

1

00:00:00,000 --> 00:00:26,320

■■■

2

00:00:26,320 --> 00:00:27,580

day

3

00:00:27,580 --> 00:00:33,740

UFOs and identified flying objects have provoked a mixture of excitement and derision.

4

00:00:33,740 --> 00:00:38,540

But amidst the Ballyhoo there was a small group of people whose testimony deserves to be taken

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00:00:38,540 --> 00:00:43,940

seriously. They are the professional pilots who are best placed literally to report and

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00:00:43,940 --> 00:00:50,540

evaluate a UFO sighting. Tonight, serving pilots speak for the first time about UFOs they have

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00:00:50,540 --> 00:00:55,100

seen and the pressures that prevented them from speaking out. There's no doubt they've

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00:00:55,100 --> 00:00:57,900

all seen something. But what did they see?

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00:00:57,900 --> 00:01:08,580

For almost 50 years now, military and civil pilots have been reporting strange objects in the sky.

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00:01:08,580 --> 00:01:18,980

The very first UFO sighting from the air happened on the 24th of June 1947. A pilot with the United

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00:01:18,980 --> 00:01:23,700

States Forest Service was out searching for a missing plane over the Cascade Mountains in

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00:01:23,700 --> 00:01:29,740

Washington state. Kenneth Arnold reported seeing nine bright objects in the sky, traveling at

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00:01:29,740 --> 00:01:36,460

fantastic speed. He said they looked like a saucer would if you skipped it across water.

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00:01:36,460 --> 00:01:44,980

Do you believe in flying saucers? Have you any convincing reasons why science fiction

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00:01:44,980 --> 00:01:49,340

shouldn't one day become reality? The public were captivated.

16

00:01:49,780 --> 00:01:56,060

We have received and analyzed between one and two thousand reports that have come to us from all

17

00:01:56,060 --> 00:02:01,380

kinds of sources. In Washington, ghost-like objects dart across the radar screen at the CAA

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00:02:01,380 --> 00:02:06,260

Traffic Control Center. In the Cold War atmosphere of the times, the authorities were forced to

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00:02:06,260 --> 00:02:12,620

respond to the growing public panic. We have as of date come to only one firm conclusion and that

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00:02:12,620 --> 00:02:19,780

is that it does not contain any pattern that we can relate to any conceivable threat to the United

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00:02:19,780 --> 00:02:28,060

States. But the first UFO death in January 1948 set a pattern of official secrecy and public

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00:02:28,060 --> 00:02:34,820

suspicion. A group of P-51 Mustangs flying over Kentucky were requested to investigate a UFO.

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00:02:34,820 --> 00:02:41,660

They detected a large object flying at high altitude. One of the pilots, Captain Thomas Mantell,

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00:02:41,780 --> 00:02:47,500

gave chase describing what he saw to ground control. It is a metallic object, he said,

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00:02:47,500 --> 00:02:54,940

tremendous in size. I'm going in for a better look. Minutes later, Mantell crashed. The problem was

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00:02:54,940 --> 00:02:59,500

that they didn't actually know what had happened to Mantell. There was no obvious explanation. So

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00:02:59,500 --> 00:03:04,580

they had to hastily put together the conclusion that what he'd seen was the planet Venus and

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00:03:04,580 --> 00:03:09,860

that he'd been trying to full-only chase that. But this seemed an unlikely mistake for an experienced

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00:03:09,900 --> 00:03:15,540

fighter pilot. Everybody, for the time at least, accepted it until the doubts began to grow that

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00:03:15,540 --> 00:03:19,940

if they were prepared not to tell the truth about that, what was it that they were trying to hide.

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00:03:19,940 --> 00:03:24,260

And in many senses that was a great mistake that they made because that instigated the claims of a

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00:03:24,260 --> 00:03:30,980

cover-up. Britain too had its flying saucer reports. Winston Churchill wrote a memo about them. What

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00:03:30,980 --> 00:03:35,860

he wanted to know did it all amount to. Once again, it was the evidence of pilots that provoked

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00:03:35,900 --> 00:03:41,900

most concern to the authorities. Anything received from our own RAF pilots was examined with very

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00:03:41,900 --> 00:03:47,820

great care. We're talking about very highly trained people who was drawn in life as to fly

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00:03:47,820 --> 00:03:55,180

about the skies and not to be conned by optical illusions or clouds or whatever. So one had to

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00:03:55,180 --> 00:04:00,140

take seriously what they were saying. There were several sightings by British pilots, but the

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00:04:00,180 --> 00:04:08,860

authorities kept quiet about them. The air ministry would not have been keen to let it become public

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00:04:08,860 --> 00:04:16,180

knowledge. Some of our pilots had seen flying saucers. We had no explanation. One could imagine the

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00:04:16,180 --> 00:04:22,740

kind of tabloid headlines that would have been. We didn't want it. On the day of the eclipse of

41

00:04:22,740 --> 00:04:27,580

the sun, some of the crew and passengers of a BOAC Stratocruiser... But while military sightings

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00:04:27,620 --> 00:04:34,100

remained secret, reports from civil pilots escaped censorship. I think there's no question that

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00:04:34,100 --> 00:04:43,300

it was no illusion and that it was being intelligently handled. In 1954, BOAC Captain James Howard

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00:04:43,300 --> 00:04:52,100

reported a sighting. It was July the 29th, 1954, and we were en route to Goose Bay in

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00:04:52,140 --> 00:04:58,700

Labrador flying at our assigned altitude of 19,000 feet. It was a lovely summer evening. I was

46

00:04:58,700 --> 00:05:05,140

looking down on the left-hand side of the airplane and I saw through broken cloud something moving

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00:05:05,140 --> 00:05:14,900

alongside us. There were seven in all objects. There was one large one and six smaller ones. The

48

00:05:14,900 --> 00:05:23,940

big one also appeared to be changing its shape gradually and it stayed with us and the passengers

49

00:05:23,940 --> 00:05:30,500

became interested naturally. And in fact, everybody was a gog. We couldn't tell the person just what

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00:05:30,500 --> 00:05:36,900

it was because we just didn't know. Some were laughing about it and some were saying, oh,

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00:05:36,900 --> 00:05:44,420

it's... Martians have landed in silly things like that, but no one knew. By the 1960s,

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00:05:44,660 --> 00:05:53,780

UFO sightings have become common amongst the general public. There were 100 sightings alone in

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00:05:53,780 --> 00:06:01,940

the village of Warminster in 1967. How many people here tonight are afraid of the thing? How many of

54

00:06:01,940 --> 00:06:10,260

you? But the subject was no longer taken seriously. As the idea of flying saucers became more and more

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00:06:10,260 --> 00:06:16,980

absurd, pilots were deterred from reporting sightings for fear of being open to ridicule. But in recent

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00:06:16,980 --> 00:06:22,820

years, new information and new scientific methods have begun to provide rational explanations for

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00:06:22,820 --> 00:06:29,220

some of the sightings of the past. In the Mantell case, for instance, there was a cover-up. The US

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00:06:29,220 --> 00:06:36,180

Navy hadn't told the US Air Force about Skyhawk, a secret high-altitude balloon. Mantell died trying

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00:06:36,180 --> 00:06:43,540

to fly too high. We know that what he saw was this gigantic balloon, which was at least 60,000

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00:06:43,540 --> 00:06:49,380

feet above the ground, at a height where Mantell's aircraft simply was incapable of going. This previously

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00:06:49,380 --> 00:06:56,020

inexplicable UFO sighting was filmed in 1973 in Bedfordshire and witnessed by large numbers of people.

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00:06:58,660 --> 00:07:02,980

Twenty years on, papers released through the American Freedom of Information Act

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00:07:02,980 --> 00:07:07,460

reveal that a US jet fighter had run into trouble in the area and dumped fuel.

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00:07:08,740 --> 00:07:13,940

The fuel appears to have formed some kind of a ball of orange fire. It was exactly at the point

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00:07:13,940 --> 00:07:19,060

where the cloud layers began. There was a particularly unusual meteorological circumstance that day,

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00:07:19,060 --> 00:07:23,620

which therefore appears to have caused a ball of fire to literally bounce along in the wake of the

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00:07:23,620 --> 00:07:31,300

aircraft across the tops of the clouds. And meteorologists have come up with an explanation

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00:07:31,300 --> 00:07:36,340

for Captain Howard's sighting, a mirage brought on by rare atmospheric conditions.

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00:07:42,420 --> 00:07:47,540

Today's more rational climate is finally persuading pilots to come forward with their stories,

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00:07:47,540 --> 00:07:50,740

like Graham Shepard, who saw UFO in 1967.

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00:07:54,020 --> 00:07:58,500

Now the senior captain we were flying with at the time, he advised us strongly

72

00:07:58,500 --> 00:08:03,300

that we shouldn't report it, we should make no mention of it at all. And at that time, way back

73

00:08:03,300 --> 00:08:10,580

in 1967, he said quite clearly to us that it would compromise our careers if we'd talked about it.

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00:08:12,580 --> 00:08:18,900

He now speaks for the first time. We were flying from Scotland back to London cruising at about

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00:08:18,900 --> 00:08:25,140

24,000 feet. The Preston radar controller at the time, he advised us that we had fast moving

76

00:08:25,140 --> 00:08:30,100

opposite direction traffic in the airway, heading towards us at our 12 o'clock position,

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00:08:30,100 --> 00:08:35,380

which was straight ahead. Now of course we looked out, three of three man crew, we looked out and

78

00:08:35,380 --> 00:08:41,700

interview almost immediately, came a disc shaped craft. The sun was shining on it, I was looking

79

00:08:41,700 --> 00:08:48,980

down on a disc about 30 feet diameter, with a slightly raised center portion, no markings that

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00:08:48,980 --> 00:08:55,940

I can remember, but it was shining in the sunlight, it was certainly metallic. Any high-speed airplane

81

00:08:56,660 --> 00:09:05,220

so close to us would have given us a bump. Now the very curious thing about this very close approach

82

00:09:05,940 --> 00:09:12,580

is that it didn't leave a shockwave. What we've got nowadays can't match what we saw 17 years.

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00:09:12,580 --> 00:09:18,260

Two former crewmates meet up for the first time since 1978, when they flew together on a Dan air

84

00:09:18,260 --> 00:09:24,580

flight from London to Malta. They believe they had a close encounter and are telling their story

85

00:09:24,580 --> 00:09:32,260

for the first time on television. It was a beautiful day, it was 8 8s blue, absolutely

86

00:09:32,820 --> 00:09:44,340

gin clear, and as we looked out to the right and about at a 60 degree angle through the aircraft's

87

00:09:44,420 --> 00:09:53,460

cockpit roof, we saw this large spherical object, very bright, very bright circular object.

88

00:09:53,460 --> 00:09:58,820

I noticed next to it a couple of smaller ones, I pointed this out to the captain,

89

00:09:58,820 --> 00:10:02,580

sitting next to me and we both looked at it for a few seconds, and as we were watching it,

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00:10:03,460 --> 00:10:08,340

they all disappeared in different directions, it was an incredible acceleration. I spent quite a

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00:10:08,340 --> 00:10:13,940

bit of time in the Air Force firing rockets and things like that and other weapons, but I've never

92

00:10:13,940 --> 00:10:21,860

seen anything accelerate as rapidly as this object. Many pilots who believe they've seen UFOs remark on

93

00:10:21,860 --> 00:10:28,340

the dramatic impact of the experience. Well I've never seen anything like it in 25 years of flying

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00:10:28,340 --> 00:10:36,580

now, it's the only time I've ever seen anything in the air that I couldn't explain. Up until this

95

00:10:36,660 --> 00:10:44,820

particular incident, I hadn't been a believer in UFOs, I thought it was all a figment of

96

00:10:44,820 --> 00:10:51,460

people's imaginations, but since that date, I must admit I'm a great believer.

97

00:10:53,300 --> 00:10:58,580

These recent accounts by pilots have not yet been closely analyzed, when they are perfectly

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00:10:58,580 --> 00:11:05,780

natural explanations may emerge, but air-to-air sightings remain the strongest UFO cases on record

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00:11:05,780 --> 00:11:10,420

and the most likely yet to yield up a story which might not be explained away.

100

00:11:13,380 --> 00:11:18,820

The most convincing UFO evidence would involve independent sightings by a number of pilots

101

00:11:18,820 --> 00:11:24,980

and confirmation by radar. There is one such case, it's called the Kaikoura Incident.

102

00:11:25,300 --> 00:11:39,140

This is the Kaikoura Peninsula in New Zealand. There's a regular air freight run between Wellington

103

00:11:39,140 --> 00:11:45,380

and Christchurch with a return stop at Blenheim and then back to Wellington. Now along this

104

00:11:45,380 --> 00:11:50,660

deserted coastline, fringed by the featureless expanse of the South Pacific, there were three

105

00:11:50,660 --> 00:11:56,580

detailed UFO sightings on one night. As you'll hear, the reports were made by professional

106

00:11:56,580 --> 00:12:02,740

pilots and backed up by ground observers. What's more, Wellington radar also tracked the objects.

107

00:12:03,380 --> 00:12:08,260

Then a film crew went up and the pictures they brought back led to a government inquiry.

108

00:12:09,300 --> 00:12:15,380

The remarkable series of events began late on December the 20th, 1978, an apparently ordinary

109

00:12:15,380 --> 00:12:21,060

night at Wellington, New Zealand's busiest airport. Cargo planes were loading up for their routine

110

00:12:21,060 --> 00:12:27,300

runs delivering freight to Christchurch, 200 miles away on South Island. The pilots were

111

00:12:27,300 --> 00:12:33,060

expecting a run-of-the-mill flight over the Pacific Ocean. Instead, they were about to embark on the

112

00:12:33,060 --> 00:12:40,020

strangest trip of their lives. The bizarre happenings began at the New Zealand REF base in Blenheim,

113

00:12:40,020 --> 00:12:45,700

70 miles from Wellington, just before midnight, as warrant officer Ian O'Fendell, in charge of

114

00:12:45,700 --> 00:12:53,540

airport security, was finishing off his checks. I was doing my final rounds for retiring for the night

115

00:12:54,260 --> 00:13:00,260

and driving up the tarmac, I noticed these lights which I thought was a Bristol freighter. I stopped

116

00:13:00,260 --> 00:13:06,180

to watch the airplane approach and land, which it didn't do. This thing should have landed by now.

117

00:13:07,060 --> 00:13:12,340

At Wellington airport that night, the phone call was answered by radar operator John Caudy.

118

00:13:12,340 --> 00:13:17,620

We've also got an identified craft on the radar here. What's going on then? I just don't know.

119

00:13:20,180 --> 00:13:25,060

We established there was no aircraft approaching and realised then that what we were seeing was

120

00:13:25,060 --> 00:13:31,700

something that was a little bit out of the normal. This is weird. They would describe a light that

121

00:13:31,700 --> 00:13:39,060

they could see that would be moving north over the hills beyond Blenheim and we would see coincidentally

122

00:13:39,060 --> 00:13:44,740

a target on our radar that was also moving north at the same time and made us think that perhaps

123

00:13:44,740 --> 00:13:50,660

these things were related to each other. What we were seeing was controlled movements and the large

124

00:13:50,660 --> 00:13:59,540

light was like a mothership controlling two satellites. It's spinning around now. Have you

125

00:13:59,540 --> 00:14:04,980

got any idea what it is? Sorry, Blenheim. We're as baffled as you. We were sure there were an aircraft

126

00:14:04,980 --> 00:14:11,140

because they were flying in too tight a pattern and secondly no aircraft had been notified to us

127

00:14:11,140 --> 00:14:15,860

as being able in that night. They would have had to have had a clearance from me to operate.

128

00:14:17,300 --> 00:14:24,100

I know what the sky is all about. I know an airplane when I see it. I know a meteor when I

129

00:14:24,100 --> 00:14:29,940

see it. I know a star or a planet when I see it and what we saw that night was none of those things.

130

00:14:31,860 --> 00:14:38,420

All efforts to identify the strange objects failed and then the mystery deepened. Two planes were

131

00:14:38,420 --> 00:14:44,260

buzzed by UFOs in separate incidents on that same night. One of the aircraft was flying south

132

00:14:44,260 --> 00:14:50,420

over the Kaikoura peninsula towards Christchurch. It was piloted by Captain Verne Powell and First

133

00:14:50,500 --> 00:14:56,740

Officer Ian Perry. Look here. We've got company. There shouldn't be anything out there.

134

00:14:59,060 --> 00:15:04,340

Wellington Air Traffic Control. This is Argos ESEF. Can you confirm an aircraft in front of us?

135

00:15:04,340 --> 00:15:08,740

We can't make radio contact but we've got a fix on the radar. We've been tracking them for three

136

00:15:08,740 --> 00:15:16,820

hours now. It's a glowing light just in front of us. Hard to say what range it is but it's definitely

137

00:15:16,820 --> 00:15:22,900

airborne. There's nothing scheduled to be out there. What on earth is it then? The effect on me

138

00:15:22,900 --> 00:15:28,420

was a prickling at the back of my neck. That soon ceased. I realised that we weren't being attacked

139

00:15:28,420 --> 00:15:34,100

at all. That it was just out there. To target the track with him for 40 miles. In the same position

140

00:15:34,100 --> 00:15:40,180

that we saw the radar return, Verne and his co-pilots saw a large white light which tracked along with

141

00:15:41,140 --> 00:15:47,540

it. It was now 4am. After trailing the plane the object disappeared from view. The next shock came

142

00:15:47,540 --> 00:15:52,500

as the crew prepared to land at Christchurch. The system's ready for landing. Flaps 20 degrees.

143

00:15:53,140 --> 00:16:00,740

Switched in radar. What the hell was that? Up there. You notice the lip on our radar screen

144

00:16:00,740 --> 00:16:05,220

that went across from right to left very very fast. Far quicker than an aircraft with very

145

00:16:05,300 --> 00:16:10,580

very bright light and it was streaking across from right to left. God look at the speed it's going.

146

00:16:10,580 --> 00:16:15,940

We figured that it must have been at least 15,000 kilometres an hour. The radar operators at

147

00:16:15,940 --> 00:16:21,300

Wellington Airport couldn't believe what they were seeing. We tried everything we could think of

148

00:16:21,860 --> 00:16:26,820

and playing with our radar controls to get rid of the target, to see if we could rationalise it,

149

00:16:26,820 --> 00:16:32,340

to sort it out. We couldn't. Something was happening. Something unusual that I hadn't seen in my years

150

00:16:32,340 --> 00:16:39,060

and I hadn't told her. I'm a trained pilot. Had been flying for very many years. We've got to know

151

00:16:39,060 --> 00:16:45,300

what aircraft lights look like and what the lights of cities are like and this light that we saw

152

00:16:45,300 --> 00:16:50,980

in that particular night had nothing like I've ever seen before. But the most dramatic moment

153

00:16:50,980 --> 00:16:56,340

of the night came as another freighter flown by Keith Hyne was buzzed by an unidentified object.

154

00:16:56,580 --> 00:17:02,580

Argusy SAE, this is an emergency call. The object is heading straight for you. Take avoiding action. No!

155

00:17:06,580 --> 00:17:12,660

Musc and Fesa was a little apprehensive at that stage as to just what was going on and what its

156

00:17:12,660 --> 00:17:18,340

intentions were and then that began to move back in towards us and quite a rapid speed at one

157

00:17:18,340 --> 00:17:25,140

stage. It was on an intercept course with us. Somehow a collision was avoided but nothing

158

00:17:26,100 --> 00:17:32,260

could stop news of the night's events leaking out. A news crew led by reporter Quentin Fogarty

159

00:17:32,260 --> 00:17:38,660

flew in to cover the story for Australian TV. I really thought all we were getting would be

160

00:17:38,660 --> 00:17:46,340

some footage of pilots at the control interiors of the aircraft no more. But within minutes the

161

00:17:46,340 --> 00:17:54,180

trip took an unexpected turn. Up here! Quick! There seems to be something out there. Dave, are

162

00:17:54,260 --> 00:17:59,780

you getting this? I got it. When we got onto the flight deck we saw the string of lights three or

163

00:17:59,780 --> 00:18:04,740

four sometimes as many as five lights. What do you think they are? I don't know. They definitely

164

00:18:04,740 --> 00:18:10,260

shouldn't be there. It started as a small pinpoint of light and then they'd grow into this large

165

00:18:11,300 --> 00:18:16,580

pulsating globe with sort of tinges of red and orange and they would sort of keep that shape

166

00:18:16,580 --> 00:18:21,300

for a short time then we'd go right down again to a little pinpoint. I just sort of sat there

167

00:18:21,300 --> 00:18:26,260

transfixed and then I thought hold on I'm up here doing a job I'm a journalist so I started

168

00:18:26,260 --> 00:18:31,380

doing just a wild commentary on to tape. Why are you ready? And David was doing his best to film.

169

00:18:33,060 --> 00:18:37,860

The people in the airplane were seeing lights in the sky where the radar was reporting.

170

00:18:38,740 --> 00:18:45,060

There was the same correlation between radar target and nocturnal light that was present

171

00:18:45,060 --> 00:18:50,500

on the previous occasion. The strange light show ended after 15 minutes and soon after the

172

00:18:50,500 --> 00:18:56,500

plane touched down safely in Christchurch. The freight was unloaded but the crew still had to

173

00:18:56,500 --> 00:19:04,500

face the return journey to Wellington. I'm sorry to let you down but I don't want to go back on

174

00:19:04,500 --> 00:19:12,820

the return flight. What? I don't believe in little green men or spaceships or anything like that but

175

00:19:13,540 --> 00:19:20,020

that night there was something out there. I know it's unprofessional but that's the way I feel.

176

00:19:20,740 --> 00:19:23,860

I could understand that she didn't want to go back and I must admit that even though I was a

177

00:19:23,860 --> 00:19:28,340

little bit apprehensive about getting back on but it was such a a unique opportunity.

178

00:19:29,460 --> 00:19:34,500

And the rest of the film crew was in for another surprise shortly after takeoff. I thought that

179

00:19:34,500 --> 00:19:39,620

whatever we'd seen wouldn't possibly be hanging around anymore but we'd just taken off and we

180

00:19:39,620 --> 00:19:45,460

were summoned to get up onto the flight deck. Britain! What it was out there is back. There

181

00:19:45,460 --> 00:19:50,820

out to the starboard side was this great great white bright light. That was the object that

182

00:19:50,820 --> 00:19:56,260

features mostly on the film and that was the one that was analysed. We were told later was about

183

00:19:56,260 --> 00:20:04,260

the size of a house. I had a very good view of it just a very bright light and it seemed to change

184

00:20:04,260 --> 00:20:09,460

shape. Every so many seconds on the film there was a red ring went around this object.

185

00:20:09,460 --> 00:20:15,860

It went choo. As the plane was coming north once again when it was in range of Wellington radar

186

00:20:15,860 --> 00:20:20,340

there was correlation good correlation between what the radar was seeing and telling the airplane

187

00:20:20,340 --> 00:20:25,940

was near them and what the airplane was seeing at the windows. What's going on? We're turning to

188

00:20:25,940 --> 00:20:32,420

face the thing. We want to find out a little bit more about it. Look it's moving with us.

189

00:20:33,060 --> 00:20:38,660

It moved off to the starboard side again so it appeared at that stage that it was under

190

00:20:38,660 --> 00:20:47,620

some form of control. Back down to earth the film report sent shock waves around the world

191

00:20:47,620 --> 00:20:53,380

and sparked a debate that continues to this day. Skeptics claim the images came from

192

00:20:53,380 --> 00:20:59,700

everyday objects on the ground in the sky or out at sea. An investigation by the New Zealand

193

00:20:59,700 --> 00:21:05,540

authorities suggested the objects could have been fishing lights from squid boats, planets,

194

00:21:05,540 --> 00:21:10,900

or even moonlight reflecting off fields of cavities. But all the witnesses are adamant

195

00:21:10,900 --> 00:21:16,900

none of these explanations add up. Certainly wasn't a squid boat and it was seen when I was 30,000 feet

196

00:21:16,900 --> 00:21:22,820

up in the air anyway. Venus hadn't risen so I don't know what it was. The air crew could have seen

197

00:21:22,820 --> 00:21:26,820

the light reflected from cavities but I've never known cavities reflect on a radar screen before

198

00:21:26,820 --> 00:21:31,940

and certainly I'd like to know who was growing cavities 20 miles out of the southeast of Wellington

199

00:21:31,940 --> 00:21:39,380

well over the sea. I know what Venus looks like, I know what planets look like and stars look like

200

00:21:39,380 --> 00:21:46,420

and it was definitely none of those things. So what did all those witnesses see back in 1978?

201

00:21:47,380 --> 00:21:53,620

I wish I did know what I saw but I've got no idea. I can only tell you I saw targets on my radar

202

00:21:53,620 --> 00:22:00,820

that I can't explain. I believe that that the only logical explanation is that it didn't come from

203

00:22:01,700 --> 00:22:08,180

They were unidentified flying objects, things from outer space. I don't know, does anyone?

204

00:22:09,140 --> 00:22:12,660

Look outside on a starry night and if you say we're the only ones alive in this universe,

205

00:22:12,660 --> 00:22:22,740

I'll call you the biggest egotist ever. Well I hope you've enjoyed our stories.

206

00:22:22,740 --> 00:22:30,660

Tonight's program is the last in the series, strange but sadly true. See you again soon, good night.