

1
00:00:18,230 --> 00:00:23,820
good morning everybody thank you for

2
00:00:20,910 --> 00:00:27,289
coming this wine my name is ray Bowyer

3
00:00:23,820 --> 00:00:29,670
and I fly a civilian airliner as Captain

4
00:00:27,289 --> 00:00:33,149
I've been invited here due to my

5
00:00:29,670 --> 00:00:34,739
sighting last April of multiple as yet

6
00:00:33,149 --> 00:00:36,679
unidentified objects over the Channel

7
00:00:34,738 --> 00:00:40,199
Islands region of the English Channel

8
00:00:36,679 --> 00:00:42,179
this encounter lasted for 15 minutes and

9
00:00:40,200 --> 00:00:46,020
the first object being visible from 55

10
00:00:42,179 --> 00:00:48,840
miles distance on nearing the object a

11
00:00:46,020 --> 00:00:51,899
second identical shape appeared beyond

12
00:00:48,840 --> 00:00:55,340
the first both objects were flattened

13
00:00:51,899 --> 00:00:57,570
disc shape with a dark area to the right

14
00:00:55,340 --> 00:01:00,570
they were brilliant yellow with light

15
00:00:57,570 --> 00:01:02,369
emanating from with him and I submitted

16
00:01:00,570 --> 00:01:07,438
them to be up to possibly a mile across

17
00:01:02,369 --> 00:01:08,908
I found myself astounded but curious but

18
00:01:07,438 --> 00:01:11,309
at 12 miles distant these objects were

19
00:01:08,909 --> 00:01:13,460
becoming uncomfortably large and I was

20
00:01:11,310 --> 00:01:16,350
glad to the same to land the aircraft

21
00:01:13,459 --> 00:01:18,719
many of my passengers saw the objects as

22
00:01:16,349 --> 00:01:21,780
did the pilot of an hour aircraft 25

23
00:01:18,719 --> 00:01:23,579
miles further south there is also

24
00:01:21,780 --> 00:01:27,118
possible radar information still being

25
00:01:23,579 --> 00:01:28,709
investigated a team headed by dr. David

26
00:01:27,118 --> 00:01:32,009
Clarke looking at this case were shortly

27
00:01:28,709 --> 00:01:33,539
be published a report whoops sorry will

28
00:01:32,009 --> 00:01:35,459
shortly publish a report but I

29

00:01:33,540 --> 00:01:38,189
understand that this time no definitive

30
00:01:35,459 --> 00:01:42,569
solution has been discovered to explain

31
00:01:38,188 --> 00:01:43,828
the sighting as yet I've taken note of

32
00:01:42,569 --> 00:01:48,148
some of the differences between the

33
00:01:43,828 --> 00:01:49,589
British and the u.s. reporting system it

34
00:01:48,149 --> 00:01:51,780
appears that attitudes on opposite sides

35
00:01:49,590 --> 00:01:53,930
of the Atlantic are very different when

36
00:01:51,780 --> 00:01:57,750
it comes to the required reporting and

37
00:01:53,930 --> 00:01:59,850
recording of this type of event air law

38
00:01:57,750 --> 00:02:02,459
stipulates quite clearly that if an

39
00:01:59,849 --> 00:02:03,750
operating crew of an aircraft see

40
00:02:02,459 --> 00:02:05,669
another aircraft that a place that it

41
00:02:03,750 --> 00:02:07,530
shouldn't be then at the earliest

42
00:02:05,670 --> 00:02:10,879
opportunity the whole scenario is to be

43
00:02:07,530 --> 00:02:13,530

reported the relevant authorities

44

00:02:10,879 --> 00:02:15,150
in my case the British civic Civil

45

00:02:13,530 --> 00:02:17,460
Aviation Authority knew within 20

46

00:02:15,150 --> 00:02:19,349
minutes of the sighting what was seen as

47

00:02:17,460 --> 00:02:21,990
described in the flight log and fax

48

00:02:19,349 --> 00:02:23,519
directly to the relevant CIA office the

49

00:02:21,990 --> 00:02:26,280
military room formed by Jersey air

50

00:02:23,520 --> 00:02:28,110
traffic control at the same time this is

51

00:02:26,280 --> 00:02:31,590
the run option but this is an obligation

52

00:02:28,110 --> 00:02:33,090
that crews reacts in this manner in my

53

00:02:31,590 --> 00:02:35,640
experience having reported the incident

54

00:02:33,090 --> 00:02:37,770
as required has had no negative effect

55

00:02:35,639 --> 00:02:40,500
and there was no problem with me talking

56

00:02:37,770 --> 00:02:44,250
about this on British television indeed

57

00:02:40,500 --> 00:02:46,229
my company oriini our services have

58
00:02:44,250 --> 00:02:47,849
offered every support today the

59
00:02:46,229 --> 00:02:49,829
assistance of Jersey air traffic control

60
00:02:47,849 --> 00:02:51,299
in releasing recorded information to

61
00:02:49,830 --> 00:02:53,790
myself and the investigated

62
00:02:51,300 --> 00:02:57,300
investigating team has been a great

63
00:02:53,789 --> 00:02:59,519
benefit I did not feel that I was in any

64
00:02:57,300 --> 00:03:01,290
danger of being ridiculed because all i

65
00:02:59,520 --> 00:03:05,969
did was report what actually happened as

66
00:03:01,289 --> 00:03:07,289
was my duty as operating aircrew I heard

67
00:03:05,969 --> 00:03:10,020
about the multiple witness sightings of

68
00:03:07,289 --> 00:03:14,669
Chicago O'Hare Airport about a year ago

69
00:03:10,020 --> 00:03:16,670
now on November the 7th 2006 I'm

70
00:03:14,669 --> 00:03:19,019
surprised to hear how it was handled

71
00:03:16,669 --> 00:03:21,299
despite many pilots and airport

72
00:03:19,020 --> 00:03:23,520
personnel witnessing the object hovering

73
00:03:21,300 --> 00:03:27,360
over the terminal there was no

74
00:03:23,520 --> 00:03:28,469
investigation at all body by the FAA it

75
00:03:27,360 --> 00:03:30,690
appears that pressure may have been

76
00:03:28,469 --> 00:03:33,109
applied to crew members by their company

77
00:03:30,689 --> 00:03:35,250
not to discuss this interim incident I

78
00:03:33,110 --> 00:03:37,560
would have been shocked if I was told

79
00:03:35,250 --> 00:03:39,810
that the CIA in UK would obstruct an

80
00:03:37,560 --> 00:03:41,520
investigation or what the CIA told me

81
00:03:39,810 --> 00:03:43,439
that what I had seen was something

82
00:03:41,520 --> 00:03:45,360
entirely different but it seems that

83
00:03:43,439 --> 00:03:48,719
pilots in America are used to this sort

84
00:03:45,360 --> 00:03:51,209
of thing here I would urge all fellow

85
00:03:48,719 --> 00:03:53,250
aircrew to report whatever they see as

86

00:03:51,209 --> 00:03:56,340
soon as possible and to stand up and be

87
00:03:53,250 --> 00:03:58,530
counted it's only when crucial and

88
00:03:56,340 --> 00:04:00,000
critical witnesses such as aircrew make

89
00:03:58,530 --> 00:04:01,560
reports that the authorities will be

90
00:04:00,000 --> 00:04:03,750
kick-started into a broader

91
00:04:01,560 --> 00:04:06,050
investigation of this phenomena thank

92
00:04:03,750 --> 00:04:06,050
you very much