

UFO?  
UAP?  
WTF?

UFO #PODCAST

# UFOS AND AIR SAFETY

1  
00:00:03,830 --> 00:00:02,270  
air safety has become a key issue for

2  
00:00:06,289 --> 00:00:03,840  
some currently pushing for governmental

3  
00:00:08,089 --> 00:00:06,299  
action related to UFOs are these efforts

4  
00:00:10,070 --> 00:00:08,099  
really necessary is our government

5  
00:00:20,250 --> 00:00:10,080  
really negligent when it comes to air

6  
00:00:20,260 --> 00:00:34,970  
[Music]

7  
00:00:34,980 --> 00:00:38,560  
UFO

8  
00:00:38,570 --> 00:00:52,610  
[Music]

9  
00:00:52,620 --> 00:00:55,820  
OT

10  
00:01:00,889 --> 00:00:59,220  
[Music]

11  
00:01:03,430 --> 00:01:00,899  
[Applause]

12  
00:01:06,469 --> 00:01:03,440  
hello citizens and welcome to UFO UAP

13  
00:01:07,730 --> 00:01:06,479

WTF I'm your host Jason MccLellan and

14

00:01:09,890 --> 00:01:07,740

together we'll be exploring the

15

00:01:11,690 --> 00:01:09,900

fascinating enigmatic and frustrating

16

00:01:13,789 --> 00:01:11,700

subject of UFOs

17

00:01:15,770 --> 00:01:13,799

government interest in UFOs is trendy

18

00:01:18,109 --> 00:01:15,780

these days and a portion of that

19

00:01:19,670 --> 00:01:18,119

interest is focused on air safety the

20

00:01:21,170 --> 00:01:19,680

concern that Pilots are in danger of

21

00:01:22,730 --> 00:01:21,180

colliding with all these UFOs that

22

00:01:24,830 --> 00:01:22,740

appear in the sky

23

00:01:28,310 --> 00:01:24,840

as you can imagine Pilots encountering

24

00:01:29,870 --> 00:01:28,320

UFOs isn't new or unusual so it's a

25

00:01:31,910 --> 00:01:29,880

little strange to see this issue being

26  
00:01:33,170 --> 00:01:31,920  
pushed so much right now but I thought

27  
00:01:40,069 --> 00:01:33,180  
we'd spend some time together today

28  
00:01:49,210 --> 00:01:41,800  
thank you

29  
00:01:54,050 --> 00:01:51,770  
Pilots have been encountering UFOs for

30  
00:01:56,389 --> 00:01:54,060  
as long as humans have been flying

31  
00:01:58,789 --> 00:01:56,399  
recent UFO government UFO projects like

32  
00:02:00,469 --> 00:01:58,799  
the pentagon's UAP task force and its

33  
00:02:02,510 --> 00:02:00,479  
successor the all-domain anomaly

34  
00:02:04,730 --> 00:02:02,520  
resolution office also known as Arrow

35  
00:02:06,530 --> 00:02:04,740  
have focused on incidents involving

36  
00:02:09,109 --> 00:02:06,540  
military Pilots over military training

37  
00:02:12,350 --> 00:02:09,119  
ranges with Pilots all around the world

38  
00:02:13,970 --> 00:02:12,360

have and do encounter UFOs I'll try to

39

00:02:16,729 --> 00:02:13,980

stay on topic today and not Veer off

40

00:02:17,990 --> 00:02:16,739

into specific pilot UFO stories but a

41

00:02:19,790 --> 00:02:18,000

couple need to be briefly mentioned

42

00:02:21,530 --> 00:02:19,800

because they are partly responsible for

43

00:02:23,330 --> 00:02:21,540

the recent concerns that some have about

44

00:02:25,369 --> 00:02:23,340

air safety

45

00:02:28,369 --> 00:02:25,379

this recent interest mostly came about

46

00:02:30,470 --> 00:02:28,379

as a result of those now famous Navy UFO

47

00:02:33,350 --> 00:02:30,480

videos released by The Pentagon in April

48

00:02:34,729 --> 00:02:33,360

of 2020. yes those three videos have

49

00:02:37,309 --> 00:02:34,739

been circulating for a few years before

50

00:02:38,570 --> 00:02:37,319

that time but April 2020 is when the

51  
00:02:41,089 --> 00:02:38,580  
Pentagon issued a press release

52  
00:02:43,009 --> 00:02:41,099  
officially authorizing the release and

53  
00:02:45,170 --> 00:02:43,019  
acknowledging their provenance as U.S

54  
00:02:47,150 --> 00:02:45,180  
Navy videos we've discussed these videos

55  
00:02:49,610 --> 00:02:47,160  
on several previous episodes so we won't

56  
00:02:51,589 --> 00:02:49,620  
go into the details but essentially

57  
00:02:54,350 --> 00:02:51,599  
these videos were captured by systems

58  
00:02:57,410 --> 00:02:54,360  
aboard Navy F-18 fighter jets and show

59  
00:03:00,110 --> 00:02:57,420  
anomalous Airborne objects the video is

60  
00:03:01,850 --> 00:03:00,120  
labeled Gimbal and go fast were captured

61  
00:03:04,190 --> 00:03:01,860  
by a strike Group Training off the east

62  
00:03:05,630 --> 00:03:04,200  
coast of the United States in 2014 and

63  
00:03:07,850 --> 00:03:05,640

2015.

64

00:03:10,250 --> 00:03:07,860

former Navy pilot retired lieutenant

65

00:03:11,869 --> 00:03:10,260

Ryan Graves was part of that group and

66

00:03:12,949 --> 00:03:11,879

he's become a vocal advocate for air

67

00:03:15,110 --> 00:03:12,959

safety

68

00:03:16,970 --> 00:03:15,120

in March of this year Graves founded a

69

00:03:19,430 --> 00:03:16,980

non-profit organization named Americans

70

00:03:21,170 --> 00:03:19,440

for safe Aerospace here's the

71

00:03:24,050 --> 00:03:21,180

description of that group's mission

72

00:03:26,690 --> 00:03:24,060

quote Americans for safe Aerospace is a

73

00:03:29,030 --> 00:03:26,700

military pilot-led 501c3 organization

74

00:03:31,130 --> 00:03:29,040

dedicated to Aerospace safety and

75

00:03:33,530 --> 00:03:31,140

National Security with a focus on

76  
00:03:36,710 --> 00:03:33,540  
unidentified anomalous phenomena or UAP

77  
00:03:38,990 --> 00:03:36,720  
end quote it continues quote identifying

78  
00:03:41,750 --> 00:03:39,000  
domain awareness gaps is critical to U.S

79  
00:03:44,570 --> 00:03:41,760  
national security if UAP or foreign

80  
00:03:46,610 --> 00:03:44,580  
assets we must respond appropriately if

81  
00:03:49,490 --> 00:03:46,620  
UAP continue to defy conventional

82  
00:03:52,309 --> 00:03:49,500  
explanation we must invest in scientific

83  
00:03:54,229 --> 00:03:52,319  
research ASA supports military and

84  
00:03:57,470 --> 00:03:54,239  
commercial pilots and Aerospace workers

85  
00:04:00,170 --> 00:03:57,480  
impacted by UAP scientists committing to

86  
00:04:01,789 --> 00:04:00,180  
investigating this mystery and concerned

87  
00:04:04,490 --> 00:04:01,799  
citizens who believe in transparent

88  
00:04:07,130 --> 00:04:04,500

disclosure from our government end quote

89

00:04:10,670 --> 00:04:07,140

this sounds great right I mean we all

90

00:04:13,490 --> 00:04:10,680

want our skies to be safe but why has

91

00:04:15,410 --> 00:04:13,500

this issue been ignored until now and

92

00:04:18,349 --> 00:04:15,420

why does it non-profit organization need

93

00:04:21,110 --> 00:04:18,359

to fill this role the quick answers are

94

00:04:23,030 --> 00:04:21,120

it hasn't been ignored and a non-profit

95

00:04:24,530 --> 00:04:23,040

organization doesn't need to fill this

96

00:04:26,990 --> 00:04:24,540

role

97

00:04:29,270 --> 00:04:27,000

as one might expect air safety is taken

98

00:04:32,510 --> 00:04:29,280

very seriously and there are many

99

00:04:34,790 --> 00:04:32,520

organizations agencies Etc that focus on

100

00:04:36,350 --> 00:04:34,800

air safety let's look at some of these

101  
00:04:38,629 --> 00:04:36,360  
agencies and organizations in the United

102  
00:04:40,010 --> 00:04:38,639  
States that regulate and oversee air

103  
00:04:41,629 --> 00:04:40,020  
safety

104  
00:04:44,930 --> 00:04:41,639  
we'll start with the Federal Aviation

105  
00:04:47,450 --> 00:04:44,940  
Administration also known as the FAA

106  
00:04:49,610 --> 00:04:47,460  
the FAA is an agency within the U.S

107  
00:04:51,170 --> 00:04:49,620  
Department of Transportation and it's

108  
00:04:53,330 --> 00:04:51,180  
responsible for the regulation and

109  
00:04:54,890 --> 00:04:53,340  
oversight of civil aviation within the

110  
00:04:57,469 --> 00:04:54,900  
United States

111  
00:04:59,830 --> 00:04:57,479  
the FAA establishes and enforces safety

112  
00:05:02,629 --> 00:04:59,840  
standards for aircraft design operations

113  
00:05:05,150 --> 00:05:02,639

maintenance air traffic control and

114

00:05:06,590 --> 00:05:05,160

pilot certification

115

00:05:08,390 --> 00:05:06,600

the Department of Transportation

116

00:05:10,010 --> 00:05:08,400

oversees various aspects of

117

00:05:12,530 --> 00:05:10,020

Transportation in the United States

118

00:05:15,110 --> 00:05:12,540

including Aviation

119

00:05:17,270 --> 00:05:15,120

as we discovered the FAA operates within

120

00:05:18,830 --> 00:05:17,280

the Department of Transportation but the

121

00:05:21,770 --> 00:05:18,840

Department of Transportation as a whole

122

00:05:23,749 --> 00:05:21,780

sets policies and regulations related to

123

00:05:24,950 --> 00:05:23,759

Transportation safety including air

124

00:05:28,370 --> 00:05:24,960

safety

125

00:05:30,890 --> 00:05:28,380

the air traffic organization or ATO is

126  
00:05:32,390 --> 00:05:30,900  
part of the FAA and manages air traffic

127  
00:05:34,430 --> 00:05:32,400  
control services

128  
00:05:36,110 --> 00:05:34,440  
ATO ensures the safe and efficient

129  
00:05:38,150 --> 00:05:36,120  
movement of aircraft through the

130  
00:05:40,249 --> 00:05:38,160  
national airspace system by providing

131  
00:05:42,529 --> 00:05:40,259  
air traffic control services maintaining

132  
00:05:44,330 --> 00:05:42,539  
navigational AIDS and managing Air

133  
00:05:47,150 --> 00:05:44,340  
Traffic Control facilities

134  
00:05:50,390 --> 00:05:47,160  
this group performs event investigations

135  
00:05:52,430 --> 00:05:50,400  
and related data analysis moving outside

136  
00:05:53,990 --> 00:05:52,440  
the Department of Transportation the

137  
00:05:57,290 --> 00:05:54,000  
national Transportation safety board

138  
00:05:59,390 --> 00:05:57,300

also known as the NTSB is an independent

139

00:06:01,850 --> 00:05:59,400

Federal agency that investigates civil

140

00:06:04,010 --> 00:06:01,860

aviation accidents as well as accidents

141

00:06:05,510 --> 00:06:04,020

involving other modes of transportation

142

00:06:07,490 --> 00:06:05,520

the group Works to determine the

143

00:06:09,469 --> 00:06:07,500

probable cause of accidents and make

144

00:06:10,850 --> 00:06:09,479

safety recommendations to prevent future

145

00:06:13,969 --> 00:06:10,860

incidents

146

00:06:15,350 --> 00:06:13,979

now in my early days of UFO journalism I

147

00:06:18,110 --> 00:06:15,360

periodically covered stories that

148

00:06:19,610 --> 00:06:18,120

involved the UK Air prox Board and it

149

00:06:22,249 --> 00:06:19,620

always made me wish that we had a

150

00:06:23,749 --> 00:06:22,259

similar agency in the United States

151

00:06:25,969 --> 00:06:23,759

if you're not familiar with the UK Air

152

00:06:28,249 --> 00:06:25,979

prox Board this is an agency that

153

00:06:30,409 --> 00:06:28,259

investigates aircraft near misses and

154

00:06:32,210 --> 00:06:30,419

has a primary objective of enhancing air

155

00:06:34,550 --> 00:06:32,220

safety in the UK

156

00:06:36,710 --> 00:06:34,560

and you know what we actually do have

157

00:06:39,170 --> 00:06:36,720

our own version of this in the states

158

00:06:41,570 --> 00:06:39,180

that would be the NTSB that we just

159

00:06:43,850 --> 00:06:41,580

mentioned although its primary focus is

160

00:06:46,010 --> 00:06:43,860

on investigating accidents it also

161

00:06:47,930 --> 00:06:46,020

investigates near misses determining

162

00:06:50,330 --> 00:06:47,940

causes and making safety recommendations

163

00:06:52,129 --> 00:06:50,340

to prevent similar occurrences

164

00:06:55,249 --> 00:06:52,139

but let's look specifically at aerial

165

00:06:57,650 --> 00:06:55,259

incidents involving military Pilots

166

00:06:59,330 --> 00:06:57,660

in the U.S investigating these types of

167

00:07:00,890 --> 00:06:59,340

incidents is primarily the

168

00:07:03,230 --> 00:07:00,900

responsibility of the individual

169

00:07:04,909 --> 00:07:03,240

branches of the military

170

00:07:07,249 --> 00:07:04,919

let's start with the Air Force

171

00:07:09,350 --> 00:07:07,259

the United States Air Force has an Air

172

00:07:11,330 --> 00:07:09,360

Force Safety Center which is responsible

173

00:07:14,270 --> 00:07:11,340

for promoting and ensuring Aviation

174

00:07:16,070 --> 00:07:14,280

safety within the U.S Air Force it

175

00:07:17,990 --> 00:07:16,080

investigates Aviation accidents and

176  
00:07:20,809 --> 00:07:18,000  
incidents including near-misses

177  
00:07:22,129 --> 00:07:20,819  
involving Air Force aircraft the Air

178  
00:07:24,350 --> 00:07:22,139  
Force Safety Center has operated

179  
00:07:26,870 --> 00:07:24,360  
multiple internal divisions including an

180  
00:07:28,610 --> 00:07:26,880  
aviation Safety Division as well as a

181  
00:07:31,670 --> 00:07:28,620  
space Safety Division

182  
00:07:33,770 --> 00:07:31,680  
transferred to the space force in late

183  
00:07:36,170 --> 00:07:33,780  
2020 but let's look closer at this

184  
00:07:38,210 --> 00:07:36,180  
Aviation Safety Division this division

185  
00:07:39,710 --> 00:07:38,220  
is responsible for quote establishing

186  
00:07:42,409 --> 00:07:39,720  
Department of the Air Force Aviation

187  
00:07:44,150 --> 00:07:42,419  
safety policy promoting mishap

188  
00:07:46,550 --> 00:07:44,160

prevention programs for all Aviation

189

00:07:49,070 --> 00:07:46,560

assets and through the establishment of

190

00:07:50,749 --> 00:07:49,080

proactive safety programs it oversees

191

00:07:53,150 --> 00:07:50,759

the aviation mishap investigative

192

00:07:54,830 --> 00:07:53,160

process the collection and accuracy of

193

00:07:57,830 --> 00:07:54,840

flight safety data and the disposition

194

00:08:00,050 --> 00:07:57,840

of risk mitigating actions it provides

195

00:08:01,969 --> 00:08:00,060

proactive and reactive engineering and

196

00:08:04,850 --> 00:08:01,979

operational analysis of flight safety

197

00:08:07,189 --> 00:08:04,860

issues additionally the division directs

198

00:08:09,890 --> 00:08:07,199

the aircraft Information Program the

199

00:08:12,290 --> 00:08:09,900

Hazardous air traffic report program the

200

00:08:14,629 --> 00:08:12,300

bird Wildlife aircraft strike Hazard

201  
00:08:17,150 --> 00:08:14,639  
program and the mishap analysis and

202  
00:08:19,070 --> 00:08:17,160  
animation facility end quote

203  
00:08:21,469 --> 00:08:19,080  
that's a lot of stuff focused on air

204  
00:08:23,570 --> 00:08:21,479  
safety I guess since bird aircraft

205  
00:08:25,490 --> 00:08:23,580  
strike hazards was just mentioned we

206  
00:08:27,589 --> 00:08:25,500  
should go on a brief tangent here to

207  
00:08:29,450 --> 00:08:27,599  
talk about birds for a minute

208  
00:08:31,730 --> 00:08:29,460  
according to the U.S fish and wildlife

209  
00:08:33,949 --> 00:08:31,740  
service quote birds and other Wildlife

210  
00:08:36,829 --> 00:08:33,959  
strikes to aircraft cause an estimated

211  
00:08:39,649 --> 00:08:36,839  
900 million dollars in damage to U.S

212  
00:08:41,630 --> 00:08:39,659  
Civil and military aircraft annually

213  
00:08:43,490 --> 00:08:41,640

furthermore these strikes put the lives

214

00:08:46,670 --> 00:08:43,500

of aircraft crew members and their

215

00:08:48,949 --> 00:08:46,680

passengers at risk over 250 people have

216

00:08:52,370 --> 00:08:48,959

been killed worldwide as a result of

217

00:08:55,070 --> 00:08:52,380

wildlife strikes since 1988 end quote

218

00:08:57,050 --> 00:08:55,080

the FAA even has a separate Wildlife

219

00:08:59,630 --> 00:08:57,060

strike report database

220

00:09:04,190 --> 00:08:59,640

listen to this statistic they state that

221

00:09:06,350 --> 00:09:04,200

from 1990 to 2013 more than 142 000

222

00:09:08,210 --> 00:09:06,360

Wildlife strikes were reported

223

00:09:10,190 --> 00:09:08,220

there's even an organization in the U.S

224

00:09:12,350 --> 00:09:10,200

called the bird strike committee USA

225

00:09:14,210 --> 00:09:12,360

focused on reducing bird and other

226

00:09:17,630 --> 00:09:14,220

Wildlife Hazard to aircraft

227

00:09:19,910 --> 00:09:17,640

so needless to say birds can and do pose

228

00:09:22,430 --> 00:09:19,920

an air safety hazard but let's get back

229

00:09:24,769 --> 00:09:22,440

to military air safety in the United

230

00:09:27,590 --> 00:09:24,779

States Army the U.S army combat

231

00:09:30,530 --> 00:09:27,600

Readiness Center referred to as the USA

232

00:09:33,230 --> 00:09:30,540

CRC has a mission to promote and enhance

233

00:09:35,509 --> 00:09:33,240

safety in the U.S army it investigates

234

00:09:38,389 --> 00:09:35,519

accidents incidents and near-misses

235

00:09:40,610 --> 00:09:38,399

involving Army aircraft

236

00:09:42,170 --> 00:09:40,620

the office of safety and environmental

237

00:09:43,910 --> 00:09:42,180

health is an office within the United

238

00:09:45,470 --> 00:09:43,920

States Coast Guard that is responsible

239

00:09:48,590 --> 00:09:45,480

for safety management and accident

240

00:09:50,090 --> 00:09:48,600

prevention Aviation accidents incidents

241

00:09:52,269 --> 00:09:50,100

and near-misses involving Coast Guard

242

00:09:55,610 --> 00:09:52,279

aircraft are investigated by this office

243

00:09:58,370 --> 00:09:55,620

and finally the United States Navy the

244

00:10:00,350 --> 00:09:58,380

Navy Safety Center or NSC is responsible

245

00:10:01,970 --> 00:10:00,360

for safety and accident prevention for

246

00:10:04,130 --> 00:10:01,980

the U.S Navy and Marine Corps

247

00:10:06,410 --> 00:10:04,140

investigating Aviation accidents

248

00:10:07,970 --> 00:10:06,420

incidents and near-misses involving

249

00:10:10,610 --> 00:10:07,980

naval aircraft

250

00:10:12,350 --> 00:10:10,620

so having gone through all of this it's

251

00:10:14,150 --> 00:10:12,360

apparent that there are lots of

252

00:10:16,370 --> 00:10:14,160

different groups agencies and

253

00:10:18,650 --> 00:10:16,380

departments in the United States both

254

00:10:20,449 --> 00:10:18,660

military and non-military that are

255

00:10:23,870 --> 00:10:20,459

focused on air safety incident

256

00:10:25,790 --> 00:10:23,880

investigation and mitigation Etc

257

00:10:27,650 --> 00:10:25,800

and it doesn't matter if the object

258

00:10:31,190 --> 00:10:27,660

involved in a specific aerial incident

259

00:10:33,050 --> 00:10:31,200

is a plane a bird a balloon or a UFO

260

00:10:34,490 --> 00:10:33,060

it's all the same to these groups tasked

261

00:10:36,829 --> 00:10:34,500

with air safety

262

00:10:38,990 --> 00:10:36,839

obviously air safety isn't an issue

263

00:10:40,730 --> 00:10:39,000

that's been overlooked or something that

264

00:10:42,410 --> 00:10:40,740

has only recently been addressed

265

00:10:44,930 --> 00:10:42,420

the groups mentioned today take air

266

00:10:46,310 --> 00:10:44,940

safety very seriously and they work hard

267

00:10:47,870 --> 00:10:46,320

to keep us all safe

268

00:10:49,670 --> 00:10:47,880

and there are certainly many more groups

269

00:10:52,490 --> 00:10:49,680

departments Etc that are actively

270

00:10:55,009 --> 00:10:52,500

involved in air safety but despite all

271

00:10:56,090 --> 00:10:55,019

these efforts naturally air hazards

272

00:10:58,850 --> 00:10:56,100

still exists

273

00:11:01,069 --> 00:10:58,860

lots of them and they'll always exist

274

00:11:03,110 --> 00:11:01,079

our skies are absolutely littered with

275

00:11:05,210 --> 00:11:03,120

all sorts of things and they're just

276

00:11:07,670 --> 00:11:05,220  
getting more littered every year

277

00:11:10,310 --> 00:11:07,680  
with that said according to the faa's

278

00:11:12,590 --> 00:11:10,320  
air traffic organization quote the U.S

279

00:11:15,290 --> 00:11:12,600  
air traffic system is experiencing the

280

00:11:17,329 --> 00:11:15,300  
safest period in its history this is the

281

00:11:19,670 --> 00:11:17,339  
result of the ato's robust safety

282

00:11:21,829 --> 00:11:19,680  
culture with the implementation of its

283

00:11:24,230 --> 00:11:21,839  
proactive Safety Management System the

284

00:11:26,389 --> 00:11:24,240  
ATO is now able to identify precursors

285

00:11:28,610 --> 00:11:26,399  
at risk before there is a safety problem

286

00:11:30,889 --> 00:11:28,620  
end quote so although these groups

287

00:11:32,889 --> 00:11:30,899  
focused on air safety exist they still

288

00:11:35,269 --> 00:11:32,899

rely heavily on reports from Pilots

289

00:11:36,590 --> 00:11:35,279

especially when these incidents involve

290

00:11:43,250 --> 00:11:36,600

UFOs

291

00:11:45,410 --> 00:11:43,260

aren't seen on radar or are only visible

292

00:11:47,569 --> 00:11:45,420

to the pilot reporting the incident

293

00:11:49,370 --> 00:11:47,579

so these pilot reports are sometimes the

294

00:11:50,449 --> 00:11:49,380

best information investigators have to

295

00:11:52,130 --> 00:11:50,459

work with

296

00:11:54,829 --> 00:11:52,140

something we've heard multiple times

297

00:11:56,930 --> 00:11:54,839

over the past few years is that some

298

00:11:59,150 --> 00:11:56,940

military Pilots simply don't report

299

00:12:01,009 --> 00:11:59,160

incidents with UFOs because they're

300

00:12:03,530 --> 00:12:01,019

worried there are colleagues and or

301  
00:12:04,610 --> 00:12:03,540  
superiors will laugh at them and think

302  
00:12:07,790 --> 00:12:04,620  
they're crazy

303  
00:12:09,769 --> 00:12:07,800  
so the bigger issue at play here is a

304  
00:12:11,870 --> 00:12:09,779  
Personnel issue and not a matter of the

305  
00:12:14,090 --> 00:12:11,880  
military not taking air safety seriously

306  
00:12:17,690 --> 00:12:14,100  
or the military not wanting to deal with

307  
00:12:19,790 --> 00:12:17,700  
UFO reports in many cases it's simply a

308  
00:12:21,949 --> 00:12:19,800  
human issue people putting their

309  
00:12:25,009 --> 00:12:21,959  
personal displeasure of the possibility

310  
00:12:27,050 --> 00:12:25,019  
of being mocked or embarrassed over air

311  
00:12:28,430 --> 00:12:27,060  
safety National Security

312  
00:12:30,889 --> 00:12:28,440  
Etc

313  
00:12:33,769 --> 00:12:30,899

I regularly remind folks that dealing

314

00:12:35,889 --> 00:12:33,779

with UFOs has always been and continues

315

00:12:38,269 --> 00:12:35,899

to be part of what the military does

316

00:12:40,490 --> 00:12:38,279

protecting our skies from known and

317

00:12:43,009 --> 00:12:40,500

unknown threats attempting to intercept

318

00:12:44,870 --> 00:12:43,019

and identify unknowns this is a basic

319

00:12:47,690 --> 00:12:44,880

part of what our military does

320

00:12:49,730 --> 00:12:47,700

but as I just pointed out the system

321

00:12:51,350 --> 00:12:49,740

falls apart if Pilots don't report

322

00:12:52,550 --> 00:12:51,360

things because they don't want to feel

323

00:12:54,590 --> 00:12:52,560

embarrassed

324

00:12:57,410 --> 00:12:54,600

these are personal issues individual

325

00:12:58,970 --> 00:12:57,420

Pilots have to work on and this is where

326

00:13:01,730 --> 00:12:58,980

a group like retired lieutenant Ryan

327

00:13:03,769 --> 00:13:01,740

Graves Americans for safe Aerospace can

328

00:13:06,410 --> 00:13:03,779

be beneficial helping Pilots change

329

00:13:08,449 --> 00:13:06,420

their mindsets regarding UFOs this can

330

00:13:10,250 --> 00:13:08,459

help chip away at that perceived stigma

331

00:13:13,129 --> 00:13:10,260

that some Pilots seem to have when it

332

00:13:15,110 --> 00:13:13,139

comes to UFOs and hopefully Foster a

333

00:13:17,449 --> 00:13:15,120

culture where reluctance to report

334

00:13:24,410 --> 00:13:17,459

something anomalous is a thing of the

335

00:13:29,269 --> 00:13:26,470

foreign

336

00:13:31,610 --> 00:13:29,279

is our brief look at UFOs and air safety

337

00:13:33,470 --> 00:13:31,620

I hope you learned something I'm glad we

338

00:13:35,210 --> 00:13:33,480

could walk through that together and hey

339

00:13:36,530 --> 00:13:35,220

if there's a case or topic you'd like to

340

00:13:38,990 --> 00:13:36,540

have featured or addressed on a future

341

00:13:41,810 --> 00:13:39,000

episode a general comment or anything

342

00:13:43,310 --> 00:13:41,820

else I'd love to hear it I'm easy to

343

00:13:45,889 --> 00:13:43,320

reach you can always contact me on

344

00:13:47,170 --> 00:13:45,899

Twitter at acentric or shoot me an email

345

00:13:49,550 --> 00:13:47,180

at Jason

346

00:13:51,350 --> 00:13:49,560

rogueplanet.tv I'm Jason MccLellan

347

00:13:52,910 --> 00:13:51,360

thanks for hanging out today join me

348

00:13:54,949 --> 00:13:52,920

again next time as we try to figure out

349

00:14:01,730 --> 00:13:54,959

together what the [h\_\_h] is up with these

350

00:14:05,569 --> 00:14:03,100

watch my

