enforcement or for

862
00:37:03,609 --> 00:37:00,830
that matter Chicago law enforcement in

863
00:37:05,109 --> 00:37:03,619

spite of that I have seen nothing in the

864

00:37:07,120 --> 00:37:05,119

way of any kind of report any kind of

865

00:37:09,550 --> 00:37:07,130

acknowledgement even that this was being

866

00:37:11,380 --> 00:37:09,560

looked at with any seriousness by the

867

00:37:13,930 --> 00:37:11,390

responsible parties who should have been

868

00:37:14,860 --> 00:37:13,940

doing this now I don't want to make a

869

00:37:16,870 --> 00:37:14,870

joke about this

870

00:37:19,270 --> 00:37:16,880

if Isis claimed the next day hey that

871

00:37:20,620 --> 00:37:19,280

was us flying that drone we disguised it

872

00:37:22,570 --> 00:37:20,630

so it looked like a UFO so we can fool

873

00:37:23,290 --> 00:37:22,580

you guys next time around there would

874

00:37:26,470 --> 00:37:23,300

have been a completely different

875

00:37:28,270 --> 00:37:26,480

response but there is no responsible

876

00:37:30,160 --> 00:37:28,280

party that came forward there is no

877

00:37:32,470 --> 00:37:30,170

evidence of any responsible party being

878

00:37:34,690 --> 00:37:32,480

associated with it it was a true unknown

879

00:37:36,910 --> 00:37:34,700

as to the source and motivation of

880

00:37:38,590 --> 00:37:36,920

whatever or whomever was flying that

881

00:37:40,360 --> 00:37:38,600

vehicle assuming it was a physic

882

00:37:43,990 --> 00:37:40,370

physical vehicle and that lets say a

883

00:37:45,730 --> 00:37:44,000

projection of some sort right also that

884

00:37:49,000 --> 00:37:45,740

it went up and pierced the perfect hole

885

00:37:51,400 --> 00:37:49,010

in the cloud I don't even know how

886

00:37:53,140 --> 00:37:51,410

something will would even do that you

887

00:37:55,870 --> 00:37:53,150

know maybe the high rate of speed or

888

00:37:58,840 --> 00:37:55,880

something that that's just an unusual

889

00:38:01,510 --> 00:37:58,850

situation but enough people saw that to

890

00:38:03,970 --> 00:38:01,520

report it as well now it's also a

891

00:38:06,520 --> 00:38:03,980

technological situation here at the time

892

00:38:08,500 --> 00:38:06,530

I believe those 2006 this is before

893

00:38:09,910 --> 00:38:08,510

YouTube this is before everyone and

894

00:38:12,250 --> 00:38:09,920

their brother had a smartphone with them

895

00:38:15,040 --> 00:38:12,260

if that were to happen today it's very

896

00:38:16,630 --> 00:38:15,050

likely there would be tens dozens of

897

00:38:18,520 --> 00:38:16,640

people who would have not only been my

898

00:38:21,970 --> 00:38:18,530

witness to it but have had still

899

00:38:23,320 --> 00:38:21,980

photographs and and video of this and no

900

00:38:25,360 --> 00:38:23,330

matter what kind of suppression any

901
00:38:26,980 --> 00:38:25,370
level of government we try to do it

902
00:38:28,900 --> 00:38:26,990
we'll be out there in the wild within

903
00:38:31,450 --> 00:38:28,910
minutes there'll be no way to stop

904
00:38:33,310 --> 00:38:31,460
information or at least knowledge of

905
00:38:36,340 --> 00:38:33,320
this event no way to stop that from

906
00:38:41,050 --> 00:38:36,350
going out of the world you know I agree

907
00:38:44,470 --> 00:38:41,060
I agree but not wholeheartedly because I

908
00:38:46,000 --> 00:38:44,480
can understand that a lot of times when

909
00:38:47,950 --> 00:38:46,010
people have a sighting like something

910
00:38:49,390 --> 00:38:47,960
like an unexplained the last thing in

911
00:38:51,910 --> 00:38:49,400
the world they think of is their phone

912
00:38:53,830 --> 00:38:51,920
or camera but not everyone like for

913
00:38:55,630 --> 00:38:53,840

instance if I if I saw something like

914

00:38:58,450 --> 00:38:55,640

that I'd be grabbing for my phone but

915

00:39:00,610 --> 00:38:58,460

it's only because I do what I do and I

916

00:39:02,530 --> 00:39:00,620

had a sighting myself but I got to tell

917

00:39:04,900 --> 00:39:02,540

you when I had my sighting my phone was

918

00:39:07,710 --> 00:39:04,910

not anywhere near me but still I never

919

00:39:10,420 --> 00:39:07,720

even had never even occurred to me

920

00:39:14,770 --> 00:39:10,430

because I was in awe and just thinking

921

00:39:16,330 --> 00:39:14,780

what the heck is that and I think you

922

00:39:18,370 --> 00:39:16,340

know there's a lot of talk about this

923

00:39:22,540 --> 00:39:18,380

subject and I'm glad you brought it up

924

00:39:24,670 --> 00:39:22,550

because you know the skeptics I see it a

925

00:39:27,609 --> 00:39:24,680

lot out there and postings and stuff why

926

00:39:31,269 --> 00:39:27,619

aren't there you know

927

00:39:35,289 --> 00:39:31,279

tons and tons of videos and pictures of

928

00:39:37,089 --> 00:39:35,299

UFOs and I know my iPhone if I try to

929

00:39:38,679 --> 00:39:37,099

take something a night it even though

930

00:39:41,589 --> 00:39:38,689

it's an iPhone 8 it does a terrible job

931

00:39:43,539 --> 00:39:41,599

but still you know that's the big

932

00:39:44,979 --> 00:39:43,549

question if there's so many iPhones out

933

00:39:48,549 --> 00:39:44,989

there how come we're not seeing more

934

00:39:50,140 --> 00:39:48,559

UFOs and you know a lot of it you know I

935

00:39:52,299 --> 00:39:50,150

tried to take a picture of a blimp a few

936

00:39:53,859 --> 00:39:52,309

years ago you know how slow they move

937

00:39:56,319 --> 00:39:53,869

and I couldn't even get my phone out in

938

00:39:57,759 --> 00:39:56,329

time before it was over Boston Common I

939

00:40:01,599 --> 00:39:57,769

couldn't even get my phone out in time

940

00:40:05,349 --> 00:40:01,609

to take a picture of it so you know just

941

00:40:06,880 --> 00:40:05,359

maybe flashback to 1981 when I took a

942

00:40:09,309 --> 00:40:06,890

picture of a blimp with a pinhole camera

943

00:40:10,620 --> 00:40:09,319

of all things but that's another story

944

00:40:13,059 --> 00:40:10,630

for another day

945

00:40:15,429 --> 00:40:13,069

you know this is an ageism sort of

946

00:40:17,499 --> 00:40:15,439

common I'm about to make people of a

947

00:40:19,209 --> 00:40:17,509

certain age they may not have their

948

00:40:21,009 --> 00:40:19,219

phones at the ready people who are

949

00:40:22,539 --> 00:40:21,019

younger than that certain age have the

950

00:40:24,759 --> 00:40:22,549

films out all the time to the point that

951
00:40:26,920 --> 00:40:24,769
annoys the heck out of me I've seen more

952
00:40:29,079 --> 00:40:26,930
than a couple of you know emergency

953
00:40:31,449 --> 00:40:29,089
evacuation from aircraft videos where

954
00:40:33,429 --> 00:40:31,459
the person a young person would have the

955
00:40:35,169 --> 00:40:33,439
phone in their hand looking Bethan at

956
00:40:38,620 --> 00:40:35,179
the running oh my gosh the planes on

957
00:40:40,179 --> 00:40:38,630
fire it's like dude wait until you

958
00:40:43,569 --> 00:40:40,189
safety away before you turn the camera

959
00:40:45,370 --> 00:40:43,579
so again certain ages of people are more

960
00:40:47,769 --> 00:40:45,380
apt to whip out their phone for any

961
00:40:48,759 --> 00:40:47,779
reason or no reason at all so in the

962
00:40:52,329 --> 00:40:48,769
future I think we'll have more videos

963
00:40:54,609 --> 00:40:52,339

yeah and you know going back to two

964

00:40:57,400 --> 00:40:54,619

pilots okay I've been in the cockpit a

965

00:41:02,769 --> 00:40:57,410

number of times myself not not flying

966

00:41:04,059 --> 00:41:02,779

but I mean on a jet I had I had a short

967

00:41:09,099 --> 00:41:04,069

time where I was involved in the

968

00:41:13,390 --> 00:41:09,109

aviation field so I flew and you can see

969

00:41:17,140 --> 00:41:13,400

like so far out in front of you you know

970

00:41:19,719 --> 00:41:17,150

on a good clear day it's amazing how

971

00:41:23,169 --> 00:41:19,729

much of a visual capability you have up

972

00:41:24,339 --> 00:41:23,179

in the cockpit and you're covering a lot

973

00:41:27,219 --> 00:41:24,349

of ground it seems like you're going

974

00:41:31,269 --> 00:41:27,229

slow because you're just you know 40,000

975

00:41:33,759 --> 00:41:31,279

feet or thereabouts but do you think

976

00:41:35,499 --> 00:41:33,769

there's a lot of sightings from pilots

977

00:41:37,299 --> 00:41:35,509

would you would you guess that there's a

978

00:41:38,919 --> 00:41:37,309

lot of sightings I would say that there

979

00:41:40,570 --> 00:41:38,929

are a lot of sightings of things that

980

00:41:43,240 --> 00:41:40,580

are unexplained unexplained

981

00:41:45,610 --> 00:41:43,250

it could be something that might be

982

00:41:47,200 --> 00:41:45,620

natural meteors etc and it could be

983

00:41:49,630 --> 00:41:47,210

other things military aircraft being

984

00:41:50,680 --> 00:41:49,640

tested and again talking about let me

985

00:41:52,690 --> 00:41:50,690

talk a little bit about what you just

986

00:41:54,880 --> 00:41:52,700

said you're sort of minimizing your

987

00:41:57,970 --> 00:41:54,890

experience in aviation you were a

988

00:42:00,070 --> 00:41:57,980

certified aviation professional you know

989

00:42:02,620 --> 00:42:00,080

had to go through formal training had to

990

00:42:04,120 --> 00:42:02,630

deal with you know passengers in the

991

00:42:07,900 --> 00:42:04,130

airline business as a flight attendant

992

00:42:10,270 --> 00:42:07,910

so you're an insider so that that said

993

00:42:12,760 --> 00:42:10,280

as as far as how well you can see in the

994

00:42:13,870 --> 00:42:12,770

aircraft add another flashback again

995

00:42:16,150 --> 00:42:13,880

maybe it's an age thing I keep getting

996

00:42:18,850 --> 00:42:16,160

flashbacks I was flying a glider over

997

00:42:20,950 --> 00:42:18,860

Princeton they had a glider club there

998

00:42:22,810 --> 00:42:20,960

back in the 70s when I was a student it

999

00:42:24,970 --> 00:42:22,820

was a very clear day it was about 1,500

1000

00:42:27,070 --> 00:42:24,980

feet the instructor said Todd I've got

1001

00:42:29,260 --> 00:42:27,080

the controls look to the left and right

1002

00:42:31,330 --> 00:42:29,270

what do you see over my left shoulder

1003

00:42:34,540 --> 00:42:31,340

I could see New York I can see the

1004

00:42:36,700 --> 00:42:34,550

Statue the verrazano-narrows World Trade

1005

00:42:38,050 --> 00:42:36,710

Center Empire State Building look over

1006

00:42:40,150 --> 00:42:38,060

on the other side I could see downtown

1007

00:42:42,490 --> 00:42:40,160

Philadelphia and I'm in a little glider

1008

00:42:45,100 --> 00:42:42,500

1,500 feet above central New Jersey and

1009

00:42:47,980 --> 00:42:45,110

I could see on either side of the state

1010

00:42:51,160 --> 00:42:47,990

so if you're at 30,000 feet clear night

1011

00:42:54,010 --> 00:42:51,170

no clouds for miles you can imagine how

1012

00:42:56,470 --> 00:42:54,020

far you can see right yeah I haven't

1013

00:42:58,090 --> 00:42:56,480

I've never talked about the fact that I

1014

00:43:00,790 --> 00:42:58,100

was yes indeed I was a flight attendant

1015

00:43:03,970 --> 00:43:00,800

for I took a sabbatical from the antique

1016

00:43:07,900 --> 00:43:03,980

auction business for about a year and a

1017

00:43:08,590 --> 00:43:07,910

half and I decided to try out to be a

1018

00:43:13,840 --> 00:43:08,600

flight attendant

1019

00:43:16,150 --> 00:43:13,850

I was with Pan Am 3 and and it was a and

1020

00:43:19,840 --> 00:43:16,160

I was trained for for many weeks and

1021

00:43:24,550 --> 00:43:19,850

really enjoyed I loved it actually I was

1022

00:43:26,440 --> 00:43:24,560

actually in Guantanamo Bay when the the

1023

00:43:27,880 --> 00:43:26,450

Taliban were being brought in the first

1024

00:43:30,190 --> 00:43:27,890

holiday and were being brought in and I

1025

00:43:33,700 --> 00:43:30,200

was there with a government contract and

1026

00:43:35,920 --> 00:43:33,710

and our plane actually had a fuel spill

1027

00:43:37,360 --> 00:43:35,930

and we were stuck there for hours it was

1028

00:43:40,900 --> 00:43:37,370

very interesting while they circled

1029

00:43:42,910 --> 00:43:40,910

around with the Taliban prisoners so

1030

00:43:48,220 --> 00:43:42,920

that's going back to and I was also

1031

00:43:50,170 --> 00:43:48,230

during you know 9/11 I was not I was at

1032

00:43:52,720 --> 00:43:50,180

home when that happened but the whole

1033

00:43:54,460 --> 00:43:52,730

airline industry completely changed and

1034

00:43:58,599 --> 00:43:54,470

I'm sure you saw that as

1035

00:44:00,640 --> 00:43:58,609

well almost definitely yeah precautions

1036

00:44:03,640 --> 00:44:00,650

take the plane apart look for razor

1037

00:44:06,160 --> 00:44:03,650

cutters all that stuff was really really

1038

00:44:07,480 --> 00:44:06,170

interesting so there I'm out of the

1039

00:44:11,050 --> 00:44:07,490

closet I was a flight attendant for

1040

00:44:13,330 --> 00:44:11,060

about a year and I got to travel I I did

1041

00:44:15,339 --> 00:44:13,340

it for travel and boy did I travel I had

1042

00:44:18,400 --> 00:44:15,349

a lot of fun a lot of a lot of Island

1043

00:44:20,830 --> 00:44:18,410

fun and a lot of fun you mentioned

1044

00:44:23,290 --> 00:44:20,840

earlier about will pilots or anyone

1045

00:44:24,910 --> 00:44:23,300

report something if they have it I think

1046

00:44:27,099 --> 00:44:24,920

there are many many many good

1047

00:44:29,290 --> 00:44:27,109

photographs and videos of unexplained

1048

00:44:33,220 --> 00:44:29,300

phenomena out there but for the average

1049

00:44:34,750 --> 00:44:33,230

person are they going to you know take

1050

00:44:36,700 --> 00:44:34,760

the steps necessary to put it out there

1051
00:44:37,660 --> 00:44:36,710
even to put something on YouTube which

1052
00:44:39,220 --> 00:44:37,670
is fairly simple

1053
00:44:40,960 --> 00:44:39,230
it means you not only have to have the

1054
00:44:42,849 --> 00:44:40,970
photograph or the video you have to have

1055
00:44:45,310 --> 00:44:42,859
a youtube account you have to upload it

1056
00:44:46,780 --> 00:44:45,320
and frankly most people are lazy they

1057
00:44:49,960 --> 00:44:46,790
might be content to just show it to the

1058
00:44:51,430 --> 00:44:49,970
friends look what I saw and taking it no

1059
00:44:53,550 --> 00:44:51,440
further than that and if it is on

1060
00:44:56,080 --> 00:44:53,560
YouTube speaking of YouTube and videos

1061
00:44:58,210 --> 00:44:56,090
there's so much fake stuff out there

1062
00:45:00,640 --> 00:44:58,220
from everyone's Final Cut Pro or

1063
00:45:02,560 --> 00:45:00,650

whatever kind of thing a fake UFO

1064

00:45:04,990 --> 00:45:02,570

pictures on the on the internet that

1065

00:45:07,630 --> 00:45:05,000

just having a video that shows what

1066

00:45:07,810 --> 00:45:07,640

seems to be UFO my first thought would

1067

00:45:10,030 --> 00:45:07,820

be

1068

00:45:13,060 --> 00:45:10,040

okay this Photoshop or is this real I

1069

00:45:15,000 --> 00:45:13,070

don't think it's one video yeah it's not

1070

00:45:17,470 --> 00:45:15,010

gonna get any better but keep going yeah

1071

00:45:19,450 --> 00:45:17,480

well if it's one person doing it it's

1072

00:45:21,280 --> 00:45:19,460

one thing but if you have multiple

1073

00:45:25,660 --> 00:45:21,290

people doing it from different angles

1074

00:45:28,240 --> 00:45:25,670

different kinds of cameras and film and

1075

00:45:29,890 --> 00:45:28,250

and motion picture and you have

1076
00:45:31,599 --> 00:45:29,900
eyewitness testimony if you have a whole

1077
00:45:34,270 --> 00:45:31,609
bunch of things together throw in there

1078
00:45:36,880 --> 00:45:34,280
a radar a return from the FAA now we're

1079
00:45:39,070 --> 00:45:36,890
talking sure you know one or two of

1080
00:45:41,859 --> 00:45:39,080
those might be fake but they can't all

1081
00:45:43,690 --> 00:45:41,869
be fake so if you have some event that's

1082
00:45:45,220 --> 00:45:43,700
witnessed by a whole bunch of people and

1083
00:45:46,900 --> 00:45:45,230
recorded in various ways by a whole

1084
00:45:50,370 --> 00:45:46,910
bunch of people stands a better chance

1085
00:45:53,920 --> 00:45:50,380
of rising above the usual noise level

1086
00:45:56,710 --> 00:45:53,930
yes there's actually been some things on

1087
00:45:59,589 --> 00:45:56,720
the dome I don't know if you ever saw

1088
00:46:01,030 --> 00:45:59,599

that UFO that recording that was

1089

00:46:02,890 --> 00:46:01,040

recorded by several people but they

1090

00:46:04,690 --> 00:46:02,900

planned it you know they was all it was

1091

00:46:07,070 --> 00:46:04,700

all planned and the time that was one of

1092

00:46:08,860 --> 00:46:07,080

Dome of the rock yeah

1093

00:46:11,870 --> 00:46:08,870

and that's a real good one too I mean

1094

00:46:14,390 --> 00:46:11,880

but so there are situations where there

1095

00:46:15,260 --> 00:46:14,400

are you know people in cahoots but

1096

00:46:18,380 --> 00:46:15,270

you're right

1097

00:46:20,390 --> 00:46:18,390

anything on YouTube it's kind of you

1098

00:46:22,100 --> 00:46:20,400

know goes opposite the justice system it

1099

00:46:24,890 --> 00:46:22,110

has to be guilty till proven innocent

1100

00:46:26,330 --> 00:46:24,900

basically when you're looking on YouTube

1101

00:46:27,980 --> 00:46:26,340

because there's a there's a lot of

1102

00:46:31,370 --> 00:46:27,990

debris out there there's a lot of like

1103

00:46:33,230 --> 00:46:31,380

you said CGI and hoaxing it in the in

1104

00:46:34,880 --> 00:46:33,240

the world of aviation safety there's all

1105

00:46:35,900 --> 00:46:34,890

sorts of events that happen that are

1106

00:46:37,850 --> 00:46:35,910

extremely rare

1107

00:46:39,920 --> 00:46:37,860

but the thing is they might be extremely

1108

00:46:41,930 --> 00:46:39,930

rare but not they're not one-of-a-kind

1109

00:46:43,700 --> 00:46:41,940

if something happens every 5 or 10

1110

00:46:45,080 --> 00:46:43,710

million flights after a while they'd be

1111

00:46:47,750 --> 00:46:45,090

enough evidence hey we have four or five

1112

00:46:49,700 --> 00:46:47,760

cases here now we're seeing a pattern if

1113

00:46:52,370 --> 00:46:49,710

you see if a one-of-a-kind thing let's

1114

00:46:54,800 --> 00:46:52,380

say the Jael event and you never see

1115

00:46:56,750 --> 00:46:54,810

that again how can you develop a pattern

1116

00:46:59,630 --> 00:46:56,760

out of that so one of the difficulties

1117

00:47:02,150 --> 00:46:59,640

for extremely rare events that are also

1118

00:47:05,240 --> 00:47:02,160

unreported or underreported is that you

1119

00:47:06,950 --> 00:47:05,250

may not have a population of events or

1120

00:47:08,810 --> 00:47:06,960

case studies to make any sort of

1121

00:47:11,720 --> 00:47:08,820

reasonable judgment off of them and this

1122

00:47:14,740 --> 00:47:11,730

goes forget about UFOs even when it

1123

00:47:17,330 --> 00:47:14,750

comes to a risk to the aviation safety

1124

00:47:19,310 --> 00:47:17,340

you know this is something I did more

1125

00:47:20,870 --> 00:47:19,320

than a couple of times making the case

1126

00:47:22,940 --> 00:47:20,880

that something is a problem that should

1127

00:47:25,250 --> 00:47:22,950

be addressed not only do you have to

1128

00:47:26,600 --> 00:47:25,260

recognize that happens and have to get

1129

00:47:28,580 --> 00:47:26,610

some sort of population of events

1130

00:47:30,950 --> 00:47:28,590

happening then you have to deal with the

1131

00:47:33,320 --> 00:47:30,960

bureaucracy of the situation if you're

1132

00:47:35,210 --> 00:47:33,330

gonna change how airplanes are produced

1133

00:47:37,700 --> 00:47:35,220

let's say you probably have to change

1134

00:47:39,800 --> 00:47:37,710

the regulations at some point to change

1135

00:47:41,210 --> 00:47:39,810

the regulations you just can't have one

1136

00:47:43,190 --> 00:47:41,220

person screaming and hollering from the

1137

00:47:45,980 --> 00:47:43,200

top of the hill you have to have

1138

00:47:48,920 --> 00:47:45,990

consensus within the industry that this

1139

00:47:50,840 --> 00:47:48,930

is an issue it should be addressed there

1140

00:47:53,180 --> 00:47:50,850

should be a systematic way of doing so

1141

00:47:55,340 --> 00:47:53,190

and once we figure this out we should

1142

00:47:58,640 --> 00:47:55,350

all agree that we will enforce this to

1143

00:48:00,110 --> 00:47:58,650

the letter around the world so it's hard

1144

00:48:02,660 --> 00:48:00,120

enough when it comes to something that

1145

00:48:04,790 --> 00:48:02,670

is recognizable as being a hazard to

1146

00:48:06,020 --> 00:48:04,800

people on board an aircraft it's even

1147

00:48:09,140 --> 00:48:06,030

harder if it's something that is not

1148

00:48:13,010 --> 00:48:09,150

recognized as a hazard may not have any

1149

00:48:15,530 --> 00:48:13,020

direct impact on the physical operation

1150

00:48:18,080 --> 00:48:15,540

of the aircraft may have an effect on

1151
00:48:20,270 --> 00:48:18,090
how people respond again that's not more

1152
00:48:20,660 --> 00:48:20,280
of a training issue but even if it were

1153
00:48:23,600 --> 00:48:20,670
that

1154
00:48:27,680 --> 00:48:23,610
let's say sing something unusual cause

1155
00:48:29,780 --> 00:48:27,690
aircrews to behave abnormally there are

1156
00:48:31,190 --> 00:48:29,790
using procedures off-the-cuff they're

1157
00:48:34,460 --> 00:48:31,200
making maneuvers with the aircraft they

1158
00:48:36,140 --> 00:48:34,470
shouldn't well in many cases since this

1159
00:48:38,150 --> 00:48:36,150
is something it may not hit the airplane

1160
00:48:39,650 --> 00:48:38,160
or damage the airplane the response

1161
00:48:41,390 --> 00:48:39,660
might be a look we already have

1162
00:48:44,210 --> 00:48:41,400
procedures in place for what if you see

1163
00:48:46,220 --> 00:48:44,220

something that's not a tree altitude in

1164

00:48:47,090 --> 00:48:46,230

the vicinity should you take any kind of

1165

00:48:49,100 --> 00:48:47,100

evasive action

1166

00:48:50,870 --> 00:48:49,110

yes or no well if you shouldn't have

1167

00:48:52,760 --> 00:48:50,880

taken an evasion evasive action if this

1168

00:48:54,170 --> 00:48:52,770

were an airplane and you took the vase

1169

00:48:57,200 --> 00:48:54,180

of action because you didn't think it

1170

00:48:59,210 --> 00:48:57,210

was an airplane were you doing the right

1171

00:49:00,740 --> 00:48:59,220

thing by taking matters into your own

1172

00:49:03,980 --> 00:49:00,750

hands or should you have stayed with

1173

00:49:07,010 --> 00:49:03,990

procedure so yeah it's a it's not a

1174

00:49:10,360 --> 00:49:07,020

simple issue and how that issue gets

1175

00:49:13,040 --> 00:49:10,370

resolved depends on the situation

1176

00:49:15,890 --> 00:49:13,050

yeah I understand all that and also I

1177

00:49:17,720 --> 00:49:15,900

know that you know crashes and things

1178

00:49:20,420 --> 00:49:17,730

that have happened you know they kind of

1179

00:49:22,220 --> 00:49:20,430

have to be dissected and how you know

1180

00:49:25,220 --> 00:49:22,230

and a lot of you know a lot of times

1181

00:49:26,630 --> 00:49:25,230

it's a multiple of a human error you

1182

00:49:28,370 --> 00:49:26,640

know one thing after another or not

1183

00:49:30,620 --> 00:49:28,380

following procedure or doing something

1184

00:49:32,420 --> 00:49:30,630

paying attention to the wrong thing or

1185

00:49:36,170 --> 00:49:32,430

whatever it is I've watched some of your

1186

00:49:37,990 --> 00:49:36,180

videos and how you've you've looked into

1187

00:49:40,040 --> 00:49:38,000

that which I think is fascinating -

1188

00:49:44,380 --> 00:49:40,050

we're going to be going to break here

1189

00:49:47,840 --> 00:49:44,390

shortly but as far as some people

1190

00:49:50,360 --> 00:49:47,850

redirecting an airline around something

1191

00:49:52,280 --> 00:49:50,370

that they are seeing you know an

1192

00:49:53,660 --> 00:49:52,290

unidentified object are there any cases

1193

00:49:58,190 --> 00:49:53,670

that you can think of where that

1194

00:50:00,380 --> 00:49:58,200

situation happened when it comes to

1195

00:50:02,090 --> 00:50:00,390

civil aviation and airliners I can't

1196

00:50:05,720 --> 00:50:02,100

think of anything where there was some

1197

00:50:09,200 --> 00:50:05,730

sort of action taken that merited being

1198

00:50:12,050 --> 00:50:09,210

reported for example if you depart from

1199

00:50:13,850 --> 00:50:12,060

your assigned altitude against ATC at

1200

00:50:16,010 --> 00:50:13,860

recommendations that's something I'll be

1201
00:50:19,220 --> 00:50:16,020
reportable and it may even lead to some

1202
00:50:20,630 --> 00:50:19,230
sort of reprimand and Medad ever

1203
00:50:22,700 --> 00:50:20,640
happened with respect to an unknown

1204
00:50:24,980 --> 00:50:22,710
object I can easily see a situation

1205
00:50:26,990 --> 00:50:24,990
where someone violated their altitude

1206
00:50:29,570 --> 00:50:27,000
for whatever reason and they would

1207
00:50:30,530 --> 00:50:29,580
rather take the punishment and say I did

1208
00:50:33,080 --> 00:50:30,540
this because I wasn't paying attention

1209
00:50:34,520 --> 00:50:33,090
they'd rather do that than say I did

1210
00:50:37,100 --> 00:50:34,530
this because I saw giant wall

1211
00:50:41,930 --> 00:50:37,110
straight thing five times the size of a

1212
00:50:44,390 --> 00:50:41,940
747 coming right at me yeah yeah you

1213
00:50:47,420 --> 00:50:44,400

know I think we can talk a little bit

1214

00:50:52,310 --> 00:50:47,430

about the recent Irish incident we

1215

00:50:54,560 --> 00:50:52,320

talked briefly about it but there has as

1216

00:50:57,070 --> 00:50:54,570

far as you know do you think that's

1217

00:51:00,200 --> 00:50:57,080

going to be look looked into seriously

1218

00:51:02,420 --> 00:51:00,210

it's hard to know there was a report

1219

00:51:04,310 --> 00:51:02,430

that the Irish Aviation Authority their

1220

00:51:06,590 --> 00:51:04,320

version of the FAA was going to make

1221

00:51:08,870 --> 00:51:06,600

some sort of report or look into it what

1222

00:51:11,300 --> 00:51:08,880

that will entail that remains to be seen

1223

00:51:13,610 --> 00:51:11,310

and again this was an event where there

1224

00:51:15,440 --> 00:51:13,620

were several aircraft that reported

1225

00:51:18,140 --> 00:51:15,450

seeing something but to my knowledge

1226
00:51:19,510 --> 00:51:18,150
none of those aircraft did anything out

1227
00:51:22,070 --> 00:51:19,520
of the ordinary they didn't have to

1228
00:51:23,480 --> 00:51:22,080
deviate from their flight plan they

1229
00:51:26,000 --> 00:51:23,490
didn't have to do any sort of a facial

1230
00:51:28,040 --> 00:51:26,010
evasive maneuver there was no effect on

1231
00:51:29,900 --> 00:51:28,050
the aircraft systems it was just

1232
00:51:32,270 --> 00:51:29,910
something highly unusual that was seen

1233
00:51:35,390 --> 00:51:32,280
by multiple pilots reported air traffic

1234
00:51:37,220 --> 00:51:35,400
control and one part of the thing that

1235
00:51:39,560 --> 00:51:37,230
would be looked into and man should be

1236
00:51:42,950 --> 00:51:39,570
seriously looked into was this some sort

1237
00:51:46,010 --> 00:51:42,960
of military activity or flight test

1238
00:51:47,450 --> 00:51:46,020

activity let's say from a manufacturer

1239

00:51:50,450 --> 00:51:47,460

who's testing out a new design that

1240

00:51:51,950 --> 00:51:50,460

happens all the time but just because

1241

00:51:54,320 --> 00:51:51,960

it's a new design just because it's

1242

00:51:56,360 --> 00:51:54,330

proprietary or secret thing doesn't mean

1243

00:51:58,340 --> 00:51:56,370

you don't follow the rules right you

1244

00:52:01,250 --> 00:51:58,350

can't just go willy-nilly into the air

1245

00:52:02,750 --> 00:52:01,260

lanes and run your aircraft in front of

1246

00:52:05,750 --> 00:52:02,760

airliners without telling the FAA what

1247

00:52:07,520 --> 00:52:05,760

you're going to do and you know there's

1248

00:52:09,860 --> 00:52:07,530

I'm sure the procedures in place for

1249

00:52:13,130 --> 00:52:09,870

secret aircraft to do their thing

1250

00:52:15,590 --> 00:52:13,140

without revealing to the FAA what

1251
00:52:17,090 --> 00:52:15,600
exactly that aircraft is now if those

1252
00:52:19,070 --> 00:52:17,100
procedures aren't being followed well

1253
00:52:21,830 --> 00:52:19,080
then someone should be a should be

1254
00:52:25,850 --> 00:52:21,840
dinged for it now you just mentioned air

1255
00:52:28,010 --> 00:52:25,860
lanes aren't they like do they just

1256
00:52:30,680 --> 00:52:28,020
completely cover like to say the United

1257
00:52:33,320 --> 00:52:30,690
States for instance or are they in

1258
00:52:36,230 --> 00:52:33,330
specific areas I know there's places

1259
00:52:38,270 --> 00:52:36,240
that have to be avoided more or less but

1260
00:52:40,610 --> 00:52:38,280
do they just spread I know they're

1261
00:52:44,840 --> 00:52:40,620
different altitudes and all that that

1262
00:52:48,170 --> 00:52:44,850
these lanes are in but how do they

1263
00:52:50,000 --> 00:52:48,180

actually what's there

1264

00:52:52,760 --> 00:52:50,010

the web-like is that all over the

1265

00:52:55,370 --> 00:52:52,770

country it's all over the world really

1266

00:52:58,460 --> 00:52:55,380

because in the days before satellite

1267

00:53:00,620 --> 00:52:58,470

let's say the days before GPS navigation

1268

00:53:02,960 --> 00:53:00,630

over land masses was based on

1269

00:53:04,490 --> 00:53:02,970

various kinds of radio beacons spread

1270

00:53:08,349 --> 00:53:04,500

around the country around the world and

1271

00:53:10,760 --> 00:53:08,359

you would have these IFR high-altitude

1272

00:53:12,410 --> 00:53:10,770

charts that would have not the land

1273

00:53:14,839 --> 00:53:12,420

masses and rivers and such which we see

1274

00:53:17,630 --> 00:53:14,849

on a VFR chart but would have okay this

1275

00:53:21,049 --> 00:53:17,640

is you know corridor XYZ or whatever

1276

00:53:23,210 --> 00:53:21,059

here's the radio beacon the type the

1277

00:53:26,240 --> 00:53:23,220

frequency etc etc you would navigate

1278

00:53:27,859 --> 00:53:26,250

from Waypoint to Waypoint as we've go

1279

00:53:29,990 --> 00:53:27,869

forward into the future because we have

1280

00:53:32,599 --> 00:53:30,000

a much more sophisticated navigational

1281

00:53:34,039 --> 00:53:32,609

system in place you can go way point to

1282

00:53:36,529 --> 00:53:34,049

make Waypoint from physical weight

1283

00:53:38,630 --> 00:53:36,539

points based on radio beacons of various

1284

00:53:41,150 --> 00:53:38,640

types or it could be a virtual Waypoint

1285

00:53:45,019 --> 00:53:41,160

so depending on where you're flying to

1286

00:53:46,640 --> 00:53:45,029

or your frame flying you know from what

1287

00:53:49,279 --> 00:53:46,650

kind of traffic's in the area and what

1288

00:53:51,559 --> 00:53:49,289

air traffic control can do with you you

1289

00:53:52,940 --> 00:53:51,569

can do something that is a great circle

1290

00:53:55,760 --> 00:53:52,950

route the shortest path between two

1291

00:53:58,690 --> 00:53:55,770

differences between two points or you

1292

00:54:01,000 --> 00:53:58,700

can do some other paths so you mentioned

1293

00:54:03,380 --> 00:54:01,010

various kinds of restricted airspace

1294

00:54:07,190 --> 00:54:03,390

there's various kinds of restrictions

1295

00:54:08,660 --> 00:54:07,200

from VFR aircraft not flying without IFR

1296

00:54:11,029 --> 00:54:08,670

type equipment in certain areas

1297

00:54:13,309 --> 00:54:11,039

especially near busy airports you have

1298

00:54:15,289 --> 00:54:13,319

military training areas which may be

1299

00:54:17,930 --> 00:54:15,299

active only some parts of the day or

1300

00:54:19,940 --> 00:54:17,940

some parts of the year where the air

1301
00:54:21,230 --> 00:54:19,950
traffic control FAA for instance could

1302
00:54:22,940 --> 00:54:21,240
give you the authorization to fly

1303
00:54:24,349 --> 00:54:22,950
through that then you have other

1304
00:54:26,990 --> 00:54:24,359
restricted areas that you can't do

1305
00:54:28,789 --> 00:54:27,000
anything with regardless for example try

1306
00:54:31,549 --> 00:54:28,799
flying over the White House yeah I

1307
00:54:34,519 --> 00:54:31,559
wouldn't if I were you okay it's time to

1308
00:54:36,710 --> 00:54:34,529
go to a break so my guest tonight is dr.

1309
00:54:40,460 --> 00:54:36,720
Todd Curtis and we're talking about

1310
00:54:42,740 --> 00:54:40,470
aviation and UFOs and this is Martin

1311
00:54:50,020 --> 00:54:42,750
Willis with kgr a radio we'll be right

1312
00:54:54,350 --> 00:54:52,100
all right Martin we're in the clear

1313
00:54:56,210 --> 00:54:54,360

we've got or just over four minutes in

1314

00:54:58,820 --> 00:54:56,220

this cry got it okay thank you

1315

00:55:02,480 --> 00:54:58,830

all right so I'm going to take a look to

1316

00:55:04,550 --> 00:55:02,490

see here is a question here has your

1317

00:55:06,800 --> 00:55:04,560

guest now this is in the chat room in

1318

00:55:09,830 --> 00:55:06,810

beach bum Bob wants to know has your

1319

00:55:14,240 --> 00:55:09,840

guest ever looked into public FAA radar

1320

00:55:17,090 --> 00:55:14,250

records unknown flying objects in or

1321

00:55:19,970 --> 00:55:17,100

around Southern Catalina Island in

1322

00:55:21,680 --> 00:55:19,980

Southern California now how would a

1323

00:55:23,510 --> 00:55:21,690

tic-tac have you heard about the tic-tac

1324

00:55:25,460 --> 00:55:23,520

I've heard about the dicta yeah

1325

00:55:27,260 --> 00:55:25,470

which came out last year in the New York

1326
00:55:29,170 --> 00:55:27,270
Times article and apparently I've been

1327
00:55:32,690 --> 00:55:29,180
floating around there beforehand with

1328
00:55:34,100 --> 00:55:32,700
article like I think it was in the drive

1329
00:55:37,280 --> 00:55:34,110
that had an article about that some

1330
00:55:39,200 --> 00:55:37,290
money years before yeah and and that's

1331
00:55:41,360 --> 00:55:39,210
it well that happens on a regular basis

1332
00:55:43,610 --> 00:55:41,370
you have your major media which on

1333
00:55:46,010 --> 00:55:43,620
occasion has something then you have non

1334
00:55:47,990 --> 00:55:46,020
major media independent media you know

1335
00:55:49,520 --> 00:55:48,000
websites like my own it might have

1336
00:55:51,410 --> 00:55:49,530
something interesting tantalizing and

1337
00:55:53,900 --> 00:55:51,420
whatnot but it just doesn't catch the

1338
00:55:55,970 --> 00:55:53,910

attention of major media now speaking

1339

00:55:58,180 --> 00:55:55,980

personally about my website air safecom

1340

00:56:00,830 --> 00:55:58,190

I'm constantly trying to get broader

1341

00:56:03,320 --> 00:56:00,840

attention drawn to some issues and

1342

00:56:06,830 --> 00:56:03,330

sometimes I'm able to do that some most

1343

00:56:08,000 --> 00:56:06,840

times I'm not right right okay just

1344

00:56:12,440 --> 00:56:08,010

looking to see if there's any other

1345

00:56:15,680 --> 00:56:12,450

questions up here on in the chatroom

1346

00:56:18,410 --> 00:56:15,690

here for you let's see we're going to be

1347

00:56:23,960 --> 00:56:18,420

taking calls after this break

1348

00:56:25,160 --> 00:56:23,970

and let's see lots of stuff in that but

1349

00:56:27,650 --> 00:56:25,170

I'm not seeing oh here's a question

1350

00:56:29,870 --> 00:56:27,660

right here so safety what do you think

1351

00:56:32,920 --> 00:56:29,880

about the recent our Ireland sighting

1352

00:56:35,990 --> 00:56:32,930

well we were just talking about that and

1353

00:56:38,330 --> 00:56:36,000

people are saying though that they are a

1354

00:56:40,370 --> 00:56:38,340

few astronomers are saying they think

1355

00:56:44,210 --> 00:56:40,380

it's an astronomical event like a meteor

1356

00:56:45,920 --> 00:56:44,220

or something but according to what I've

1357

00:56:49,790 --> 00:56:45,930

read about it it doesn't seem to behave

1358

00:56:51,920 --> 00:56:49,800

like that so well I'll hold up that

1359

00:56:53,810 --> 00:56:51,930

there might be some astronomical

1360

00:56:55,490 --> 00:56:53,820

phenomena that were simply not aware of

1361

00:56:58,100 --> 00:56:55,500

that doesn't behave like meteors

1362

00:57:00,740 --> 00:56:58,110

let me behave in the fashion we just saw

1363

00:57:01,400 --> 00:57:00,750

and again it may be something physical

1364

00:57:03,350 --> 00:57:01,410

and maybe

1365

00:57:06,500 --> 00:57:03,360

something non-physical is this some sort

1366

00:57:09,230 --> 00:57:06,510

of electrical magnetic phenomena that's

1367

00:57:13,240 --> 00:57:09,240

going on you know ball lightning you

1368

00:57:16,160 --> 00:57:13,250

know and then some who knows I'm not a

1369

00:57:17,900 --> 00:57:16,170

scientist of atmospheric things like

1370

00:57:20,210 --> 00:57:17,910

that but certainly there's some

1371

00:57:22,610 --> 00:57:20,220

energetic events from ball lightning to

1372

00:57:24,440 --> 00:57:22,620

jets and sprites other kinds of

1373

00:57:27,020 --> 00:57:24,450

electromagnetic phenomena which occur in

1374

00:57:28,600 --> 00:57:27,030

nature which are either not very well

1375

00:57:31,700 --> 00:57:28,610

understood or not very well observed

1376
00:57:33,160 --> 00:57:31,710
yeah I think you mentioned sprites and

1377
00:57:35,300 --> 00:57:33,170
you mentioned that earlier those are

1378
00:57:37,070 --> 00:57:35,310
really bizarre for the person that's

1379
00:57:40,460 --> 00:57:37,080
unaware of exactly what they are they're

1380
00:57:43,130 --> 00:57:40,470
actually lightning that goes up and it

1381
00:57:45,140 --> 00:57:43,140
has been observed actually by the

1382
00:57:46,940 --> 00:57:45,150
International Space Station to I believe

1383
00:57:48,800 --> 00:57:46,950
have they seen sprites as well yes

1384
00:57:50,900 --> 00:57:48,810
indeed I believe there are specific

1385
00:57:53,090 --> 00:57:50,910
experiments flown in either 80s or the

1386
00:57:55,220 --> 00:57:53,100
90s on this on the space shuttle to

1387
00:57:56,510 --> 00:57:55,230
study that very thing and scientists on

1388
00:57:59,540 --> 00:57:56,520

the ground who've been able to study it

1389

00:58:01,460 --> 00:57:59,550

as well and where it goes that you know

1390

00:58:03,230 --> 00:58:01,470

you think of lightning striking the

1391

00:58:05,780 --> 00:58:03,240

ground it makes a you know the reason

1392

00:58:09,200 --> 00:58:05,790

it's on its way to the closest object

1393

00:58:11,570 --> 00:58:09,210

you know to ground out but do they know

1394

00:58:13,220 --> 00:58:11,580

what why these where these things are

1395

00:58:15,170 --> 00:58:13,230

going why they're going up and what

1396

00:58:17,720 --> 00:58:15,180

makes them start and stop

1397

00:58:19,040 --> 00:58:17,730

I haven't read enough into that to be

1398

00:58:21,020 --> 00:58:19,050

able to answer that but I do know that

1399

00:58:23,240 --> 00:58:21,030

those are open questions for example if

1400

00:58:24,590 --> 00:58:23,250

you see a jet or sprite going up what

1401

00:58:25,820 --> 00:58:24,600

kind of cloud the ground or

1402

00:58:27,560 --> 00:58:25,830

cloud-to-cloud lightning might be

1403

00:58:29,810 --> 00:58:27,570

happening simultaneously with that and

1404

00:58:32,150 --> 00:58:29,820

would it be different in character from

1405

00:58:33,890 --> 00:58:32,160

your run-of-the-mill lightning okay did

1406

00:58:35,270 --> 00:58:33,900

they do they teach pilots when they're

1407

00:58:38,060 --> 00:58:35,280

training them as far as you know do they

1408

00:58:42,710 --> 00:58:38,070

teach them about things like ball

1409

00:58:44,480 --> 00:58:42,720

lightning and you know atmosphere in my

1410

00:58:45,680 --> 00:58:44,490

training is a private pilot in my time

1411

00:58:47,450 --> 00:58:45,690

as a flight test engineer in the

1412

00:58:51,860 --> 00:58:47,460

military that sort of thing didn't come

1413

00:58:54,170 --> 00:58:51,870

up at all the things that well I would

1414

00:58:57,410 --> 00:58:54,180

say aerospace physiology was the thing

1415

00:58:59,870 --> 00:58:57,420

that we got a lot of formal training in

1416

00:59:01,460 --> 00:58:59,880

or at least you know having an idea of

1417

00:59:03,710 --> 00:59:01,470

that sort of thing the effects of

1418

00:59:06,050 --> 00:59:03,720

hypoxia that sort of thing and the fact

1419

00:59:07,610 --> 00:59:06,060

that you could have a for example I

1420

00:59:09,410 --> 00:59:07,620

can't remember the name for it you could

1421

00:59:11,570 --> 00:59:09,420

have a stationary light out there but if

1422

00:59:14,840 --> 00:59:11,580

you have a dark background and no other

1423

00:59:15,650 --> 00:59:14,850

you know way of judging where it is if

1424

00:59:17,299 --> 00:59:15,660

you're sitting still

1425

00:59:19,279 --> 00:59:17,309

might think the lights moving so there's

1426

00:59:21,859 --> 00:59:19,289

all sorts of optical illusions that can

1427

00:59:23,539 --> 00:59:21,869

happen in the sky especially at night I

1428

00:59:26,480 --> 00:59:23,549

think we have to go back brace we ready

1429

00:59:36,250 --> 00:59:26,490

to go back yes sir all right countdown

1430

00:59:43,880 --> 00:59:41,839

okay hang in go Marshall free or final

1431

00:59:44,599 --> 00:59:43,890

hour that's right all right here we go

1432

00:59:50,900 --> 00:59:44,609

my friend

1433

00:59:53,450 --> 00:59:50,910

in five four three two all right welcome

1434

00:59:56,770 --> 00:59:53,460

back everyone my name is Martin Willis

1435

01:00:00,500 --> 00:59:56,780

my guest tonight is dr. Todd Curtis and

1436

01:00:02,569 --> 01:00:00,510

we are talking aviation safety and UFOs

1437

01:00:04,789 --> 01:00:02,579

we haven't really gotten into a lot of

1438

01:00:07,370 --> 01:00:04,799

UFO cases and I think it's fascinating

1439

01:00:11,930 --> 01:00:07,380

to hear your thoughts on them but also I

1440

01:00:15,010 --> 01:00:11,940

do want to let everyone know that we are

1441

01:00:17,450 --> 01:00:15,020

open for calls so if you want to call in

1442

01:00:21,079 --> 01:00:17,460

please do someone was listening to one

1443

01:00:22,880 --> 01:00:21,089

of my shows today on on YouTube and saw

1444

01:00:25,819 --> 01:00:22,890

the callin numbered started calling me

1445

01:00:29,690 --> 01:00:25,829

at 2:00 o'clock in the afternoon so just

1446

01:00:32,569 --> 01:00:29,700

keep in mind this show is this show

1447

01:00:35,059 --> 01:00:32,579

number that is is only live our only

1448

01:00:38,299 --> 01:00:35,069

usable during the show itself and that

1449

01:00:41,990 --> 01:00:38,309

number is six oh three nine six seven

1450

01:00:47,839 --> 01:00:42,000

four o3o if anyone wants to call in what

1451

01:00:52,339 --> 01:00:47,849

would you consider the most besides the

1452

01:00:55,160 --> 01:00:52,349

Jael case most significant case involved

1453

01:00:58,370 --> 01:00:55,170

in you know a UFO was involved in when

1454

01:00:59,960 --> 01:00:58,380

it comes to airline safety oh I think

1455

01:01:02,269 --> 01:00:59,970

hands down would have to be the Phoenix

1456

01:01:04,789 --> 01:01:02,279

light of Lights event that's something

1457

01:01:08,210 --> 01:01:04,799

where you nominally had eyewitnesses you

1458

01:01:09,440 --> 01:01:08,220

had you know clear evidence of people

1459

01:01:12,890 --> 01:01:09,450

who should know better covering up

1460

01:01:14,329 --> 01:01:12,900

during the event itself specifically the

1461

01:01:16,460 --> 01:01:14,339

governor of Arizona who I believe was

1462

01:01:18,680 --> 01:01:16,470

five Symington at that time who it was a

1463

01:01:20,630 --> 01:01:18,690

former Air Force pilot at the time of

1464

01:01:22,190 --> 01:01:20,640

the event I remember him giving a press

1465

01:01:24,319 --> 01:01:22,200

conference where he was like you know

1466

01:01:26,240 --> 01:01:24,329

blowing off the idea and making a joke

1467

01:01:28,190 --> 01:01:26,250

out of it bringing some guy in an alien

1468

01:01:29,650 --> 01:01:28,200

mask out in front of the press is saying

1469

01:01:32,300 --> 01:01:29,660

hey guys

1470

01:01:33,980 --> 01:01:32,310

take it easy on this yeah well years

1471

01:01:35,000 --> 01:01:33,990

later he was on camera and I can't

1472

01:01:37,030 --> 01:01:35,010

remember which movie it was where he

1473

01:01:38,690 --> 01:01:37,040

basically said yeah I saw this thing

1474

01:01:41,000 --> 01:01:38,700

when it happened

1475

01:01:44,060 --> 01:01:41,010

so here it was a government official

1476

01:01:45,710 --> 01:01:44,070

governor of Arizona at the time who was

1477

01:01:48,530 --> 01:01:45,720

involved for whatever reason in

1478

01:01:52,250 --> 01:01:48,540

snuffing what was going on now what

1479

01:01:54,470 --> 01:01:52,260

went on I don't know and anyone who says

1480

01:01:57,260 --> 01:01:54,480

they know please have them call us but

1481

01:01:59,330 --> 01:01:57,270

if you have something that is seen from

1482

01:02:01,580 --> 01:01:59,340

the ground and from the sky from several

1483

01:02:04,700 --> 01:02:01,590

different directions from many different

1484

01:02:07,550 --> 01:02:04,710

people and it's over a wide area of a

1485

01:02:11,060 --> 01:02:07,560

major metropolitan area the potential

1486

01:02:13,099 --> 01:02:11,070

for aviation safety is obvious clearly

1487

01:02:14,240 --> 01:02:13,109

if you were a pilot on the ground or in

1488

01:02:16,460 --> 01:02:14,250

the sky and you saw something like this

1489

01:02:18,950 --> 01:02:16,470

you wouldn't need air traffic control to

1490

01:02:20,870 --> 01:02:18,960

tell you not to run into the thing but

1491

01:02:24,410 --> 01:02:20,880

certainly you could have other effects

1492

01:02:26,720 --> 01:02:24,420

going on that would all for example

1493

01:02:28,849 --> 01:02:26,730

yeah I'm just speculating enough to have

1494

01:02:31,550 --> 01:02:28,859

my head what if you have something that

1495

01:02:34,520 --> 01:02:31,560

is unknown over major metropolitan area

1496

01:02:36,530 --> 01:02:34,530

and you call out NORAD the f-15s in the

1497

01:02:38,359 --> 01:02:36,540

case of Seattle not too long ago and

1498

01:02:40,760 --> 01:02:38,369

someone not stole an aircraft from ctek

1499

01:02:42,500 --> 01:02:40,770

and they show up in the area and they

1500

01:02:44,330 --> 01:02:42,510

see something it looks to be hostile and

1501

01:02:46,520 --> 01:02:44,340

they shoot at it well it's not the UFO

1502

01:02:49,520 --> 01:02:46,530

quote-unquote but maybe some pilot who

1503

01:02:51,800 --> 01:02:49,530

got in the way so the potential exists

1504

01:02:55,160 --> 01:02:51,810

if you have a confusing situation like

1505

01:02:57,800 --> 01:02:55,170

this that decisions can be made actions

1506

01:03:01,430 --> 01:02:57,810

could be taken that could put aircraft

1507

01:03:03,530 --> 01:03:01,440

and people on them at risk that's right

1508

01:03:06,530 --> 01:03:03,540

and there was an Air Force pilot

1509

01:03:08,990 --> 01:03:06,540

supposedly I don't know the details in

1510

01:03:10,550 --> 01:03:09,000

this that actually flew up to take a

1511

01:03:13,520 --> 01:03:10,560

look at the object I don't know if you

1512

01:03:15,830 --> 01:03:13,530

heard about that I don't hear about that

1513

01:03:16,310 --> 01:03:15,840

yeah purportedly was scared out of his

1514

01:03:19,520 --> 01:03:16,320

mind

1515

01:03:22,460 --> 01:03:19,530

and didn't want to talk about it and it

1516

01:03:25,099 --> 01:03:22,470

was really really shaken up and you know

1517

01:03:28,099 --> 01:03:25,109

there's there's the possibility of that

1518

01:03:31,280 --> 01:03:28,109

thing being miles wide you know and and

1519

01:03:33,380 --> 01:03:31,290

what type of craft you know a lot of

1520

01:03:34,700 --> 01:03:33,390

people have mentioned that they believe

1521

01:03:37,099 --> 01:03:34,710

it was probably some type of government

1522

01:03:40,400 --> 01:03:37,109

experimental craft and I don't I can't

1523

01:03:41,960 --> 01:03:40,410

really buy that argument for a number of

1524

01:03:42,440 --> 01:03:41,970

reasons we have a call coming in I'm

1525

01:03:45,650 --> 01:03:42,450

going to

1526

01:03:50,930 --> 01:03:45,660

take it and hang on just one second here

1527

01:03:53,900 --> 01:03:50,940

okay caller you are on with us at

1528

01:03:56,750 --> 01:03:53,910

podcast UFO and what's your first name

1529

01:03:58,940 --> 01:03:56,760

where you calling from well thank you

1530

01:04:01,310 --> 01:03:58,950

very much I am Malcolm from Potter

1531

01:04:05,690 --> 01:04:01,320

glitter Florida and I would like to ask

1532

01:04:09,920 --> 01:04:05,700

you just a question sure okay

1533

01:04:13,520 --> 01:04:09,930

had you ever heard of a UFO stopping an

1534

01:04:16,810 --> 01:04:13,530

aircraft engine in mid-flight the way

1535

01:04:19,190 --> 01:04:16,820

they are reported to stop a car engine

1536

01:04:22,520 --> 01:04:19,200

no as a matter of fact that I haven't

1537

01:04:25,849 --> 01:04:22,530

heard and speaking for large jet engines

1538

01:04:27,589 --> 01:04:25,859

especially having an engine shut down in

1539

01:04:31,160 --> 01:04:27,599

flight for any reason is a very rare

1540

01:04:32,750 --> 01:04:31,170

event and so much so that if it happens

1541

01:04:35,359 --> 01:04:32,760

it would be of high interest if not to

1542

01:04:37,910 --> 01:04:35,369

the FAA then to the engine manufacturer

1543

01:04:40,040 --> 01:04:37,920

so I would follow up that question by

1544

01:04:42,260 --> 01:04:40,050

saying this if there is any group that

1545

01:04:44,900 --> 01:04:42,270

would have information about unusual

1546

01:04:46,910 --> 01:04:44,910

stoppages of aircraft engines in flight

1547

01:04:52,940 --> 01:04:46,920

it would be the aircraft engine

1548

01:04:55,309 --> 01:04:52,950

manufacturers mm-hmm okay thank you very

1549

01:04:58,190 --> 01:04:55,319

much that's it all right Malcolm thanks

1550

01:05:00,260 --> 01:04:58,200

for the call and further on that if it's

1551
01:05:01,970 --> 01:05:00,270
a proprietary information that doesn't

1552
01:05:04,220 --> 01:05:01,980
have to be report it to the FAA or the

1553
01:05:05,660 --> 01:05:04,230
equivalent organization overseas it

1554
01:05:08,839 --> 01:05:05,670
could very well be something they keep

1555
01:05:11,569 --> 01:05:08,849
under their hat for decades because

1556
01:05:13,309 --> 01:05:11,579
again a private company that's in our

1557
01:05:16,180 --> 01:05:13,319
heavily regulated industry they

1558
01:05:19,339 --> 01:05:16,190
obviously have to adhere to regulations

1559
01:05:21,109 --> 01:05:19,349
when the regulations exist if there are

1560
01:05:24,230 --> 01:05:21,119
no regulations to report a particular

1561
01:05:27,910 --> 01:05:24,240
event it may never be reported I'm sure

1562
01:05:31,910 --> 01:05:27,920
you've heard there has been a military

1563
01:05:35,150 --> 01:05:31,920

situation and back in the 70s where the

1564

01:05:36,890 --> 01:05:35,160

craft was disabled for a moment until I

1565

01:05:38,870 --> 01:05:36,900

think it had a lock on or something and

1566

01:05:41,390 --> 01:05:38,880

it was the whole craft was disabled and

1567

01:05:43,430 --> 01:05:41,400

then and then basically came back on

1568

01:05:44,870 --> 01:05:43,440

again you know all this you're talking

1569

01:05:47,000 --> 01:05:44,880

about the Terron event and that's

1570

01:05:50,300 --> 01:05:47,010

revenue yeah yeah six I think it was

1571

01:05:52,130 --> 01:05:50,310

yeah it was in the 70s mm-hmm so you've

1572

01:05:54,980 --> 01:05:52,140

done you've done your research you seem

1573

01:05:55,760 --> 01:05:54,990

to know quite a bit about well when it

1574

01:05:57,740 --> 01:05:55,770

comes to bizarre

1575

01:06:00,170 --> 01:05:57,750

things that happen to aircraft I tend to

1576

01:06:02,450 --> 01:06:00,180

perk up no matter what the reason is for

1577

01:06:04,580 --> 01:06:02,460

this in fact one of the things that I

1578

01:06:07,010 --> 01:06:04,590

came across which I find very found very

1579

01:06:08,690 --> 01:06:07,020

interesting Martin Caidin who is the

1580

01:06:11,840 --> 01:06:08,700

author behind six million dollar man I

1581

01:06:14,360 --> 01:06:11,850

had a book of short stories of extremely

1582

01:06:18,050 --> 01:06:14,370

bizarre things that happened to aviators

1583

01:06:20,390 --> 01:06:18,060

or to aircraft from you know ghost

1584

01:06:23,060 --> 01:06:20,400

airports to things in the sky it's like

1585

01:06:24,770 --> 01:06:23,070

this is a you know this is too weird to

1586

01:06:26,900 --> 01:06:24,780

be fishing now where did this guy get

1587

01:06:28,490 --> 01:06:26,910

this stuff from you know he created a

1588

01:06:30,490 --> 01:06:28,500

six million dollar man understand that

1589

01:06:33,050 --> 01:06:30,500

but this stuff was even well beyond that

1590

01:06:35,180 --> 01:06:33,060

and he said it was like you know true

1591

01:06:36,830 --> 01:06:35,190

tales of you reporting not fiction and

1592

01:06:39,650 --> 01:06:36,840

he made up I can't remember the name of

1593

01:06:41,060 --> 01:06:39,660

the book offhand oh yeah you know

1594

01:06:44,240 --> 01:06:41,070

there's also there was an Australian

1595

01:06:46,760 --> 01:06:44,250

case of a young pilot I actually have a

1596

01:06:48,740 --> 01:06:46,770

blog on my website about it it but that

1597

01:06:52,400 --> 01:06:48,750

was a private pilot do you pay attention

1598

01:06:55,790 --> 01:06:52,410

to any you know smaller plane you know

1599

01:06:58,340 --> 01:06:55,800

private planes in issues I pay attention

1600

01:06:59,660 --> 01:06:58,350

to them when they come to public

1601
01:07:03,410 --> 01:06:59,670
prominence and they may have an impact

1602
01:07:05,210 --> 01:07:03,420
on safety or security for example and

1603
01:07:08,210 --> 01:07:05,220
one of the ones that that I really paid

1604
01:07:09,830 --> 01:07:08,220
attention to not because of it had any

1605
01:07:11,900 --> 01:07:09,840
major thing to do with aviation safety

1606
01:07:14,870 --> 01:07:11,910
and security but it spoke more to the

1607
01:07:17,180 --> 01:07:14,880
privacy of a pilot this is Harrison Ford

1608
01:07:18,890 --> 01:07:17,190
when he had that crash and as a world

1609
01:07:20,840 --> 01:07:18,900
war ii trainer near the Santa Monica

1610
01:07:22,340 --> 01:07:20,850
Airport a few years ago on a golf quiet

1611
01:07:24,260 --> 01:07:22,350
believed right on the golf course yeah

1612
01:07:26,060 --> 01:07:24,270
which was a spectacular piece of flying

1613
01:07:27,530 --> 01:07:26,070

I mean if he were an average pilot he

1614

01:07:29,510 --> 01:07:27,540

would have been dead but the thing that

1615

01:07:31,850 --> 01:07:29,520

really struck me is the NTSB had a

1616

01:07:34,310 --> 01:07:31,860

public docket on that event that was

1617

01:07:36,610 --> 01:07:34,320

like a major airline crash very very

1618

01:07:38,840 --> 01:07:36,620

detailed yeah to the point that an

1619

01:07:40,840 --> 01:07:38,850

average private pilot who gets in an

1620

01:07:43,310 --> 01:07:40,850

accident they might have a one-line

1621

01:07:45,680 --> 01:07:43,320

something in the NTSB saying Cessna one

1622

01:07:47,720 --> 01:07:45,690

two three four crashed and the pilot was

1623

01:07:50,060 --> 01:07:47,730

seriously injured Harrison Ford had

1624

01:07:52,550 --> 01:07:50,070

several dissertations worth of stuff so

1625

01:07:55,160 --> 01:07:52,560

that speaks to if the government is

1626

01:07:56,900 --> 01:07:55,170

responsible for paying attention to

1627

01:07:59,150 --> 01:07:56,910

things that really have an impact on

1628

01:08:00,590 --> 01:07:59,160

safety and security why the heck are

1629

01:08:02,840 --> 01:08:00,600

they paying attention to Harrison Ford

1630

01:08:05,060 --> 01:08:02,850

who you know to his credit it wasn't

1631

01:08:07,700 --> 01:08:05,070

killed this had nothing to do with

1632

01:08:09,210 --> 01:08:07,710

current production aircraft it had no

1633

01:08:11,220 --> 01:08:09,220

major effect on

1634

01:08:13,589 --> 01:08:11,230

I flew in Los Angeles bill just

1635

01:08:15,450 --> 01:08:13,599

something just felt Jessica felt

1636

01:08:19,320 --> 01:08:15,460

compelled to study to a very great

1637

01:08:20,940 --> 01:08:19,330

degree do that to a Chicago event at

1638

01:08:24,329 --> 01:08:20,950

O'Hare event please don't do it to

1639

01:08:25,769 --> 01:08:24,339

Harrison for Wow yeah that's that's

1640

01:08:27,870 --> 01:08:25,779

really interesting

1641

01:08:30,150 --> 01:08:27,880

let's see another question that came in

1642

01:08:32,459 --> 01:08:30,160

is how does the FAA deal with unknown

1643

01:08:35,249 --> 01:08:32,469

targets showing up on radar within US

1644

01:08:37,890 --> 01:08:35,259

airspace and do the unknown targets get

1645

01:08:41,249 --> 01:08:37,900

handed off to the military to deal with

1646

01:08:44,849 --> 01:08:41,259

or I believe you kind of mentioned that

1647

01:08:46,740 --> 01:08:44,859

a lot of things are not too well looked

1648

01:08:48,209 --> 01:08:46,750

into with the FAA so I don't know even

1649

01:08:50,309 --> 01:08:48,219

know if there's that question can be

1650

01:08:52,410 --> 01:08:50,319

answered well I can't speak to the

1651
01:08:55,110 --> 01:08:52,420
detailed procedures that happened inside

1652
01:08:56,700 --> 01:08:55,120
the the control centers there I've

1653
01:08:58,709 --> 01:08:56,710
talked to a few controllers over the

1654
01:09:01,229 --> 01:08:58,719
years and certainly things come up that

1655
01:09:04,559 --> 01:09:01,239
aren't identified for example they might

1656
01:09:06,209 --> 01:09:04,569
have a transponder code that was well

1657
01:09:07,499 --> 01:09:06,219
they might ask my change the transponder

1658
01:09:09,749 --> 01:09:07,509
code so they can identify the aircraft

1659
01:09:12,090 --> 01:09:09,759
well if the aircraft changes the code

1660
01:09:14,400 --> 01:09:12,100
and I see that on the radar it's like

1661
01:09:16,709 --> 01:09:14,410
okay we have communication involved with

1662
01:09:18,090 --> 01:09:16,719
this pilot and even if this pilots fly

1663
01:09:20,280 --> 01:09:18,100

in the wrong way at least they're

1664

01:09:22,349 --> 01:09:20,290

responding to us if they give a command

1665

01:09:24,360 --> 01:09:22,359

to change a transponder code and there's

1666

01:09:26,400 --> 01:09:24,370

no change of transponder code then I

1667

01:09:28,709 --> 01:09:26,410

said themselves okay what's the problem

1668

01:09:30,030 --> 01:09:28,719

here it is someone who's deliberately

1669

01:09:33,300 --> 01:09:30,040

doing something is just someone who is

1670

01:09:35,150 --> 01:09:33,310

just lost is this none of the above do

1671

01:09:38,490 --> 01:09:35,160

we call NORAD what do we do here so

1672

01:09:39,959 --> 01:09:38,500

that's a situational sort of thing it

1673

01:09:42,360 --> 01:09:39,969

depends on the aircraft it depends

1674

01:09:45,900 --> 01:09:42,370

somewhere where there was not only the

1675

01:09:49,440 --> 01:09:45,910

the people in the cockpit saw this UFO

1676

01:09:51,180 --> 01:09:49,450

but the passengers did so that kind of

1677

01:09:54,900 --> 01:09:51,190

leads me I want to talk about the

1678

01:09:56,760 --> 01:09:54,910

Channel Islands but also do you know of

1679

01:10:01,680 --> 01:09:56,770

other cases where there were passengers

1680

01:10:03,209 --> 01:10:01,690

involved in us and a sighting can't

1681

01:10:05,130 --> 01:10:03,219

think of one that involved passengers

1682

01:10:07,500 --> 01:10:05,140

when I came to mind very briefly was a

1683

01:10:10,200 --> 01:10:07,510

America West event I think it was 1995

1684

01:10:11,970 --> 01:10:10,210

over the Southwest where the crew

1685

01:10:13,950 --> 01:10:11,980

definitely saw something I can't recall

1686

01:10:16,920 --> 01:10:13,960

in that report if the passengers also

1687

01:10:18,600 --> 01:10:16,930

saw something but as far as other than

1688

01:10:20,790 --> 01:10:18,610

the Channel Islands event which you just

1689

01:10:22,439 --> 01:10:20,800

mentioned where there's some apparently

1690

01:10:24,780 --> 01:10:22,449

miles long object

1691

01:10:26,850 --> 01:10:24,790

or something seen at some distance from

1692

01:10:30,350 --> 01:10:26,860

the aircraft I can't think of any

1693

01:10:33,689 --> 01:10:30,360

recently for both pilots and passengers

1694

01:10:36,000 --> 01:10:33,699

had a you know eyeball to eyeball with

1695

01:10:37,919 --> 01:10:36,010

whatever was out there well let's talk

1696

01:10:39,660 --> 01:10:37,929

about the Channel Island for those

1697

01:10:43,880 --> 01:10:39,670

people on YouTube I'm just bringing up a

1698

01:10:46,850 --> 01:10:43,890

graphic on that situation now that's a

1699

01:10:50,280 --> 01:10:46,860

seems to be a very very credible

1700

01:10:52,500 --> 01:10:50,290

situation can you can you explain to the

1701
01:10:53,760 --> 01:10:52,510
listener exactly what happened well I

1702
01:10:56,070 --> 01:10:53,770
better be able to do that because I

1703
01:10:58,890 --> 01:10:56,080
believe back in 2014 or 15 I was

1704
01:11:01,229 --> 01:10:58,900
actually at did a TV show on that with

1705
01:11:02,910 --> 01:11:01,239
one of the I think it was one of the

1706
01:11:04,350 --> 01:11:02,920
History Channel ones if you give me a

1707
01:11:06,630 --> 01:11:04,360
minute I can actually pull up my notes

1708
01:11:08,910 --> 01:11:06,640
from that because I made the extensive

1709
01:11:10,290 --> 01:11:08,920
notes for that show and this was a

1710
01:11:13,650 --> 01:11:10,300
Channel Islands it was a fairly small

1711
01:11:15,840 --> 01:11:13,660
aircraft one of these smaller than a

1712
01:11:17,310 --> 01:11:15,850
commuter airliner so the passengers and

1713
01:11:19,080 --> 01:11:17,320

it could see the cockpit it was like one

1714

01:11:21,240 --> 01:11:19,090

of these you know four six eaters the

1715

01:11:23,280 --> 01:11:21,250

Channel Islands are a couple of small UK

1716

01:11:26,760 --> 01:11:23,290

islands just off the French coast in the

1717

01:11:31,410 --> 01:11:26,770

English Channel at sea and this is like

1718

01:11:36,479 --> 01:11:31,420

a triple engine something try land or

1719

01:11:42,060 --> 01:11:36,489

something yeah yeah 2004 it was a

1720

01:11:44,370 --> 01:11:42,070

Smithsonian Channel and this pilot man

1721

01:11:49,610 --> 01:11:44,380

is seeing something that looks like big

1722

01:11:52,110 --> 01:11:49,620

yellow he almost like a big yellow bus

1723

01:11:54,540 --> 01:11:52,120

it was it was larger than the bus we're

1724

01:11:57,300 --> 01:11:54,550

talking something that was you know up

1725

01:11:59,939 --> 01:11:57,310

to a mile wide significant exactly yeah

1726

01:12:01,770 --> 01:11:59,949

and of course right when I need to pull

1727

01:12:03,570 --> 01:12:01,780

up the computers give me all kinds of

1728

01:12:09,330 --> 01:12:03,580

hassles here that's sorry so just from

1729

01:12:11,870 --> 01:12:09,340

memory you know the I forget exactly how

1730

01:12:14,189 --> 01:12:11,880

many passengers but everyone saw it

1731

01:12:16,410 --> 01:12:14,199

absolutely and it was reported to the

1732

01:12:18,330 --> 01:12:16,420

records of authorities and the pilot was

1733

01:12:20,040 --> 01:12:18,340

even interviewed on television more than

1734

01:12:21,900 --> 01:12:20,050

once so this wasn't something that was

1735

01:12:24,540 --> 01:12:21,910

hidden it was also something when I saw

1736

01:12:26,580 --> 01:12:24,550

no real follow-up to it that is was

1737

01:12:28,290 --> 01:12:26,590

there an explanation from the civil

1738

01:12:30,030 --> 01:12:28,300

aviation authorities in Britain or the a

1739

01:12:32,930 --> 01:12:30,040

EIB which is their equivalent of the

1740

01:12:35,880 --> 01:12:32,940

NTSB I've seen nothing about this

1741

01:12:37,530 --> 01:12:35,890

subsequent to that do you happen to know

1742

01:12:39,630 --> 01:12:37,540

in particular I haven't looked into that

1743

01:12:41,880 --> 01:12:39,640

case in a long time but do you know in

1744

01:12:44,190 --> 01:12:41,890

particular for those were there was two

1745

01:12:46,110 --> 01:12:44,200

of them I believe were they moving

1746

01:12:48,390 --> 01:12:46,120

objects

1747

01:12:49,050 --> 01:12:48,400

did they see them take off or anything

1748

01:12:51,240 --> 01:12:49,060

like that

1749

01:12:55,020 --> 01:12:51,250

I don't recall if they saw them in

1750

01:12:56,640 --> 01:12:55,030

motion or in flood yeah do you know

1751

01:13:00,720 --> 01:12:56,650

approximately how long that sighting

1752

01:13:02,850 --> 01:13:00,730

lasted it was on the order of minutes

1753

01:13:04,220 --> 01:13:02,860

not seconds and again I can't remember

1754

01:13:06,660 --> 01:13:04,230

that the details of it

1755

01:13:08,160 --> 01:13:06,670

later on the show if I can pull this up

1756

01:13:10,140 --> 01:13:08,170

I like it back to you on that because

1757

01:13:12,000 --> 01:13:10,150

again I did make notes about that it's

1758

01:13:13,620 --> 01:13:12,010

over four years ago and I don't want to

1759

01:13:16,020 --> 01:13:13,630

go on my memory too much beyond that

1760

01:13:19,230 --> 01:13:16,030

except to say that here was a situation

1761

01:13:20,700 --> 01:13:19,240

which had it happened in the u.s. I have

1762

01:13:23,520 --> 01:13:20,710

a feeling that the pilots would have

1763

01:13:27,780 --> 01:13:23,530

been far more reluctant to report this

1764

01:13:30,990 --> 01:13:27,790

to the public for example this pilot I

1765

01:13:32,430 --> 01:13:31,000

saw nothing about his career being any

1766

01:13:34,800 --> 01:13:32,440

way impacted by the fact that he saw

1767

01:13:37,560 --> 01:13:34,810

this do you think that it helped him

1768

01:13:40,020 --> 01:13:37,570

that he had witnesses so that were you

1769

01:13:41,700 --> 01:13:40,030

know passengers oh absolutely

1770

01:13:48,140 --> 01:13:41,710

this is not something that they could

1771

01:14:01,530 --> 01:13:54,570

I should have unplugged my Alexa all

1772

01:14:02,880 --> 01:14:01,540

right I like so stop happens again I'm

1773

01:14:05,580 --> 01:14:02,890

gonna unplug the thing well I've always

1774

01:14:08,720 --> 01:14:05,590

heard we'd be taken over by artificial

1775

01:14:10,740 --> 01:14:08,730

intelligence so it's it's beginning yeah

1776

01:14:15,720 --> 01:14:10,750

it's artificial I don't know if it's

1777

01:14:20,010 --> 01:14:15,730

intelligence and what what some other

1778

01:14:22,650 --> 01:14:20,020

notable cases I believe I sent you a

1779

01:14:26,670 --> 01:14:22,660

link to one in Arizona I don't know if

1780

01:14:28,020 --> 01:14:26,680

you'd looked into that what organ the

1781

01:14:31,100 --> 01:14:28,030

organ one that happened just a few

1782

01:14:34,320 --> 01:14:31,110

months ago this was a high flying

1783

01:14:36,180 --> 01:14:34,330

aircraft or some sort of vehicle that

1784

01:14:37,590 --> 01:14:36,190

was going between Northern California

1785

01:14:39,300 --> 01:14:37,600

Southern Oregon going up toward

1786

01:14:40,830 --> 01:14:39,310

Washington State and this was something

1787

01:14:43,350 --> 01:14:40,840

where there are several high flying

1788

01:14:45,420 --> 01:14:43,360

airliners who saw this apparently from

1789

01:14:47,850 --> 01:14:45,430

their estimate only several thousand

1790

01:14:49,950 --> 01:14:47,860

feet above their flight altitude

1791

01:14:51,960 --> 01:14:49,960

and in the sink and general direction as

1792

01:14:54,180 --> 01:14:51,970

north-south traffic on the west coast

1793

01:14:55,830 --> 01:14:54,190

and this is something where and again

1794

01:14:58,770 --> 01:14:55,840

the air traffic controllers didn't have

1795

01:15:01,230 --> 01:14:58,780

any had a transponder code on this thing

1796

01:15:03,180 --> 01:15:01,240

if this were a military aircraft if this

1797

01:15:06,270 --> 01:15:03,190

were a private company that had some

1798

01:15:07,620 --> 01:15:06,280

sort of test vehicle it would be let's

1799

01:15:10,770 --> 01:15:07,630

just say the height of irresponsibility

1800

01:15:12,450 --> 01:15:10,780

to fly it in or near a quarter that's

1801

01:15:14,280 --> 01:15:12,460

occupied by airliners without telling

1802

01:15:16,980 --> 01:15:14,290

air-traffic control without clearing

1803

01:15:18,750 --> 01:15:16,990

this ahead of time with the FAA so could

1804

01:15:20,480 --> 01:15:18,760

this have been some rogue operator who

1805

01:15:24,060 --> 01:15:20,490

was operating some vehicle up there

1806

01:15:27,180 --> 01:15:24,070

certainly could but let's just say that

1807

01:15:28,500 --> 01:15:27,190

the level of technology and effort it

1808

01:15:30,450 --> 01:15:28,510

takes to get an aircraft in the

1809

01:15:33,150 --> 01:15:30,460

stratosphere means that you're not gonna

1810

01:15:34,860 --> 01:15:33,160

have a single person fuel this up

1811

01:15:37,080 --> 01:15:34,870

maintain the aircraft and get it up to

1812

01:15:39,000 --> 01:15:37,090

altitude if this were some sort of

1813

01:15:40,980 --> 01:15:39,010

conventional vehicle there had to be a

1814

01:15:42,480 --> 01:15:40,990

group of people or some organization

1815

01:15:45,690 --> 01:15:42,490

involved to get that airplane where it

1816

01:15:47,670 --> 01:15:45,700

was if it wasn't if this was some sort

1817

01:15:49,500 --> 01:15:47,680

of natural phenomena well it certainly

1818

01:15:51,180 --> 01:15:49,510

didn't act like any natural phenomena I

1819

01:15:54,390 --> 01:15:51,190

know from the sky didn't act like a

1820

01:15:56,460 --> 01:15:54,400

meteor didn't act like a ball lightning

1821

01:15:59,400 --> 01:15:56,470

didn't act like anything that made sense

1822

01:16:01,860 --> 01:15:59,410

given the verbal descriptions by these

1823

01:16:03,750 --> 01:16:01,870

airline pilots all right now I'm gonna

1824

01:16:06,060 --> 01:16:03,760

I'm gonna go out on a limb and ask you a

1825

01:16:10,560 --> 01:16:06,070

question here and that you may be

1826

01:16:15,270 --> 01:16:10,570

hesitant to answer do you think it is a

1827

01:16:19,010 --> 01:16:15,280

possibility that we are we might be

1828

01:16:22,800 --> 01:16:19,020

visited from another intelligence

1829

01:16:24,750 --> 01:16:22,810

certainly possible but again as it's

1830

01:16:26,730 --> 01:16:24,760

possible doesn't mean it's likely

1831

01:16:28,380 --> 01:16:26,740

doesn't mean it's 100% certain that's

1832

01:16:29,880 --> 01:16:28,390

happened in the past or that could that

1833

01:16:33,210 --> 01:16:29,890

happen in the future

1834

01:16:36,330 --> 01:16:33,220

certainly one could project the fact

1835

01:16:37,740 --> 01:16:36,340

that there billions of galaxies is not

1836

01:16:40,110 --> 01:16:37,750

even to mention planets that are out

1837

01:16:42,930 --> 01:16:40,120

there and that already in the past 10 to

1838

01:16:45,630 --> 01:16:42,940

15 years various scientists have seen

1839

01:16:48,240 --> 01:16:45,640

dozens if not hundreds of extrasolar

1840

01:16:50,400 --> 01:16:48,250

planets that is planetary bodies

1841

01:16:51,780 --> 01:16:50,410

orbiting around the Sun of other than

1842

01:16:53,850 --> 01:16:51,790

their own that are out there

1843

01:16:57,300 --> 01:16:53,860

some of them are even in what they hold

1844

01:16:59,970 --> 01:16:57,310

a habitable habitable zone that is given

1845

01:17:01,140 --> 01:16:59,980

the the solar radiation string coming

1846

01:17:04,440 --> 01:17:01,150

off of a star and the

1847

01:17:07,560 --> 01:17:04,450

when that planet is the kind of distance

1848

01:17:09,150 --> 01:17:07,570

that could possibly allow an atmosphere

1849

01:17:12,870 --> 01:17:09,160

like Earth's to exist

1850

01:17:14,760 --> 01:17:12,880

so certainly life could be existing

1851
01:17:16,770 --> 01:17:14,770
elsewhere as we know it now intelligence

1852
01:17:18,990 --> 01:17:16,780
that's a broader question what

1853
01:17:21,180 --> 01:17:19,000
constitutes intelligence we just had

1854
01:17:29,540 --> 01:17:21,190
Alexa a few minutes ago so to interrupt

1855
01:17:34,380 --> 01:17:32,070
obviously it is intelligence

1856
01:17:36,450 --> 01:17:34,390
quote-unquote if you can define it as

1857
01:17:38,610 --> 01:17:36,460
such especially if you're trying to sell

1858
01:17:40,140 --> 01:17:38,620
stock in this company that's not

1859
01:17:41,780 --> 01:17:40,150
necessarily an intelligence that would

1860
01:17:44,270 --> 01:17:41,790
respect or would fear

1861
01:17:48,180 --> 01:17:44,280
does the intelligence like that exist

1862
01:17:50,490 --> 01:17:48,190
possibly is there cybernetic kinds of

1863
01:17:53,580 --> 01:17:50,500

intelligences that exist right now on

1864

01:17:57,420 --> 01:17:53,590

earth in a corporate sort of environment

1865

01:17:58,890 --> 01:17:57,430

or with things like the system I can't

1866

01:18:02,310 --> 01:17:58,900

mention because it'll start responding

1867

01:18:03,800 --> 01:18:02,320

or similar systems from Google yeah what

1868

01:18:07,020 --> 01:18:03,810

is it in intelligence that could fly

1869

01:18:12,660 --> 01:18:07,030

some sort of aerospace vehicle have no

1870

01:18:15,060 --> 01:18:12,670

clue a number of I guess skeptics and I

1871

01:18:17,730 --> 01:18:15,070

don't say skeptics with the you know

1872

01:18:21,180 --> 01:18:17,740

like it's the bad word I think it's good

1873

01:18:23,910 --> 01:18:21,190

to have skepticism and to look at

1874

01:18:27,960 --> 01:18:23,920

something you know objectively instead

1875

01:18:30,330 --> 01:18:27,970

of just you know buying into you know

1876

01:18:33,690 --> 01:18:30,340

the fact that it's alien or whatever but

1877

01:18:36,210 --> 01:18:33,700

some skeptics will kind of go the other

1878

01:18:38,970 --> 01:18:36,220

way a little bit too strong and and just

1879

01:18:40,950 --> 01:18:38,980

say that I had won on this show Roger

1880

01:18:44,340 --> 01:18:40,960

Nygaard a few years ago as a filmmaker

1881

01:18:47,070 --> 01:18:44,350

and he was on and he said that he thinks

1882

01:18:50,540 --> 01:18:47,080

a hundred percent of the UFOs that are

1883

01:18:53,160 --> 01:18:50,550

seen are you know secret military craft

1884

01:18:54,980 --> 01:18:53,170

do you think that you know I mean I

1885

01:18:58,800 --> 01:18:54,990

think it's very possible that some are

1886

01:19:02,520 --> 01:18:58,810

but do you think that there's a

1887

01:19:06,770 --> 01:19:02,530

possibility of a lot of you know unknown

1888

01:19:09,930 --> 01:19:06,780

aircraft being linked to the military or

1889

01:19:11,640 --> 01:19:09,940

like you said private contractors it's

1890

01:19:13,530 --> 01:19:11,650

very easy to speak to the secret

1891

01:19:14,640 --> 01:19:13,540

military aircraft the answer is it's not

1892

01:19:16,380 --> 01:19:14,650

a hundred percent because I

1893

01:19:18,540 --> 01:19:16,390

you just mentioned sometimes you have a

1894

01:19:20,250 --> 01:19:18,550

private contractor who on speculation

1895

01:19:22,110 --> 01:19:20,260

builds something that they're trying to

1896

01:19:24,060 --> 01:19:22,120

sell the military it's not a military

1897

01:19:25,709 --> 01:19:24,070

aircraft it's not even a developmental

1898

01:19:28,020 --> 01:19:25,719

aircraft for the military if there's no

1899

01:19:29,550 --> 01:19:28,030

contract sign so now and there have been

1900

01:19:31,680 --> 01:19:29,560

these things in the past so now a

1901

01:19:33,660 --> 01:19:31,690

hundred percent of these unknowns are

1902

01:19:36,630 --> 01:19:33,670

not military aircraft or military

1903

01:19:40,050 --> 01:19:36,640

projects could they be projects made by

1904

01:19:41,669 --> 01:19:40,060

human beings I would say a good fraction

1905

01:19:44,939 --> 01:19:41,679

of the minor would I say a hundred

1906

01:19:46,890 --> 01:19:44,949

percent now because there are some

1907

01:19:49,200 --> 01:19:46,900

things that are out there that that

1908

01:19:50,970 --> 01:19:49,210

turns out to be not vehicles for example

1909

01:19:53,250 --> 01:19:50,980

getting about the Jets and sprites again

1910

01:19:54,870 --> 01:19:53,260

that wasn't a lightning type of event

1911

01:19:57,270 --> 01:19:54,880

but let's say you have something small

1912

01:19:59,340 --> 01:19:57,280

like ball lightning that's somehow for

1913

01:20:01,110 --> 01:19:59,350

whatever reason behaves in a manner

1914

01:20:03,810 --> 01:20:01,120

consistent with some sort of lighted

1915

01:20:05,040 --> 01:20:03,820

craft for some period of time you can

1916

01:20:07,169 --> 01:20:05,050

point to that and say hey this looks

1917

01:20:08,459 --> 01:20:07,179

just like a secret military aircraft

1918

01:20:11,490 --> 01:20:08,469

with some plasma around it

1919

01:20:14,610 --> 01:20:11,500

no it's ball lightning so I wouldn't say

1920

01:20:16,860 --> 01:20:14,620

a hundred percent on that do I have any

1921

01:20:17,820 --> 01:20:16,870

evidence to say that sixty percent forty

1922

01:20:21,720 --> 01:20:17,830

percent ten percent

1923

01:20:22,740 --> 01:20:21,730

I don't simply because what's what I

1924

01:20:25,169 --> 01:20:22,750

call the numerator and denominator

1925

01:20:28,140 --> 01:20:25,179

problem we don't have the numerator

1926

01:20:31,260 --> 01:20:28,150

numerator we don't have the total number

1927

01:20:33,060 --> 01:20:31,270

of events that are anomalous we don't

1928

01:20:35,000 --> 01:20:33,070

have the denominator the total number of

1929

01:20:37,290 --> 01:20:35,010

events including the anomalous ones

1930

01:20:39,090 --> 01:20:37,300

there could be many secretive military

1931

01:20:41,490 --> 01:20:39,100

aircraft flights have happened that we

1932

01:20:44,729 --> 01:20:41,500

don't know about so it won't be in the

1933

01:20:47,729 --> 01:20:44,739

denominator so now we have no real way

1934

01:20:50,370 --> 01:20:47,739

in my opinion of making a reasonable

1935

01:20:53,450 --> 01:20:50,380

estimate as to what fraction of these or

1936

01:20:55,770 --> 01:20:53,460

military aircraft or military programs

1937

01:20:57,990 --> 01:20:55,780

good answer thank you

1938

01:21:00,810 --> 01:20:58,000

so I want to just take a little sidestep

1939

01:21:03,270 --> 01:21:00,820

just for a few minutes here and I want

1940

01:21:08,160 --> 01:21:03,280

to talk about I want to talk about

1941

01:21:11,220 --> 01:21:08,170

airline safety and currently and in

1942

01:21:12,899 --> 01:21:11,230

general because I know that you know

1943

01:21:16,020 --> 01:21:12,909

over the years it's getting better and

1944

01:21:19,560 --> 01:21:16,030

better and but when you hear about a

1945

01:21:22,919 --> 01:21:19,570

crash everybody knows about it but

1946

01:21:24,689 --> 01:21:22,929

currently like on any given day how many

1947

01:21:26,490 --> 01:21:24,699

flights would you say there are around

1948

01:21:28,040 --> 01:21:26,500

the world would you be able to throw out

1949

01:21:31,970 --> 01:21:28,050

some

1950

01:21:36,740 --> 01:21:31,980

ballpark stats for us boy I would be

1951

01:21:42,970 --> 01:21:36,750

able through look not sure what happened

1952

01:21:48,740 --> 01:21:42,980

to your Skype alright it's not on my end

1953

01:21:53,960 --> 01:21:48,750

so hang on everyone looks like looks

1954

01:21:56,150 --> 01:21:53,970

like his Skype is frozen and so while

1955

01:22:00,760 --> 01:21:56,160

we're working on that if someone would

1956

01:22:03,980 --> 01:22:00,770

like to call in I will I will try to

1957

01:22:05,510 --> 01:22:03,990

let's see how I can do this here I'm

1958

01:22:09,250 --> 01:22:05,520

gonna try to hang up if anyone wants to

1959

01:22:11,120 --> 01:22:09,260

call in please do that phone number is

1960

01:22:16,850 --> 01:22:11,130

nine six seven

1961

01:22:21,920 --> 01:22:16,860

4:03 oh and we're gonna try to get him

1962

01:22:31,880 --> 01:22:21,930

back so alright go ahead and change that

1963

01:22:33,950 --> 01:22:31,890

if you would let's so I apologize to the

1964

01:22:35,600 --> 01:22:33,960

listener on YouTube I'm not sure what

1965

01:22:39,950 --> 01:22:35,610

happened to his Skype just all of a

1966

01:22:45,440 --> 01:22:39,960

sudden just froze and let's see go back

1967

01:22:48,830 --> 01:22:45,450

to him and I'll try to hopefully just

1968

01:22:53,960 --> 01:22:48,840

hang up on him I believe it did that and

1969

01:22:55,580 --> 01:22:53,970

I'll try to call him back and meanwhile

1970

01:22:57,740 --> 01:22:55,590

if anyone wants to call in that phone

1971

01:23:02,030 --> 01:22:57,750

numbers up on YouTube anyone's welcome

1972

01:23:03,590 --> 01:23:02,040

to give us a ring and either pose a

1973

01:23:12,080 --> 01:23:03,600

question for our guest coming back

1974

01:23:13,750 --> 01:23:12,090

hopefully or just talk if anyone was to

1975

01:23:16,670 --> 01:23:13,760

call in and talk about a sighting that

1976

01:23:19,730 --> 01:23:16,680

they had out I'm always interested in

1977

01:23:22,010 --> 01:23:19,740

hearing about a sighting so if anyone

1978

01:23:25,880 --> 01:23:22,020

like to ring us about that that number

1979

01:23:33,440 --> 01:23:25,890

six oh three nine six seven four OH

1980

01:23:34,910 --> 01:23:33,450

three oh and give us a call let me go

1981

01:23:38,600 --> 01:23:34,920

back to Skype here and see what's going

1982

01:23:44,070 --> 01:23:41,430

okay we'll try him again looks like a

1983

01:23:48,270 --> 01:23:44,080

it's possible that his internet went

1984

01:24:06,620 --> 01:24:00,330

try them back right now okay well it's

1985

01:24:18,860 --> 01:24:11,900

try again so we have out we have a half

1986

01:24:21,530 --> 01:24:18,870

hour left and see so I'm asking again

1987

01:24:24,290 --> 01:24:21,540

once again anyone out on YouTube want to

1988

01:24:25,910 --> 01:24:24,300

give us a call talk about what we're

1989

01:24:29,330 --> 01:24:25,920

talking about in general we have someone

1990

01:24:31,540 --> 01:24:29,340

calling right now and it still look like

1991

01:24:36,970 --> 01:24:31,550

we're having trouble with the guest

1992

01:24:39,680 --> 01:24:36,980

ringing through to the Skype so caller

1993

01:24:40,900 --> 01:24:39,690

thanks for calling in what's your first

1994

01:24:44,120 --> 01:24:40,910

name where you calling from

1995

01:24:46,850 --> 01:24:44,130

this is Linda from New York I thought

1996

01:24:48,980 --> 01:24:46,860

maybe I'd provide you with some

1997

01:24:53,690 --> 01:24:48,990

information while you're hanging there

1998

01:24:55,820 --> 01:24:53,700

is this the Linda 15 Linda yeah how are

1999

01:24:56,690 --> 01:24:55,830

you good can I say if do you mind if I

2000

01:24:59,450 --> 01:24:56,700

say your full name

2001

01:25:01,220 --> 01:24:59,460

oh absolutely no problem all right this

2002

01:25:02,330 --> 01:25:01,230

is Linda Zimmerman now we have someone

2003

01:25:04,850 --> 01:25:02,340

else calling and you're gonna have to

2004

01:25:07,760 --> 01:25:04,860

wait another caller Linda thanks for for

2005

01:25:10,790 --> 01:25:07,770

making the call unless I do have to take

2006

01:25:11,360 --> 01:25:10,800

this call in case it's our in case it's

2007

01:25:16,900 --> 01:25:11,370

our guest

2008

01:25:21,560 --> 01:25:16,910

certainly hang on just one minute okay

2009

01:25:25,510 --> 01:25:21,570

caller or what's your you have your you

2010

01:25:29,390 --> 01:25:25,520

have your radio on please turn that off

2011

01:25:32,270 --> 01:25:29,400

there you go sorry okay so this is not

2012

01:25:34,430 --> 01:25:32,280

this is not the guest would you mind

2013

01:25:37,660 --> 01:25:34,440

hanging up I have someone on right now

2014

01:25:39,910 --> 01:25:37,670

looks like our guest came back

2015

01:25:44,780 --> 01:25:39,920

everyone's coming back at the same time

2016

01:25:49,730 --> 01:25:44,790

so you're back what happened what

2017

01:25:53,510 --> 01:25:49,740

happened Todd I see your lips moving but

2018

01:25:57,640 --> 01:25:53,520

I'm not hearing you so you may have to

2019

01:26:02,870 --> 01:26:00,860

why don't you reboot your Todd why don't

2020

01:26:03,200 --> 01:26:02,880

you go ahead and reboot you're okay he's

2021

01:26:07,070 --> 01:26:03,210

gone

2022

01:26:08,570 --> 01:26:07,080

Linda now that I have you on thanks for

2023

01:26:11,510 --> 01:26:08,580

thanks for joining the call thanks for

2024

01:26:13,780 --> 01:26:11,520

filling in I appreciate that no problem

2025

01:26:17,450 --> 01:26:13,790

I actually do have an interesting

2026

01:26:19,940 --> 01:26:17,460

aviation-related case that someone just

2027

01:26:22,850 --> 01:26:19,950

sent me about two weeks ago Oh

2028

01:26:24,530 --> 01:26:22,860

so just to keep in mind just keep this

2029

01:26:27,170 --> 01:26:24,540

in mind Linda that our guests may call

2030

01:26:30,830 --> 01:26:27,180

in any minute so I would like to join in

2031

01:26:33,020 --> 01:26:30,840

the Omni yeah sure yeah no no I want

2032

01:26:34,940 --> 01:26:33,030

your say on though so because I want you

2033

01:26:40,040 --> 01:26:34,950

to talk about this with him as well so

2034

01:26:43,520 --> 01:26:40,050

go ahead well he was on a flight back

2035

01:26:46,880 --> 01:26:43,530

from Ghana in Africa she was there on

2036

01:26:50,570 --> 01:26:46,890

business she's a scientist so a very

2037

01:26:52,970 --> 01:26:50,580

credible person and she's looking out

2038

01:26:55,610 --> 01:26:52,980

the window and she sees that the night

2039

01:26:58,760 --> 01:26:55,620

flight she sees this beautiful what she

2040

01:27:02,120 --> 01:26:58,770

thought was the full moon and she had

2041

01:27:04,250 --> 01:27:02,130

two windows one over the wing one to the

2042

01:27:07,370 --> 01:27:04,260

right of that and she said it was just

2043

01:27:11,360 --> 01:27:07,380

the most stunning view of this full moon

2044

01:27:14,810 --> 01:27:11,370

and she's watching it for close to an

2045

01:27:18,410 --> 01:27:14,820

hour and then she sees watches as it

2046

01:27:21,320 --> 01:27:18,420

slowly sinks behind a cloud Bank and she

2047

01:27:23,390 --> 01:27:21,330

just she was so enamored with this she

2048

01:27:25,880 --> 01:27:23,400

remembers the next morning she emailed

2049

01:27:28,760 --> 01:27:25,890

her sister saying I just had the most

2050

01:27:31,460 --> 01:27:28,770

amazing experience this this fought the

2051

01:27:34,520 --> 01:27:31,470

light of this full moon well that night

2052

01:27:36,650 --> 01:27:34,530

she's home in New York and she's doing

2053

01:27:40,940 --> 01:27:36,660

some shores she looks out the window and

2054

01:27:45,020 --> 01:27:40,950

there's the crescent moon it was only an

2055

01:27:48,710 --> 01:27:45,030

8% crescent and she's like freaking out

2056

01:27:52,430 --> 01:27:48,720

how can this possibly be I just saw the

2057

01:27:56,360 --> 01:27:52,440

full moon on my flight yesterday so she

2058

01:27:58,040 --> 01:27:56,370

called me up knowing what I do and you

2059

01:28:01,280 --> 01:27:58,050

know I asked her a series of questions

2060

01:28:03,380 --> 01:28:01,290

well did you see any you know craters or

2061

01:28:06,320 --> 01:28:03,390

the the seas on the moon and she

2062

01:28:10,130 --> 01:28:06,330

realized she never saw any sort of

2063

01:28:13,760 --> 01:28:10,140

surface features just this beautiful

2064

01:28:16,190 --> 01:28:13,770

bright light tracking her plane for

2065

01:28:18,610 --> 01:28:16,200

almost an hour and this was the first

2066

01:28:20,990 --> 01:28:18,620

experience like this she ever had and

2067

01:28:24,980 --> 01:28:21,000

she she didn't quite know how to deal

2068

01:28:27,710 --> 01:28:24,990

with it so I said it wasn't threatening

2069

01:28:29,210 --> 01:28:27,720

you enjoyed it I think you should be

2070

01:28:32,930 --> 01:28:29,220

considered you know consider yourself

2071

01:28:33,570 --> 01:28:32,940

fortunate did she do you happen to know

2072

01:28:35,520 --> 01:28:33,580

if she

2073

01:28:38,580 --> 01:28:35,530

talk to anybody else on the was she

2074

01:28:38,580 --> 01:28:38,590

alone traveling alone

2075

01:28:43,230 --> 01:28:41,850

she was traveling alone yes and she

2076

01:28:45,690 --> 01:28:43,240

didn't mention it to any other

2077

01:28:48,300 --> 01:28:45,700

passengers and I asked if she took any

2078

01:28:51,060 --> 01:28:48,310

pics or pictures and she said well why

2079

01:28:55,050 --> 01:28:51,070

should I would you full-moon as far as

2080

01:28:58,710 --> 01:28:55,060

she yeah so I just thought that was

2081

01:29:00,990 --> 01:28:58,720

remarkable and I didn't I didn't see any

2082

01:29:04,380 --> 01:29:01,000

other cases over that part of the

2083

01:29:09,110 --> 01:29:04,390

Atlantic but it was the next night that

2084

01:29:13,860 --> 01:29:09,120

the Irish sightings took place mm-hmm so

2085

01:29:15,090 --> 01:29:13,870

you know not not really close I don't

2086

01:29:17,700 --> 01:29:15,100

know what track

2087

01:29:19,640 --> 01:29:17,710

they took but I would think from Africa

2088

01:29:24,300 --> 01:29:19,650

to New York didn't go anywhere near

2089

01:29:26,220 --> 01:29:24,310

Ireland but still something unusual was

2090

01:29:28,530 --> 01:29:26,230

certainly going on in the sky at that

2091

01:29:30,390 --> 01:29:28,540

time now Linda you've been a guest on

2092

01:29:32,670 --> 01:29:30,400

the show a number of times and and

2093

01:29:34,260 --> 01:29:32,680

you've become you know you've listened

2094

01:29:37,530 --> 01:29:34,270

to a lot of shows and you've helped me

2095

01:29:39,140 --> 01:29:37,540

out a number of times so if you want to

2096

01:29:43,260 --> 01:29:39,150

tell I'm just waiting to see if our

2097

01:29:47,120 --> 01:29:43,270

guest our guest is back certainly I will

2098

01:29:50,880 --> 01:29:47,130

hang well before you hang up before you

2099

01:29:52,170 --> 01:29:50,890

yeah Todd so you back I'm sure it was

2100

01:29:52,980 --> 01:29:52,180

the government that shut you down when

2101
01:29:55,620 --> 01:29:52,990
she said think so

2102
01:29:57,180 --> 01:29:55,630
must have been yes I'm former NSA yes

2103
01:29:58,590 --> 01:29:57,190
there's some sort of secret society I

2104
01:30:00,060 --> 01:29:58,600
should have paid the dues to but no I

2105
01:30:01,620 --> 01:30:00,070
didn't pay the dues and this is what I

2106
01:30:04,080 --> 01:30:01,630
get for that yeah that's that's right

2107
01:30:06,000 --> 01:30:04,090
that's right so we're on with Linda

2108
01:30:08,730 --> 01:30:06,010
Zimmerman she is a researcher in upper

2109
01:30:11,070 --> 01:30:08,740
state New York and has she was just

2110
01:30:13,650 --> 01:30:11,080
telling a tale briefly I'll just he'll

2111
01:30:17,310 --> 01:30:13,660
tell if you wanted to say hi to her this

2112
01:30:19,140 --> 01:30:17,320
person contacted her and saying they saw

2113
01:30:20,910 --> 01:30:19,150

they was watching the full moon for up

2114

01:30:25,610 --> 01:30:20,920

to an hour outside of their window of

2115

01:30:27,960 --> 01:30:25,620

their flight from Africa to New York and

2116

01:30:30,930 --> 01:30:27,970

when she got home she noticed that it

2117

01:30:33,150 --> 01:30:30,940

was a crescent moon so it was some type

2118

01:30:36,900 --> 01:30:33,160

of object she was looking at for up to

2119

01:30:38,730 --> 01:30:36,910

an hour interesting huh very interesting

2120

01:30:39,750 --> 01:30:38,740

we're talking from full moon what

2121

01:30:41,910 --> 01:30:39,760

appeared to be the full moon to a

2122

01:30:43,320 --> 01:30:41,920

crescent moon which means unless you had

2123

01:30:44,450 --> 01:30:43,330

some sort of missing time event it

2124

01:30:49,330 --> 01:30:44,460

wasn't a moon

2125

01:30:53,479 --> 01:30:49,340

major missing time like 30 days 20 days

2126

01:30:56,209 --> 01:30:53,489

so well Linda well I will let you get

2127

01:30:57,740 --> 01:30:56,219

back to your guests I'm enjoying what

2128

01:31:00,500 --> 01:30:57,750

you're saying thank you very much for

2129

01:31:02,450 --> 01:31:00,510

being on and enjoying the show it's

2130

01:31:03,260 --> 01:31:02,460

always Martin thank you Thank You Linda

2131

01:31:06,800 --> 01:31:03,270

I appreciate that

2132

01:31:08,689 --> 01:31:06,810

yeah all right all right so my palace

2133

01:31:10,939 --> 01:31:08,699

you see yourself and your guest for the

2134

01:31:13,610 --> 01:31:10,949

technical failure which was more my

2135

01:31:15,439 --> 01:31:13,620

fault I and my power cord was out and

2136

01:31:18,290 --> 01:31:15,449

the darn thing drained out without me

2137

01:31:19,610 --> 01:31:18,300

noticing hock words back in now okay I

2138

01:31:21,410 --> 01:31:19,620

probably should have went over

2139

01:31:22,970 --> 01:31:21,420

everything with you like that now just

2140

01:31:27,490 --> 01:31:22,980

don't I was wondering if it might have

2141

01:31:35,479 --> 01:31:30,470

don't repent that ya will not eat that

2142

01:31:37,430 --> 01:31:35,489

yeah so one more question had came in do

2143

01:31:39,550 --> 01:31:37,440

you think the recent incident over

2144

01:31:42,260 --> 01:31:39,560

Ireland that we were talking about

2145

01:31:44,030 --> 01:31:42,270

reported by the media that included

2146

01:31:46,630 --> 01:31:44,040

audio of the pilots conversation could

2147

01:31:49,760 --> 01:31:46,640

have only been released as a result of

2148

01:31:52,310 --> 01:31:49,770

this subject having more credibility in

2149

01:31:56,479 --> 01:31:52,320

what the listener is talking about is

2150

01:31:59,810 --> 01:31:56,489

you know the UFO field has has changed a

2151
01:32:01,820 --> 01:31:59,820
little bit since the the New York Times

2152
01:32:04,910 --> 01:32:01,830
article came out last year in December

2153
01:32:06,649 --> 01:32:04,920
and so what do you think about that

2154
01:32:09,350 --> 01:32:06,659
question do you think it you have always

2155
01:32:10,970 --> 01:32:09,360
have more credibility now with respect

2156
01:32:12,850 --> 01:32:10,980
to this particular case I don't believe

2157
01:32:14,780 --> 01:32:12,860
that enters into it at all because

2158
01:32:17,180 --> 01:32:14,790
thanks to the technology of the internet

2159
01:32:19,700 --> 01:32:17,190
and other changes in air traffic control

2160
01:32:21,770 --> 01:32:19,710
communication technology there are air

2161
01:32:24,620 --> 01:32:21,780
traffic control conversations that are

2162
01:32:27,140 --> 01:32:24,630
streaming live around the world as we as

2163
01:32:29,540 --> 01:32:27,150

we speak and being recorded by various

2164

01:32:31,610 --> 01:32:29,550

private individuals and groups to the

2165

01:32:34,430 --> 01:32:31,620

point that when an event happens let's

2166

01:32:37,130 --> 01:32:34,440

say for example a few weeks ago when the

2167

01:32:39,350 --> 01:32:37,140

airplane was still in Seattle there was

2168

01:32:40,550 --> 01:32:39,360

air traffic control conversations of

2169

01:32:42,919 --> 01:32:40,560

that that were released almost

2170

01:32:45,410 --> 01:32:42,929

immediately by various private groups I

2171

01:32:47,419 --> 01:32:45,420

believe that live atc was one of them

2172

01:32:48,740 --> 01:32:47,429

and this was without going through the

2173

01:32:51,080 --> 01:32:48,750

FBI without going through law

2174

01:32:53,240 --> 01:32:51,090

enforcement so I believe this was a case

2175

01:32:55,459 --> 01:32:53,250

with the Irish event as well that this

2176
01:32:57,259 --> 01:32:55,469
conversation was in the clear that is it

2177
01:32:59,509 --> 01:32:57,269
was picked up and

2178
01:33:03,559 --> 01:32:59,519
recorded on the fly and released that

2179
01:33:06,349 --> 01:33:03,569
way so what I think this is an indicator

2180
01:33:08,299 --> 01:33:06,359
of is in the future if there is some

2181
01:33:10,519 --> 01:33:08,309
sort of major event where there's air

2182
01:33:12,199 --> 01:33:10,529
traffic control conversation even if

2183
01:33:14,719 --> 01:33:12,209
it's an unexpected event in an obscure

2184
01:33:16,879 --> 01:33:14,729
part of the world that conversation will

2185
01:33:19,369 --> 01:33:16,889
be reported and will be out there sooner

2186
01:33:21,829 --> 01:33:19,379
than anything it's kind of it must be

2187
01:33:24,529 --> 01:33:21,839
kind of boring though to listen to I

2188
01:33:26,989 --> 01:33:24,539

mean for instance what is the pilots

2189

01:33:29,809 --> 01:33:26,999

famous saying there's twelve thousand

2190

01:33:31,759 --> 01:33:29,819

hours of boredom when one one second of

2191

01:33:33,349 --> 01:33:31,769

horror or something like that I don't

2192

01:33:37,579 --> 01:33:33,359

know exactly what the saying is but I've

2193

01:33:40,159 --> 01:33:37,589

heard it but people wouldn't really

2194

01:33:41,929 --> 01:33:40,169

notice you know you're saying it's

2195

01:33:43,309 --> 01:33:41,939

monitored but who do people really

2196

01:33:46,219 --> 01:33:43,319

listen to it I mean what are they

2197

01:33:47,779 --> 01:33:46,229

listening for there might be people out

2198

01:33:50,719 --> 01:33:47,789

there who are so in deviation they would

2199

01:33:53,089 --> 01:33:50,729

listen to it I'm not one up but this is

2200

01:33:55,789 --> 01:33:53,099

the kind of thing where again if some

2201

01:33:57,769 --> 01:33:55,799

newsworthy event happens in some area it

2202

01:33:58,879 --> 01:33:57,779

might be something where you know it

2203

01:34:00,529 --> 01:33:58,889

might have been recorded for several

2204

01:34:02,839 --> 01:34:00,539

hours and people go back and listen

2205

01:34:04,279 --> 01:34:02,849

closely to those recent recordings I see

2206

01:34:06,889 --> 01:34:04,289

if there's anything that stands out and

2207

01:34:08,659 --> 01:34:06,899

again this is air traffic control the

2208

01:34:10,879 --> 01:34:08,669

conversations only for example between

2209

01:34:12,379 --> 01:34:10,889

the aircraft and air traffic control the

2210

01:34:14,509 --> 01:34:12,389

internal conversations within the

2211

01:34:16,189 --> 01:34:14,519

cockpit would not be on this the

2212

01:34:17,809 --> 01:34:16,199

internal conversations within air

2213

01:34:19,549 --> 01:34:17,819

traffic control centers of the control

2214

01:34:21,409 --> 01:34:19,559

tower or what have you is not going to

2215

01:34:23,569 --> 01:34:21,419

be there either it's basically only the

2216

01:34:25,519 --> 01:34:23,579

radio communications and it only

2217

01:34:27,379 --> 01:34:25,529

includes voice it has includes the data

2218

01:34:33,319 --> 01:34:27,389

transmission that may be going on in the

2219

01:34:35,329 --> 01:34:33,329

background okay I understand I had I

2220

01:34:37,129 --> 01:34:35,339

had someone on I don't know a couple

2221

01:34:40,579 --> 01:34:37,139

years ago that was talking about drones

2222

01:34:43,129 --> 01:34:40,589

and she said that the government the US

2223

01:34:48,589 --> 01:34:43,139

government is installing a new type of

2224

01:34:51,319 --> 01:34:48,599

new type of tracking system and it's she

2225

01:34:53,089 --> 01:34:51,329

gave an enormous price tag it's just

2226

01:34:56,089 --> 01:34:53,099

anything you've heard about it's gonna

2227

01:34:58,189 --> 01:34:56,099

be a whole new way of tracking planes of

2228

01:35:01,129 --> 01:34:58,199

track well there is an old source

2229

01:35:03,409 --> 01:35:01,139

there's always an evolution going on

2230

01:35:05,839 --> 01:35:03,419

with respect to how the FAA does air

2231

01:35:07,669 --> 01:35:05,849

traffic control one of them that has

2232

01:35:10,279 --> 01:35:07,679

been going on for quite some time as

2233

01:35:10,790 --> 01:35:10,289

they move to what's called a dsb which i

2234

01:35:12,830 --> 01:35:10,800

used

2235

01:35:14,959 --> 01:35:12,840

the air criminal taught my head but it's

2236

01:35:17,890 --> 01:35:14,969

basically a way of tracking aircraft

2237

01:35:20,750 --> 01:35:17,900

that's going to be relying less on

2238

01:35:23,890 --> 01:35:20,760

monitoring the transponder responses to

2239

01:35:26,359 --> 01:35:23,900

radar interrogations and more to do with

2240

01:35:28,549 --> 01:35:26,369

ongoing communication between the

2241

01:35:30,950 --> 01:35:28,559

aircraft and air traffic control centers

2242

01:35:32,870 --> 01:35:30,960

using satellites using ground stations

2243

01:35:34,790 --> 01:35:32,880

using a variety of means to get the

2244

01:35:37,310 --> 01:35:34,800

information between the airplane and air

2245

01:35:39,140 --> 01:35:37,320

traffic control and back you know that

2246

01:35:41,540 --> 01:35:39,150

the crash a few years ago where the

2247

01:35:43,790 --> 01:35:41,550

plane was just just vanished they had no

2248

01:35:45,649 --> 01:35:43,800

idea where it was and searched and

2249

01:35:46,629 --> 01:35:45,659

searched you know the one I'm talking

2250

01:35:50,569 --> 01:35:46,639

about

2251
01:35:52,700 --> 01:35:50,579
mh370 that's right okay so the of course

2252
01:35:54,709 --> 01:35:52,710
whenever something dramatic like that

2253
01:35:57,350 --> 01:35:54,719
happens conspiracy theories come out

2254
01:36:00,200 --> 01:35:57,360
everywhere about it and one of them was

2255
01:36:03,799 --> 01:36:00,210
up someone was touting online that it

2256
01:36:05,419 --> 01:36:03,809
was an alien abduction of course those

2257
01:36:06,950 --> 01:36:05,429
type of things come come up after a

2258
01:36:08,180 --> 01:36:06,960
while and if you look for him you can

2259
01:36:11,750 --> 01:36:08,190
find him

2260
01:36:13,939 --> 01:36:11,760
did in that situation I know they found

2261
01:36:15,919 --> 01:36:13,949
pieces of the airplane but that's highly

2262
01:36:19,850 --> 01:36:15,929
unusual that they they just absolutely

2263
01:36:21,830 --> 01:36:19,860

have you know it's off the radar and

2264

01:36:23,319 --> 01:36:21,840

gone well there's several things about

2265

01:36:25,549 --> 01:36:23,329

that event that are highly unusual

2266

01:36:27,350 --> 01:36:25,559

basically the early part of the flight

2267

01:36:31,370 --> 01:36:27,360

was quite normal those transiting from

2268

01:36:32,689 --> 01:36:31,380

libros kuala lumpur toward china and it

2269

01:36:36,950 --> 01:36:32,699

basically made a left turn over the

2270

01:36:39,200 --> 01:36:36,960

South China Sea and passing over some

2271

01:36:41,299 --> 01:36:39,210

areas including one one city that was

2272

01:36:42,890 --> 01:36:41,309

the maintenance base for Malaysia

2273

01:36:44,180 --> 01:36:42,900

Airlines so the speculation might have

2274

01:36:45,260 --> 01:36:44,190

been well maybe there was a problem

2275

01:36:47,359 --> 01:36:45,270

there trying to go to the maintenance

2276

01:36:49,220 --> 01:36:47,369

base the aircraft was painted by

2277

01:36:51,080 --> 01:36:49,230

military radar I believe in Thailand and

2278

01:36:53,419 --> 01:36:51,090

one other country as was going over that

2279

01:36:55,430 --> 01:36:53,429

part of Southeast Asia so they had some

2280

01:36:57,950 --> 01:36:55,440

tracking of it until it went out into

2281

01:37:00,200 --> 01:36:57,960

the Indian Ocean and basically the

2282

01:37:02,780 --> 01:37:00,210

direction it took was such that if you

2283

01:37:05,959 --> 01:37:02,790

want to find a lonelier less Traverse

2284

01:37:07,250 --> 01:37:05,969

part of the world you would could not do

2285

01:37:09,709 --> 01:37:07,260

much better than where this airplane

2286

01:37:11,660 --> 01:37:09,719

apparently ended up this is this is a

2287

01:37:14,060 --> 01:37:11,670

part of the world that is not heavily

2288

01:37:15,620 --> 01:37:14,070

traffic and ship traffic it was never a

2289

01:37:17,959 --> 01:37:15,630

hot spot during the Cold War

2290

01:37:20,060 --> 01:37:17,969

so unlike the North Atlantic between

2291

01:37:21,879 --> 01:37:20,070

North America and Europe you don't have

2292

01:37:23,800 --> 01:37:21,889

all sorts of

2293

01:37:26,649 --> 01:37:23,810

of sound equipment on the sea floor

2294

01:37:28,990 --> 01:37:26,659

listening for submarines cruise and that

2295

01:37:30,689 --> 01:37:29,000

sort of thing so the kind of military

2296

01:37:33,129 --> 01:37:30,699

presence you have in North Atlantic

2297

01:37:36,010 --> 01:37:33,139

where something explodes into order

2298

01:37:38,950 --> 01:37:36,020

it'll be heard that wasn't available in

2299

01:37:41,590 --> 01:37:38,960

the Indian Ocean and fortunately because

2300

01:37:44,200 --> 01:37:41,600

of the communication system that was on

2301

01:37:45,910 --> 01:37:44,210

the aircraft which was capable of

2302

01:37:49,450 --> 01:37:45,920

although they didn't have the system in

2303

01:37:51,220 --> 01:37:49,460

place to send regular technical

2304

01:37:54,310 --> 01:37:51,230

transmissions from the aircraft back to

2305

01:37:57,550 --> 01:37:54,320

home base there was basically a basic

2306

01:37:59,470 --> 01:37:57,560

once an hour signal that was deep doubt

2307

01:38:01,810 --> 01:37:59,480

from this airplane and the Inmarsat

2308

01:38:03,820 --> 01:38:01,820

system picking it up on their satellites

2309

01:38:06,910 --> 01:38:03,830

was able to they were able to later

2310

01:38:08,800 --> 01:38:06,920

figure out based on when these signals

2311

01:38:11,109 --> 01:38:08,810

arrive at the satellites they back

2312

01:38:14,890 --> 01:38:11,119

figured where this aircraft could have

2313

01:38:16,959 --> 01:38:14,900

been and they basically had it narrowed

2314

01:38:18,340 --> 01:38:16,969

to a strip of ocean that was an arc I

2315

01:38:20,709 --> 01:38:18,350

can't remember how many miles long but

2316

01:38:22,450 --> 01:38:20,719

basically an area of the ocean that was

2317

01:38:24,220 --> 01:38:22,460

roughly the size of Pennsylvania is

2318

01:38:26,470 --> 01:38:24,230

where they had been looking for the

2319

01:38:29,260 --> 01:38:26,480

aircraft a few months ago and didn't

2320

01:38:32,649 --> 01:38:29,270

find it yet but conspiracy theories

2321

01:38:35,729 --> 01:38:32,659

aside the best available evidence was

2322

01:38:38,109 --> 01:38:35,739

the Inmarsat signals that basically

2323

01:38:39,970 --> 01:38:38,119

specified a part of the Indian Ocean

2324

01:38:44,080 --> 01:38:39,980

where this aircraft might have stopped

2325

01:38:46,689 --> 01:38:44,090

fly Wow well that's yeah that's a real

2326

01:38:48,430 --> 01:38:46,699

mystery I heard something about the

2327

01:38:51,160 --> 01:38:48,440

possibility of the pilot may have had

2328

01:38:52,270 --> 01:38:51,170

some emotional issues but no one you

2329

01:38:56,140 --> 01:38:52,280

know I mean that may be another

2330

01:38:57,939 --> 01:38:56,150

conspiracy go ahead oh there were there

2331

01:38:59,620 --> 01:38:57,949

are four basic theories that came up

2332

01:39:01,180 --> 01:38:59,630

with based on the limited data that was

2333

01:39:02,470 --> 01:39:01,190

out there and these are the four

2334

01:39:04,990 --> 01:39:02,480

theories I had within a week or two of

2335

01:39:07,750 --> 01:39:05,000

this this plane disappearing one was a

2336

01:39:10,270 --> 01:39:07,760

an old-fashioned hijacking some outside

2337

01:39:12,520 --> 01:39:10,280

entity takes over the airplane second an

2338

01:39:13,990 --> 01:39:12,530

insider hijacking kind of like what

2339

01:39:16,510 --> 01:39:14,000

happened with the Germanwings aircraft

2340

01:39:18,220 --> 01:39:16,520

in 2015 I think it was where the pilot

2341

01:39:20,140 --> 01:39:18,230

locked out the other pilot and

2342

01:39:23,439 --> 01:39:20,150

deliberately crashed the airplane you

2343

01:39:25,270 --> 01:39:23,449

have a normal complex accident that is

2344

01:39:28,000 --> 01:39:25,280

the kind of accident that happens in

2345

01:39:30,100 --> 01:39:28,010

modern aviation and airliner aviation

2346

01:39:32,680 --> 01:39:30,110

where in spite of all the sophisticated

2347

01:39:35,140 --> 01:39:32,690

systems and procedures in place some

2348

01:39:35,529 --> 01:39:35,150

combination of events or situations took

2349

01:39:38,859 --> 01:39:35,539

play

2350

01:39:40,540 --> 01:39:38,869

where there was no real way to deal with

2351

01:39:43,740 --> 01:39:40,550

it there was no system in place there

2352

01:39:45,549 --> 01:39:43,750

was no procedure in place the crew did

2353

01:39:47,410 --> 01:39:45,559

everything they could to keep the

2354

01:39:48,490 --> 01:39:47,420

airplane in the air but didn't bother to

2355

01:39:49,750 --> 01:39:48,500

communicate with the outside world

2356

01:39:52,000 --> 01:39:49,760

because they were too busy trying to fly

2357

01:39:54,490 --> 01:39:52,010

the plane and the fourth one which is

2358

01:39:56,979 --> 01:39:54,500

basically you know these are not in

2359

01:39:58,779 --> 01:39:56,989

isolation I think it's a combination of

2360

01:40:01,299 --> 01:39:58,789

one of the first three plus the fourth

2361

01:40:04,959 --> 01:40:01,309

one the fourth one being at some point

2362

01:40:06,189 --> 01:40:04,969

during the flight the crew or whoever

2363

01:40:08,620 --> 01:40:06,199

was flying the aircraft was either

2364

01:40:10,180 --> 01:40:08,630

unwilling or unable to make any changes

2365

01:40:13,509 --> 01:40:10,190

to the flight control system or the

2366

01:40:15,279 --> 01:40:13,519

autopilot system and just kept flying at

2367

01:40:17,620 --> 01:40:15,289

a nice steady altitude nice steady speed

2368

01:40:18,759 --> 01:40:17,630

until it ran out of fuel oh boy that's

2369

01:40:21,970 --> 01:40:18,769

scary

2370

01:40:24,729 --> 01:40:21,980

all right so I do want to talk before

2371

01:40:26,919 --> 01:40:24,739

you your internet crashed your computer

2372

01:40:28,180 --> 01:40:26,929

crashed there we I did ask you the

2373

01:40:33,700 --> 01:40:28,190

question if you can talk a little bit

2374

01:40:36,100 --> 01:40:33,710

about stats how basically just throw

2375

01:40:39,450 --> 01:40:36,110

some figures out that you are aware of

2376

01:40:43,359 --> 01:40:39,460

first of all like how safe is flying

2377

01:40:46,600 --> 01:40:43,369

commercial for me well it's well safe at

2378

01:40:49,270 --> 01:40:46,610

glad you said the word safe safe is I

2379

01:40:50,770 --> 01:40:49,280

like beauty it's a subjective concept

2380

01:40:53,020 --> 01:40:50,780

that's in the eye of the beholder and

2381

01:40:54,700 --> 01:40:53,030

and depends on context

2382

01:40:57,819 --> 01:40:54,710

I've actually jumped out of an airplane

2383

01:40:59,859 --> 01:40:57,829

once as a skydiver and only once was it

2384

01:41:02,830 --> 01:40:59,869

safe I thought so otherwise I wouldn't

2385

01:41:04,569 --> 01:41:02,840

have done it was it risky much more so

2386

01:41:08,169 --> 01:41:04,579

than being a passenger in an airplane is

2387

01:41:10,149 --> 01:41:08,179

the risk acceptable it was to me at the

2388

01:41:12,310 --> 01:41:10,159

time which is why I thought it was safe

2389

01:41:13,930 --> 01:41:12,320

it was unacceptable to virtually anyone

2390

01:41:16,089 --> 01:41:13,940

with any sense and it would have been

2391

01:41:18,370 --> 01:41:16,099

considered to be an unsafe of that sorry

2392

01:41:22,149 --> 01:41:18,380

I'm having trouble understanding right

2393

01:41:24,370 --> 01:41:22,159

now please try again later is there a

2394

01:41:25,959 --> 01:41:24,380

way how difficult it is there is a kid

2395

01:41:31,089 --> 01:41:25,969

up here there is a way yeah not

2396

01:41:35,109 --> 01:41:31,099

difficult at all he's just saying one

2397

01:41:43,120 --> 01:41:35,119

key word there that's waking up waking

2398

01:41:46,060 --> 01:41:43,130

her up so poor Alexa all right we're

2399

01:41:55,270 --> 01:41:46,070

getting feedback now

2400

01:41:58,580 --> 01:41:55,280

all right okay we go problem solved

2401
01:42:00,380 --> 01:41:58,590
yeah okay you're back all right good how

2402
01:42:02,870 --> 01:42:00,390
many creases your guests have and he

2403
01:42:04,990 --> 01:42:02,880
can't get as a podcast gear to go go

2404
01:42:07,010 --> 01:42:05,000
straight what's wrong with this guy a

2405
01:42:09,770 --> 01:42:07,020
good thing you're not flying the plane

2406
01:42:12,890 --> 01:42:09,780
right yeah that's why I was an engineer

2407
01:42:16,010 --> 01:42:12,900
not a pilot Hey yeah so I've just

2408
01:42:18,380 --> 01:42:16,020
basically want to you know I mean I've

2409
01:42:21,290 --> 01:42:18,390
heard of people throw out things like

2410
01:42:22,700 --> 01:42:21,300
you know it's it's a you have much more

2411
01:42:24,410 --> 01:42:22,710
of a chance getting into an accident

2412
01:42:27,580 --> 01:42:24,420
going to the airport than you do flying

2413
01:42:32,090 --> 01:42:27,590

a plane and and you know millions of

2414

01:42:34,910 --> 01:42:32,100

planes are you know in the air per year

2415

01:42:37,160 --> 01:42:34,920

or all that stuff I mean at any given

2416

01:42:39,890 --> 01:42:37,170

time there's thousands of them tens of

2417

01:42:41,689 --> 01:42:39,900

thousands of them in the air right in

2418

01:42:43,310 --> 01:42:41,699

any given time during the main part of

2419

01:42:44,840 --> 01:42:43,320

the flying day there could be on the

2420

01:42:47,720 --> 01:42:44,850

order of nine thousand airliners flying

2421

01:42:50,720 --> 01:42:47,730

with like that million million to people

2422

01:42:52,189 --> 01:42:50,730

in the air constantly as we speak yeah

2423

01:42:54,560 --> 01:42:52,199

again we're talking about a situation

2424

01:42:57,229 --> 01:42:54,570

where you have tens of thousands of

2425

01:42:59,000 --> 01:42:57,239

aircraft airliner aircraft flying every

2426

01:43:01,910 --> 01:42:59,010

day around the world of course various

2427

01:43:03,439 --> 01:43:01,920

time zones and such assume that that you

2428

01:43:06,950 --> 01:43:03,449

know you have an average a passenger

2429

01:43:08,270 --> 01:43:06,960

load of 100 people depending on the time

2430

01:43:10,189 --> 01:43:08,280

of day you could have well over a

2431

01:43:14,890 --> 01:43:10,199

million and a half people airborne in

2432

01:43:18,050 --> 01:43:14,900

the sky the US 2017 according the FAA

2433

01:43:21,169 --> 01:43:18,060

passenger airlines only had about eight

2434

01:43:23,180 --> 01:43:21,179

point six million flights and this is

2435

01:43:25,970 --> 01:43:23,190

eight point six million flights over 365

2436

01:43:27,350 --> 01:43:25,980

days so we're talking about again tens

2437

01:43:29,570 --> 01:43:27,360

of thousands of flights per day and

2438

01:43:32,959 --> 01:43:29,580

sorry my calculator my head isn't quite

2439

01:43:35,870 --> 01:43:32,969

working right and so 8.3 million divided

2440

01:43:38,300 --> 01:43:35,880

by 365 that's how many we have going on

2441

01:43:40,910 --> 01:43:38,310

how many times is it result in a

2442

01:43:43,430 --> 01:43:40,920

disaster and a disaster in my book does

2443

01:43:48,200 --> 01:43:43,440

a single passenger get killed during the

2444

01:43:50,090 --> 01:43:48,210

flight well in 2018 or 2008 in this

2445

01:43:51,320 --> 01:43:50,100

country we actually had one happens for

2446

01:43:52,880 --> 01:43:51,330

the first time in a long time

2447

01:43:54,800 --> 01:43:52,890

there was a Southwest airliner flying

2448

01:43:57,330 --> 01:43:54,810

near Philly there was a rapid

2449

01:43:58,950 --> 01:43:57,340

decompression event which happened after

2450

01:44:01,770 --> 01:43:58,960

there was an uncontained engine failure

2451
01:44:03,840 --> 01:44:01,780
piece of the engine hit a window window

2452
01:44:05,310 --> 01:44:03,850
pops out unfortunately one passenger was

2453
01:44:07,830 --> 01:44:05,320
pulled out of the aircraft and ended up

2454
01:44:13,110 --> 01:44:07,840
dying that was the first passenger

2455
01:44:16,500 --> 01:44:13,120
fatality in the US on even a u.s. Wario

2456
01:44:18,950 --> 01:44:16,510
non-us airliner since 2013 that was the

2457
01:44:23,010 --> 01:44:18,960
event in San Francisco with the Asiana

2458
01:44:24,270 --> 01:44:23,020
777 and there you had roughly 99% of the

2459
01:44:27,150 --> 01:44:24,280
people survived there are three people

2460
01:44:29,610 --> 01:44:27,160
killed three hundred-plus roughly 300

2461
01:44:32,540 --> 01:44:29,620
people who survived that you would have

2462
01:44:34,950 --> 01:44:32,550
to go back to 2009 in the United States

2463
01:44:37,290 --> 01:44:34,960

for the last time you had an airliner

2464

01:44:39,030 --> 01:44:37,300

crashed killing everybody on board that

2465

01:44:41,670 --> 01:44:39,040

was roughly a month after the Miracle on

2466

01:44:43,560 --> 01:44:41,680

the Hudson event that I heard of the

2467

01:44:45,150 --> 01:44:43,570

movie Sully personally I haven't seen it

2468

01:44:47,970 --> 01:44:45,160

because I can't stand movies like that

2469

01:44:49,020 --> 01:44:47,980

go figure and no one got killed in the

2470

01:44:50,610 --> 01:44:49,030

Miracle on the Hudson

2471

01:44:53,490 --> 01:44:50,620

everyone got killed a few weeks later in

2472

01:44:55,730 --> 01:44:53,500

the Buffalo crash now around the world

2473

01:44:58,140 --> 01:44:55,740

the situation is not the same because

2474

01:45:00,570 --> 01:44:58,150

let's just say that the infrastructure

2475

01:45:02,880 --> 01:45:00,580

that other countries are using very

2476

01:45:05,790 --> 01:45:02,890

wildly Western Europe North America

2477

01:45:09,120 --> 01:45:05,800

Australia Japan they have all the latest

2478

01:45:11,400 --> 01:45:09,130

and greatest equipment in use they also

2479

01:45:12,810 --> 01:45:11,410

have the strictest regulations and the

2480

01:45:15,720 --> 01:45:12,820

regulations aren't very different

2481

01:45:18,660 --> 01:45:15,730

between international flying and

2482

01:45:21,870 --> 01:45:18,670

domestic flying without getting too fine

2483

01:45:23,940 --> 01:45:21,880

a point on it each nation is responsible

2484

01:45:26,520 --> 01:45:23,950

for the regulations they have within

2485

01:45:28,440 --> 01:45:26,530

that nation when it comes to flying when

2486

01:45:30,360 --> 01:45:28,450

it comes international flying there is a

2487

01:45:32,610 --> 01:45:30,370

set of standards that every nation

2488

01:45:34,320 --> 01:45:32,620

adheres to if you don't adhere to it

2489

01:45:37,020 --> 01:45:34,330

it's likely you won't get landing rights

2490

01:45:39,180 --> 01:45:37,030

in a second country so how the

2491

01:45:41,790 --> 01:45:39,190

International flying has a level of risk

2492

01:45:44,370 --> 01:45:41,800

that's I would say in a universally low

2493

01:45:46,350 --> 01:45:44,380

that is the likelihood of flying on a

2494

01:45:49,020 --> 01:45:46,360

flight that is an international flight

2495

01:45:51,510 --> 01:45:49,030

relatively low higher when it comes to

2496

01:45:53,460 --> 01:45:51,520

domestic flying yeah I know we're off

2497

01:45:55,590 --> 01:45:53,470

the UFO topic but I still want to just

2498

01:45:58,140 --> 01:45:55,600

get a little bit of this in and the

2499

01:46:01,530 --> 01:45:58,150

training that I had I remember you know

2500

01:46:03,480 --> 01:46:01,540

the the conception of ditching is you

2501
01:46:06,300 --> 01:46:03,490
know you land in water everything's cool

2502
01:46:08,820 --> 01:46:06,310
but it's not cool it's like you land in

2503
01:46:11,009 --> 01:46:08,830
water you it's something like 90% chance

2504
01:46:13,049 --> 01:46:11,019
that you're gonna not make it

2505
01:46:16,769 --> 01:46:13,059
you know funny I'm glad you mentioned

2506
01:46:18,750 --> 01:46:16,779
ditching because it also speaks to yeah

2507
01:46:21,029 --> 01:46:18,760
when it comes to anomalous events how

2508
01:46:23,339 --> 01:46:21,039
you define things will determine whether

2509
01:46:26,129 --> 01:46:23,349
or not you count something as being in

2510
01:46:27,750 --> 01:46:26,139
that category or would color your idea

2511
01:46:29,969 --> 01:46:27,760
of how often it happens I actually

2512
01:46:31,939 --> 01:46:29,979
looked up one day on the FAA website

2513
01:46:35,399 --> 01:46:31,949

what's the definition for ditching I

2514

01:46:37,079 --> 01:46:35,409

couldn't find one I thought this is a

2515

01:46:39,929 --> 01:46:37,089

basic concept I should see it me

2516

01:46:41,969 --> 01:46:39,939

Airmen's information manual or someone

2517

01:46:44,279 --> 01:46:41,979

of the glossary I couldn't find one so I

2518

01:46:46,829 --> 01:46:44,289

came up my own basically is there a

2519

01:46:47,250 --> 01:46:46,839

chance of someone drowning if the thing

2520

01:46:49,709 --> 01:46:47,260

sinks

2521

01:46:51,659 --> 01:46:49,719

now planes land in water all the time

2522

01:46:53,639 --> 01:46:51,669

running off the runway etc maybe it's

2523

01:46:55,799 --> 01:46:53,649

shallow water planes crashing water all

2524

01:46:58,289 --> 01:46:55,809

the time but very rarely do you have a

2525

01:47:00,659 --> 01:46:58,299

classic ditching that is the flight crew

2526

01:47:02,339 --> 01:47:00,669

deliberately says we're going to put

2527

01:47:03,299 --> 01:47:02,349

this airplane in the water and they put

2528

01:47:05,250 --> 01:47:03,309

it in the water yeah

2529

01:47:06,899 --> 01:47:05,260

the miracle on the Hudson was only the

2530

01:47:09,329 --> 01:47:06,909

fourth time I could find in the history

2531

01:47:12,269 --> 01:47:09,339

of jet aviation or that definition of

2532

01:47:13,739 --> 01:47:12,279

different ditching happened amazing we I

2533

01:47:15,329 --> 01:47:13,749

think we have about four minutes left

2534

01:47:19,139 --> 01:47:15,339

somewhere around there I want to talk

2535

01:47:20,789 --> 01:47:19,149

quickly about one other flight where

2536

01:47:23,179 --> 01:47:20,799

there's been a crash where there's been

2537

01:47:26,909 --> 01:47:23,189

a lot of conspiracy and that's flight

2538

01:47:30,059 --> 01:47:26,919

TWA with four minutes left TWA 800 off

2539

01:47:31,469 --> 01:47:30,069

of a Long Island there's been movies

2540

01:47:34,019 --> 01:47:31,479

written about it

2541

01:47:35,789 --> 01:47:34,029

you know lots of stories where people

2542

01:47:38,699 --> 01:47:35,799

think that was shot down possibly by

2543

01:47:42,299 --> 01:47:38,709

error from the military what what do you

2544

01:47:46,979 --> 01:47:42,309

know about that particular crash that

2545

01:47:48,239 --> 01:47:46,989

happened in July 17 1996 literally two

2546

01:47:51,359 --> 01:47:48,249

weeks of the day after I started air

2547

01:47:53,549 --> 01:47:51,369

safe calm real it so it was like a

2548

01:47:56,189 --> 01:47:53,559

real education there because I saw the

2549

01:47:58,500 --> 01:47:56,199

Internet in its infancy responding to

2550

01:47:59,519 --> 01:47:58,510

aviation crashes I was at Boeing safety

2551

01:48:01,469 --> 01:47:59,529

engineering at the time and our

2552

01:48:03,329 --> 01:48:01,479

department supported our field

2553

01:48:06,539 --> 01:48:03,339

investigator so we were in deep on that

2554

01:48:08,849 --> 01:48:06,549

one that was a subtle problem and to

2555

01:48:10,559 --> 01:48:08,859

make a long story short there was some

2556

01:48:13,139 --> 01:48:10,569

sort of fuel air mixture in the center

2557

01:48:15,089 --> 01:48:13,149

fuel tank that exploded prior to that

2558

01:48:17,219 --> 01:48:15,099

event the basic understanding the

2559

01:48:19,019 --> 01:48:17,229

industry was that it wasn't possible to

2560

01:48:21,259 --> 01:48:19,029

have a combination of temperature and

2561

01:48:23,909 --> 01:48:21,269

pressure and fuel density

2562

01:48:24,390 --> 01:48:23,919

aerosol density to cause an explosion

2563

01:48:27,090 --> 01:48:24,400

even if you

2564

01:48:29,130 --> 01:48:27,100

had a ignition source that was wrong

2565

01:48:31,229 --> 01:48:29,140

there was an underlying assumption when

2566

01:48:33,540 --> 01:48:31,239

it came to design of aircraft that was

2567

01:48:35,939 --> 01:48:33,550

proven wrong by that event subsequent

2568

01:48:38,220 --> 01:48:35,949

designs have taken steps to inert the

2569

01:48:40,500 --> 01:48:38,230

fuel or to take other steps to make that

2570

01:48:42,720 --> 01:48:40,510

kind of event not happen again so yeah

2571

01:48:44,550 --> 01:48:42,730

it was heavily investigated conspiracy

2572

01:48:48,320 --> 01:48:44,560

theories aside it was overwhelming

2573

01:48:52,070 --> 01:48:48,330

evidence that it was a accident due to a

2574

01:48:55,430 --> 01:48:52,080

not complete understanding of how

2575

01:49:02,610 --> 01:48:55,440

explosions happen in in a fuel tank

2576

01:49:06,300 --> 01:49:02,620

that's it's just well I guess we might

2577

01:49:09,810 --> 01:49:06,310

have a way to have a problem let me just

2578

01:49:13,110 --> 01:49:09,820

see we've had a few of them huh no

2579

01:49:15,540 --> 01:49:13,120

there's still ok it's on it just it just

2580

01:49:18,770 --> 01:49:15,550

went out a bit there but we're all set

2581

01:49:22,770 --> 01:49:18,780

we're gonna keep moving here whoops so

2582

01:49:25,860 --> 01:49:22,780

and if I may take 20 seconds to pull

2583

01:49:27,899 --> 01:49:25,870

that back into the UFO area yeah that

2584

01:49:29,820 --> 01:49:27,909

was a key for flight 800 there was a

2585

01:49:31,950 --> 01:49:29,830

concerted effort to actually use the

2586

01:49:33,720 --> 01:49:31,960

data that was out there do research on

2587

01:49:35,189 --> 01:49:33,730

the data that had been done before to

2588

01:49:37,410 --> 01:49:35,199

try and figure out what's the answer

2589

01:49:38,130 --> 01:49:37,420

this question what deck is it and how

2590

01:49:40,110 --> 01:49:38,140

did it happen

2591

01:49:42,330 --> 01:49:40,120

if you put that kind of effort even

2592

01:49:45,030 --> 01:49:42,340

one-tenth the effort toward resolving

2593

01:49:46,950 --> 01:49:45,040

things like the Irish event or the

2594

01:49:48,390 --> 01:49:46,960

Phoenix lights or the event that

2595

01:49:51,510 --> 01:49:48,400

happened recently in Northern California

2596

01:49:53,010 --> 01:49:51,520

in Oregon then there would be better

2597

01:49:55,890 --> 01:49:53,020

answers out there than what we have now

2598

01:49:59,430 --> 01:49:55,900

which is mostly speculation yeah right

2599

01:50:00,870 --> 01:49:59,440

well hey we're just about right at the

2600

01:50:02,939 --> 01:50:00,880

end of our show we have just about a

2601
01:50:05,370 --> 01:50:02,949
minute left here so I do want to thank

2602
01:50:07,919 --> 01:50:05,380
you so much for being on the show this

2603
01:50:11,370 --> 01:50:07,929
evening and so the name of your website

2604
01:50:13,290 --> 01:50:11,380
is air safe comms air safe calm your

2605
01:50:15,419 --> 01:50:13,300
location to go to for information of the

2606
01:50:18,600 --> 01:50:15,429
airline safety and security giving the

2607
01:50:20,160 --> 01:50:18,610
public good information since 1996 wow

2608
01:50:23,010 --> 01:50:20,170
that's a long time for a website to be

2609
01:50:26,700 --> 01:50:23,020
around it is very long time and I didn't

2610
01:50:28,800 --> 01:50:26,710
have gray hair back then all right well

2611
01:50:30,570 --> 01:50:28,810
it's been entertaining and thanks so

2612
01:50:32,340 --> 01:50:30,580
much oh just one other quick thing you

2613
01:50:34,830 --> 01:50:32,350

do a podcast there too as well sometimes

2614

01:50:37,050 --> 01:50:34,840

right on very rare occasions the

2615

01:50:39,150 --> 01:50:37,060

conversation that air safe calm

2616

01:50:41,040 --> 01:50:39,160

and as we spoke off the line earlier one

2617

01:50:42,540 --> 01:50:41,050

of these days soon I'll resurrect it for

2618

01:50:44,130 --> 01:50:42,550

the first time in several months they

2619

01:50:47,160 --> 01:50:44,140

have a certain former flight attendant

2620

01:50:49,530 --> 01:50:47,170

on my show all right sounds good

2621

01:50:52,380 --> 01:50:49,540

all right thanks a lot Todd thank you

2622

01:50:52,800 --> 01:50:52,390

all right okay everyone so that's it for

2623

01:50:55,380 --> 01:50:52,810

our show

2624

01:50:57,270 --> 01:50:55,390

and thank you so much for listening and

2625

01:50:59,880 --> 01:50:57,280

I thought it was fascinating hope you

2626

01:51:03,870 --> 01:50:59,890

enjoyed it too and we'll be back next

2627

01:51:06,660 --> 01:51:03,880

week with astronomer Mark D Antonio a

2628

01:51:07,890 --> 01:51:06,670

repeat guests always a lot of fun so

2629

01:51:10,170 --> 01:51:07,900

we'll be talking about all kinds of

2630

01:51:12,480 --> 01:51:10,180

things and back next week and thank you

2631

01:51:14,460 --> 01:51:12,490

everyone I appreciate it and thank you