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Speaker 1 00:09

It has become increasingly common to hear from pilots around the world who have seen mysterious things in the air.

Speaker 2 00:16

We're all going against the wind, the wind's a hundred point off the west. Oh, thank you.

Speaker 1 00:22

Earlier in the programme, we've heard from commercial pilots, fighter pilots and helicopter pilots, all of whom have seen things they couldn't explain. Today we're going to talk to a Dane, used by those abroad, who works as a pilot for a major aviation sales company.

Speaker 1 00:38

He has experienced two unexplained incidents within the last few months.

Speaker 3 00:42

My colleague, he can also put and say, what is it?

Speaker 1 00:45

The first flight was over Turkey, where he saw several lights flying in mysterious formations at high speeds and really amazed not only our gifted Danish pilot, but also his co-pilot and other staff.

Speaker 3 00:57

It's a point in time, we've already been there maybe 10 minutes and 50 minutes before they've been flying around.

Speaker 1 01:03

It was quick on the trigger and they managed to film most of the experience.

Speaker 2 01:07

The authorisation is too little.

Speaker 1 01:11

And the same thing happened again just a few weeks later at a different destination.

Speaker 3 01:14

And then I look out again, and I can see these lights, they're getting even dimmer.

Speaker 1 01:17

But what about the Danish pilot? We'll delve into that in today's episode.

Speaker 2 01:24

We're not picking anything up here.

Speaker 1 01:27

Welcome to the flying talking gene.

Speaker 4 01:36

Thanks for watching!

Speaker 1 01:45

Hi, Søren. Hi, Frederik. Today we're going to talk to one of your many pilot colleagues.

Speaker 5 01:51

It's pilot day again today.

Speaker 1 01:52

A pilot day, and that's not colleagues in the literal sense, but a colleague in the sense that he is also a pilot. Yes, in the same industry. Together industry, a small industry, I've also learnt that many pilots know each other.

Speaker 5 02:04

Yes, I don't know this guy personally, but I know a lot of people in the industry.

Speaker 1 02:08

It's that you know if there's someone who also knows him and so on.

Speaker 5 02:10

We've also got a tip. He's been tipped off by one of his friends who also knows.

Speaker 1 02:15

Yes, because he doesn't live in Denmark and therefore he can't hear the flight of the lark. No, he can't. Because we are geoblocked in certain parts of the world, which is irradiating, but it's difficult that way. And that's why he didn't actually know the programme beforehand, because he's just had a really, really mysterious experience.

Speaker 5 02:32

Yeah, so he was referred to us and he's sent us some videos that we've looked at, and those are the ones to look at, but first we need to hear the story.

Speaker 1 02:43

And you can go to, for example, my Instagram, fredagdirks. I'll be posting these videos. You can go to our flying speech counter files, site, if you want to sit and watch the videos while you listen to Peter, who we're going to talk to in a moment, talk about what he saw.

Speaker 1 03:01

For a relatively short time sit on the western part of Turkey and again some months after, around Spain think there. He's filming the very first part, and that's obviously the wildest part, and that's the way it's supposed to be with non-video.

Speaker 1 03:18

But listen to Peter's explanation, and I would say that what he has filmed is crazy enough, and it confirms 100%. The story he tells is not 100%, it confirms at least as much as he sees these things.

Speaker 1 03:31

You can also hear that his co-pilot is excited about it, and there's a lot of material. It's simply an incident that was over an hour while they're flying. But it's difficult with these conditions. It's hard to see exactly how high it is, how far away, how big these things are, etc.

Speaker 5 03:49

You have to remember that Peter has thousands of flight hours and his first mate has many flight hours as well. So there's a lot of experience in the cockpit, and when they think it's unusual, it's unusual.

Speaker 1 04:01

Peter has chosen to remain anonymous, not because he is embarrassed about his story. He has shared it with friends, colleagues, but there are some things around. They have the air of a company where people are not happy for stories to be shared.

Speaker 1 04:15

And videos are being recorded. He has been given permission, but has chosen to remain anonymous. But of course we know Peter's identity and can stand 100% behind Peter. Why don't we give him a call? That's what we'll do. Hi Peter!

Speaker 1 04:40

Hi, Peter. Hi, Peter. How cool that you want to join us?

Speaker 6 04:45

Yeah, I have to say, it's not something I've tried.

Speaker 1 04:48

No, and that's fine, and we're just having a quiet and calm chat here. But the whole schedule, when we got news about your story, and then you have then subsequently sent. There are some videos that I've also shared with the south, which may be pretty wild.

Speaker 1 05:05

But in the meantime, it's no more crazy for us than it is for you, as I've actually seen this with your own eyes. But why don't you start by telling us what you do? Yes, I can.

Speaker 3 05:16

I fly to Davide as a pilot and captain in a major European luffar company, so I fly pretty much every day.

Speaker 1 05:26

And just to like make it clear. You've never really had any experience with anything that you might be a little bit unfamiliar with before well.

Speaker 3 05:35

It's always that you meet new people, and then they always ask me if you've seen something like

this, and this has never seen this, and this has never seen that. No, you'll have to come at some point if it's fake.

Speaker 5 05:48

With all your timer do you fly long haul or what do you fly more regional or how?

Speaker 3 05:52

I fly in Europe and North Africa.

Speaker 5 05:56

Okay, yeah.

Speaker 3 05:57

and all up, so it can be good as far.

Speaker 1 06:04

What was your image of ufoer a short time ago than you had some experiences with it yourself? I mean, what were your thoughts if someone said you'd been asked the question before, and have you seen any ufoer out there?

Speaker 3 06:17

Well, that's what I said before, that a lot of people ask that question. And I will always be convinced that I'm sure that it will exist. Because if you have a universe that is infinite, then it would be strange that we should be the only ones in this universe.

Speaker 3 06:37

So I'm definitely convinced that there must be some kind of proportional life in the universe. So it's not something I've seen so far. And I'm not sure what it is either.

Speaker 3 06:49

Well, as you say, it's some lights, strange colours and so on. But it's not something you're excited about.

Speaker 1 06:57

No, you have, you could say, a fairly large sample size, and you also have a lot of pillow colleagues who have the same thing. And the most normal thing is not to see anything mysterious when you're flying around out there.

Speaker 1 07:07

But Peter, why don't you set the scenario for us? What kind of flight are you on when you see these mysterious lights?

Speaker 3 07:27

Well, I'm on a trip from Turkey back to Europe, or the main part of Europe, and it's a long work day. It's a 4-5 hour flight each way, so when you've travelled that far, then when you're going home, you've kind of got all the homes to talk about.

Speaker 3 07:49

There's not so much to talk about anymore, and that's the scene that you tend to both pilots to sit and climb out in the dark if you're flying at night, because there's not so much to talk about anymore, so that's kind of what we said and did, and just switch it off, and then for all it went as it should, and then suddenly I see two very bright, white lights, very high above us, which look like they're chasing each other, and by golly, which is to help, it's another kind of dogfight going on, which really gets our attention, and I'm sitting and looking at it, and then my colleague, he can also see it and say, what is it, and as I said, it's all white, and it goes down like a downward spiral very, very quickly.

Speaker 3 08:43

We like is hard to say how high it's worth because I don't know if they're the size of football pitches or it's just bright there, the size of cups, but you have no idea how big this is that you're seeing.

Speaker 3 08:56

Yeah, but it looks to me like the thing should be somewhere between 4 and 100,000 feet, so it could be between 15 and 30 kilometres high, and I would think here, it's not a pure guess of course, but they're certainly losing, somewhere between 30 and 40,000 feet. 000 feet while they're chasing each other, so it's like instead between 10 and 13 km, and it's lightning fast, and then, suddenly, as they're chasing each other, the colour changes from being completely white to being completely glowing red, to me really, as if he's indicating, okay, you got me, if they've been training it, or whatever they've been doing these two are glowing.

Speaker 3 09:41

And then we sit and watch it, and then they start to make some strange shapes, because they go up high again, and then they start to make some different formations, and then my colleague says if we shouldn't take a break and record it, because his phone is an old model, and not very good quality.

Speaker 3 10:01

And I didn't really think that if you could see the lights, so I thought, when I want to, I can try, and then it was then to start filming.

Speaker 2 10:09

It's probably really better. Like, if you also disappear and you look out the window,

Speaker 6 10:16

이런식으로 해봅시다

Speaker 2 10:18

Nod, rwy 'n meddyl i 'n gweithio. Rwy 'n meddyl i 'n meddyl i 'r ddweud.

Speaker 3 10:23

At

that point we've already been maybe 10 minutes and 50 minutes before they've been flailing around, so it was... You're like the first part and is really exciting, but of course you're not prepared for it, so I never got to record it.

Speaker 3 10:36

But everything else that I have, you can see, but it's not nearly as exciting. But that's kind of where

it started, and then it was up to at least an hour, maybe an hour to fifteen minutes, where we can see that they're making these different kinds of lights, and it's really as if they're flying mothers that are travelling at breakneck speed.

Speaker 3 11:04

But there's never anybody since at any point close to us, you can see that they're getting closer and very, very bright, and then the lights come back on, and then typically between 20 seconds and a minute, and then they're back out their same formation again way, way out in front, and then again.

Speaker 3 11:22

That's basically what we saw.

Speaker 4 11:27

you

Speaker 5 11:35

How powerful are these lights compared to Sterner, for example?

Speaker 3 11:40

I would say if not when I talk to my mate who's back home in Denmark who's also a pilot about it, who was the one who contacted me initially when I was talking about it and I told him, I don't think so because he told me that he was looking at our, at Flight Raider and he could see that there were some other planes that were out in front of us and we reported it to the air traffic controllers if they could see anything and they couldn't.

Speaker 3 12:13

But none of the ones in front of us said anything, but they were maybe a little bit brighter than a normal star, if you can't see it. But it could be that I could be the reason why the others might not be able to see, if they've been doing everyday checks in the flight controls and fuel burn and so on, that you're looking down.

Speaker 3 12:33

If you don't see those lights to begin with where they're chasing each other, I think it might be hard to see because the way they're moving is very similar to stars if you're not watching them all the time.

Speaker 3 12:44

But I would say that they probably shine maybe 3 -4 -5 times more than a normal star. But again, if you're just looking out into the sky or space, it might be hard to see if you don't know what you're looking for.

Speaker 5 13:05

How, now you see it lasted over an hour, how did they flow in relation to the ions, and so generally it was like that in...

Speaker 3 13:12

It seems like we're never getting closer to them, so we know flying at about 900 kilometres an hour, so either it's been so far, far away or they've simply moved along with Samhastet like us, or all the

time have been moving so far away that we haven't come close to them at any point.

Speaker 3 13:33

So it's hard to say what's gone, but we've never at any point caught up with them.

Speaker 5 13:39

No, but they were, you could say, in the same place in the attic all the time.

Speaker 3 13:44

Yes, when they started jacking each other, it was so rushed that you never saw it coming. We're talking about a colleague, it could be Fastiats, you know, who's been flying, but you know, if they weren't able to move that fast, and if they had the bright lights on, you would have had to have had your undercarriage down, and you would never do that at a high altitude.

Speaker 3 14:11

That's kind of what made this not normal, but these are very, very strong speeds.

Speaker 1 14:19

Yes, that's almost the wildest part, and you don't get to record the early part, this dogfight, but you do get to record some really wild videos that we've looked at and that we'll make sure to post.

Speaker 1 14:31

It will probably be posted on DRDK, but also on my social media. And one of the things that many people will probably ask about is that this is not just litter. But you've also seen littering to make it almost like littering.

Speaker 1 14:48

It's not a new thing, but they've obviously become more advanced than they were 5-10 years ago. What's your assessment of set litter versus what you see here?

Speaker 3 15:00

Yeah, I don't think it could be satellites, because satellites will always be in the same orbit where they're travelling around. You can't stop them, you can't really move them, so we know that they're always going to keep flying around the earth and they're going to come towards us and then they're going to be gone again, so it would never be able to, it wouldn't be able to do that, you could of course say that they could be some other kind of advanced drones, but again, and the lakes certainly know something about drones, the drones you live in defence today, they're not very fast, you don't want any that can move around, maybe several thousand kilometres in time, so I think, as far as I know, I would just say that it wasn't any of them,

Speaker 5 15:52

No, that's what I'm thinking too. You gate weigh in any of the 30,000 gained, and if it's significant, you know as well as I do in high altitude performance, that's problematic. You try it as a dogfight, so put an F16 up at that altitude, as it's a bit of a dead cert.

Speaker 5 16:11

We're hoping with a stirring know who in fast most energy. I'm thinking about that colour change you mentioned. They were white at first and then one of them turned red, right?

Speaker 3 16:38

Yeah, exactly. It's kind of like... I know a little bit about how it works in defence, I'm in the Danish defence myself at some point. But it definitely seems like this was either for fun, or that there was something that trained with each other.

Speaker 3 16:56

It was so clear to see that they were chasing each other and they just kept going, and like I said, they've very easily lost 30,000 to 50,000 gained. And even suddenly, they were losing at this altitude, they had been maybe not 5-10 seconds, and then they were down much lower.

Speaker 3 17:16

And then the first one went completely bright red, just like it has indicated, you got me. And then it took at the same time, and they made these weird formations, then the lower one, which had just started, and then I was above the other one.

Speaker 3 17:32

It's a bit like what I said to Frederik one day when we were talking. It looks a bit like some kind of New Year's display, you know, on the television, where they have made these 1,000 drones that fly around and can make these different formations with lights that can show a country image that must like one that can stand by and have Pinyø 2.024 or something or other or something in that time.

Speaker 3 17:58

It's similar to what they did here, so that way moved, now we're doing some different formations. And it was only from there that I was able to film it because I didn't think about it at first.

Speaker 5 18:13

It's gone red, because did it get that red or did it not become that important before?

Speaker 3 18:17

No, it was just red for, well, I don't know, maybe 5-10 seconds and then they both went blank and then they moved asleep to the formation ships that they were doing all the time.

Speaker 1 18:28

Where was that the people in the know, Peter?

Speaker 3 18:33

This at the start was on the west coast of Turkey, so it would have been probably just around Bodrum, which is on the west coast. And then it continued all the way. It was at least an hour ten, maybe an hour and 15 minutes, so we were near Croatia Asia.

Speaker 3 18:54

That's when we started hitting some clouds at 38,000 feet, and when we came out of them again, we were no further.

Speaker 4 19:06

You



Speaker 5 19:11

It's interesting that it takes place over an hour, if you can say that if it had taken five minutes, there could have been a military training area where something happened inside. But this, this is...

Speaker 5 19:19

There are no training areas that are as large as you're describing here.

Speaker 3 19:22

No, it went over Albania and Greece and Turkey, and then I don't know, these are large areas, and the air traffic controllers that we asked about, that's what you also. They always know when something is planned in one area or another.

Speaker 5 19:39

Then they ask the neighbouring sectors that they have something going on, they're fully convinced.

Speaker 3 19:43

And the first thing I'm just, and the first thing is they asked about when we said if there was anything to report with some drills. That was the first thing they said, why are you asking that? What do you see that we don't know?

Speaker 3 19:56

So they knew at least you didn't have to ask about it. And the other interesting thing, I know that too, is when we look at it for a good while, you can say, oh look, you've got a bit of an expectation with it, so you start to relax a bit and just sit and look out again.

Speaker 3 20:13

And then at some point, I can see two flashing lights that you make above me. And I immediately realise that it's another plane coming about 1000 metres around us. Because I could see strobe lights flashing, and that's when, as you know, you have a strobe light on each wingtip.

Speaker 3 20:33

And then I'm thinking, there's another one coming round us. And then at the same moment my colleague says, they're coming towards us. And I instinctively say, it's not that, it's just someone else coming.

Speaker 3 20:46

But I had my range on my navigation disc space, which can also show our throws, I had it on our maximum range, which is 320 miles, so it's been 540 kilometres or something like that. So when it's at such a high range, you can't see where you have your t-throw, you can just see that there's something.

Speaker 3 21:04

So I turn it all the way down to 10 or 20 miles, and then I can see, and the traffic that I can see on my screen, it's actually to the right of us, and a little bit behind us. And then I look out again, and I can see these lights,  
they're getting even closer.

Speaker 3 21:20

And then it's just as much for me, it's there loud and clear, the two that are coming towards us now. But again, I don't think they've ever been close to us, but they're getting much, much closer than they were.

Speaker 3 21:31

And the moment you look out, it doesn't seem to me like it's another airliner coming, passing underneath you, right? And then the lights are gone, and then another 20-30 seconds pass, and then they're back where they usually are again.

Speaker 3 21:45

It seems very, very realistic that it's another aeroplane coming. But again, for me to believe that they must have, or whatever it ends up being, they must have stabbed for the lights, and flown very strongly towards us, and then the lights come on when they get a little bit closer.

Speaker 3 22:01

But it's like, when I'm thinking that's strobolyst, they're always flashing. But it was only when he said that I looked at them again and they realised that the lights were flashing, right? It was stuck in lights coming straight towards us and then that was it.

Speaker 5 22:15

Yeah, yeah, yeah.

Speaker 1 22:22

What do you say to that?

Speaker 5 22:22

Yeah, but it's sounding mechanical, it's like, we're talking through high speeds all of a sudden, we're talking, we're talking unknown traffic in a controlled airspace, you've got a lot of hours in the air and you haven't seen anything like this before, so...

Speaker 3 22:40

But I think they've been high above all the time. Although it might seem to be low, and also be far away from home, so it might be that they might have been down at our altitude at some point, but otherwise in that brief moment where it looks like it's another errand runner coming.

Speaker 3 22:55

It's hard to say, but I don't think they've been close, but I would say the rest of it, and again it's a guess because you don't know how big these objects are, but I would think it's all been over 50,000.

Speaker 5 23:08

Yeah, light is hard to tell sizes and distances.

Speaker 3 23:12

Yeah, I don't know if it's a cosy football pitch or what it is.

Speaker 5 23:15

Not exactly, but the manoeuvring up, well there's a reason to fly any of the 30,000 gained, it's because you can't get any higher without having to give, really, having to give more gas, you could

say not too.

Speaker 5 23:25

Anything manoeuvring above the 45,000 gained, it's pretty much impossible, especially with sharp turns and stuff, so... Yeah, yeah, and it's triggering a lot of what we know, it's pretty much all of what we know, it's exciting, exciting.

Speaker 5 23:42

Have you had an experience before that since?

Speaker 6 23:47

I have had since, and that's again what I've been talking to you about. So that's what's labelled not that you can fly in years over 25 years.

Speaker 3 23:55

20 years and not see anything, and then after you two contact me, I've seen it again, where I also send some videos, and this time it's on the north-west coast of Spain and over England as well, but it doesn't last that long, it lasts, I would say it lasts maybe, it's hard to say, maybe 10 minutes over Spain and a few minutes over, over England, so it's not at all like the other one, and the movements were not like, at the start of Spain it wasn't as wild, if you can call it that, as we saw over Turkey, but again, it was the same formations over England.

Speaker 3 24:43

There were other people who reported it as well, with bright lights, and it looks like they're flying very, very strongly towards us, you're much higher above, but never at any time are they close, and then the lights are gone, and then they're back in their formations again half a minute later, but it's the same thing you can see on the video, it's the same kind of colours that are coming, and there's a lot of people reporting it as well, because we've just spoken to the air traffic controller in the UK who said they've had reports that it's probably satellites, but again, they're flying back and forth, talking about it, satellites are doing that, and they're flying one way, but they could keep going back and forth, lights on, lights off.

Speaker 5 25:30

The first experience, the big experience. What do you give at the end of it? What did you talk about afterwards and how do you handle it?

Speaker 3 25:37

Yeah, but we're just talking about, what could it be? That's the big question. You have to ask yourself, what is it? It's easy to say if it's a UFO, but there's no way of knowing if it's a UFO.

Speaker 3 25:49

And what is a UFO? Well, that's the big question. So we're just talking about what the heck it could be. And it's not as if you can just say it's this or that. The only thing we can use is the expiration.

Speaker 3 26:04

It can't be put litter. It can't be better me because it doesn't fly that fast. And another thing to also talk about, if you can say about, it can be another kind of new project. Some country has done the US, for example, some kind of project with some super fast aeroplane or something.

Speaker 3 26:26

And you know, that's going to be a big deal with gig power and not. These kinds of movements will pull a lot of gig, and nobody can keep up with that. No, we're not the closest.

Speaker 5 26:40

We weren't even close to being able to do that. No, we weren't.

Speaker 3 26:45

It's like the video I'm sending from CN7 Airport in 2010, where it goes straight up. That's got to be 100 vice g that's been pulled there. There's nothing smaller that can...

Speaker 5 26:59

Both that, and then I also think about the energy it takes to lift, that is, to do this number here. It's totally violent. It's not the kind of engine we can produce.

Speaker 7 27:10

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Speaker 3 27:21

I've been talking since of course with my colleague when I fly and something that's interesting as well, it's been for, it's probably been a few months before I first saw it, there were some of my colleague flying out over the Atlantic and they reported that they could see what looked like dogfight between two lights and sport, whether anybody knew if there were any kind of gamekeeper exercises out in the Atlantic, so far out that it was quite apparent as well, where nobody knew anything about it, but it shows that there were three aircraft flying one after the other and they could all see how they have two lights, high and up again, chasing each other.

Speaker 1 28:03

Okay, so actually very similar to what you saw.

Speaker 3 28:06

Yeah, yeah. Yeah, little.

Speaker 1 28:08

And when, when had that been going on?

Speaker 3 28:11

It's been maybe, yeah, a month and a half, two months before I saw it.

Speaker 5 28:16

What was it like when you saw this?

Speaker 3 28:20

Totally shoot free. There were some clouds, but it was generally understable to say that there had probably been somewhere between 2 -3 eighteen parts of clouds. So not a lot. As I said earlier, as we got into, or over Croatia, there started to be a little bit more clouds that were high up.

Speaker 3 28:40

So we were kind of coming in and out of clouds all the time, which is just maybe 10-15 minutes. And then we haven't seen anything.

Speaker 5 28:46

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Speaker 3 28:53

No, you can't see the video on it.

Speaker 1 28:55

Yes, you've made or shot some amazingly beautiful videos. And there are also some stills that come with it, where you can see a picture where it's greenish, one where it's turquoise, one where it's whitish, one where it's reddish, one where it's yellowish, and one where it's almost purple.

Speaker 1 29:13

And then of course the videos, where it's a bit more at a distance, but where you can also kind of see the high perspective and so on on them, it looks wild. You must have a good camera. What are you shooting with?

Speaker 3 29:26

It's just my iPhone, but I've set it to 4K to get the highest quality, but there's no doubt that if you had a proper camera with you, you might have been able to get much better pictures.

Speaker 3 29:40

But it surprised me how much you can see, and I think if it's an image posted on the web, I mean the best you can do is actually if you zoom in even on the videos, you could really see the colours.

Speaker 3 29:53

And I think that there's a lot, what's so admirable about it, it's how the colours are pulsating all the time. It's not just somewhere in green colours or something, it's so very vibrant all the time, it's not something that you normally think of.

Speaker 5 30:12

No, there's nothing normal about this. It's actually very out of the ordinary.

Speaker 1 30:16

It's all super branded.

Speaker 3 30:20

Why? I think if you have to ask yourself some questions about it, it's why are we seeing more of this? Like I said, I've been flying for over 25 years and I've never seen anything too... Is it because we're generally flying a lot more than we did 30 years ago or 40 years ago?

Speaker 3 30:42

Or is it because what it's going to come down to is this? Is it because they're expanding their ranges,

and getting a little bit more curious or more brave, and starting to get closer as well? That's also something that you very much need, I think.

Speaker 1 30:56

The combination of us flying more and someone like you being able to pull out your phone and shoot some pretty good video. It's only, it's not that many years old, the phenomenon you could say, a pilot who can sit and record.

Speaker 1 31:09

We don't have to go back very far, I'm looking at some of the first video calls, so I made some of my friends back in the middle of the noughties. They were so green and that was despite the fact that I had them right up people's noses, so it's only in the last 10-15 years that the camera has become good enough to capture something, right?

Speaker 3 31:27

Yes, but there hasn't been as many reports as there are now compared to if you go back a few years ago, which of course you can think about why it's happening.

Speaker 5 31:42

So there's you divorced so in two pilots, did they agree to do something or not do something or what?

Speaker 3 31:47

No, not really. We were considering whether I should learn some reports, which is called an air safety report. But I've soon with another colleague who has seen something similar to the use side, who reported it, but nothing really comes back.

Speaker 3 32:08

If you're the investigator for this, but it's not like you could say that this is what happened in the airline cabin and say I can see that it's the voice of someone who's been discharged, and that's enough, you round off that the saviour did this and that.

Speaker 3 32:21

There's nothing you can prove. I can obviously put a video in and they can all see it and when I it looks labelled, you can really do more about it.

Speaker 5 32:36

So there's an Air Safety breach in this. Is there anything safety-wise?

Speaker 3 32:43

It hasn't been close, but you could say that something coming towards you and hitting you, or you hitting someone, is something. You can say that it's a bit different, but you can't explain what it is, which makes it a bit more difficult to write it in a report.

Speaker 3 33:02

It's not because you don't know what it is.

Speaker 5 33:05

Yeah, and you know the recipient, he'll also sit, or he she'll also sit and be a little bit out of the window, think about it. But that's what he's going to upproduce.

Speaker 1 33:13

Tell me, Peter, how did you feel when you first see this and you start to sit and cover it, and then do you ever get scared, or are you just curious, or how do you feel?

Speaker 3 33:27

No, and we happened to be scared, but I think it's more like we're just thinking about what this is. It's not something you see every day, so it's more curiosity, I think, and then just looking at what it's somebody else's.

Speaker 3 33:44

You didn't see to have savoured the moment, as I can say that you can grieve it well in between. No, as I've said or I've mentioned before not that there's not at any point feeling that it's uhat.

Speaker 3 33:57

Now it's close enough, whatever it is, so no, I don't think there's been anything to be afraid of at all. No, I don't. On others it might be the same as looking up at the stars. It's hard to say that the belly distance has been the same, I can really say that, so in that area, no, we haven't been afraid.

Speaker 1 34:20

It's very nice for people to know that if the pilot is not afraid, then it's probably nothing to be afraid of.

Speaker 6 34:25

No, no.

Speaker 1 34:44

What's next? You're saying that you've spoken to other pilots who have experienced something similar, that this is something that's talked about in your industry?

Speaker 3 34:52

Yeah, I think it is. If people have seen something, my impression is that it's not something that people are afraid to talk about, and I've also shown my videos to colleagues who say, what is it?

Speaker 3 35:06

I don't think this is normal. And people say, what do you think it is? I say, I don't know. I don't think it's something that's manmade. Because there's so many things that make it not connected, like talking with G forces and speeds and so on.

Speaker 3 35:28

We don't have anything that could match that. I wouldn't be able to say that. Like the south said, even the fastest, I'm not flying home, by the time it's made the first turn, it's lost most of its energy.

Speaker 3 35:45

They don't lose energy in any area, not that you can see anyway. Whatever it is, it's something that's very far ahead of us.

Speaker 5 35:54

Yeah, you're confirming that because you have some policy in this.

Speaker 3 36:03

Um, no, I don't think so. I mean, you're thinking about if you're unseen, right? Yeah, well...

Speaker 5 36:08

Yeah, they're just goose bumps. How it can see us?

Speaker 3 36:12

If that one says that I could presume it's that you can learn a report on it, but again, like we're talking about, it's something that's hard to investigate. Yeah, we're precise well. You can just go out and look at the area since years.

Speaker 3 36:25

I can see that, right? No, you can't.

Speaker 5 36:27

But I was thinking more do they have an openness to it, do you think.

Speaker 3 36:33

Yeah, I think they do. Yeah, I think most communities do, I mean my impression of people you know in other communities, there's always an openness to anything people want to talk about or have problems with, with what he thinks is safety and what's being seen, and you can see it now.

Speaker 3 36:52

As I said, when you contacted me, I didn't, I mean, I haven't at any time had any, any kind of interest in anything, or anything, or how, or how to get to go into space, right, and can select for your programme because I don't live in Denmark anymore.

Speaker 3 37:11

But when you see things like that, you start thinking about what might be out there, right, and people talk about it a lot when they've seen it at work and so on, and it seems like it's much more accessible now, right, that there's more of these coming.

Speaker 1 37:29

There's a lot of stories as well, now we're also talking to Canadian ufos journalist a couple of weeks ago who's also had lots of reports from pilots. But it's actually often just some sound between the control centre and then the pilots and things like that.

Speaker 1 37:46

This has just been a little next level with these videos here, where we can see that you have at least seen what you say you have seen. What do your family and what do people say when you tell the story?

Speaker 3 38:02

Yes, but of course they think it's exciting, and then they talk to their friends, who also have some



kind of pilot in the family, and then they say, arm it a bit, and say no, it's there, so not, you know, because they just see a picture or something of it, then arm it a bit, because there may be this conservative, what should I call it, thinking that it's not possible, but there can't be any other reason, there can't be any other reason, because the other things may not exist, and maybe it doesn't exist, that's the big question again, but there's every bit of land that makes you think that this is certainly not something we can claim, or this, it claims, because it's that they happen at such high speeds and heights that it's not something that we are able to do.

Speaker 5 39:04

No, we only know of two aircraft that fly it up. It's a U2, which there's no way you can touch strong or hard, or fly strong. And then there's the SR -170 Blackbird, which drones fast, but not shrimpy.

Speaker 3 39:20

Precisely will not make the turns that we saw, as you would say, okay, there may be two blackbirds that would chase each other over walls, but they wouldn't be able to do that at all, it would take half a trip around the world before they could turn there.

Speaker 5 39:38

of the iron in norm turn radius.

Speaker 1 39:40

I don't think Tom Cruise, he was on the plough that day either. I just as far as I know they weren't going to do any more top hand fills because it could be the third month. Yes, they actually are.

Speaker 3 39:49

I'll let you hear it, and you'll hear it when it's ready. OK, thank you.

Speaker 1 39:53

Plot twist if you find any. That was Tom Cruise faffing around.

Speaker 3 39:57

But you're saying that Tom Cruise, if you look at videos from the US, there's a lot of reporting now that you haven't had, as I understand from looking at some of your podcasts before we had to do this one, that you've spoken to an early and fastidious pylon in the US.

Speaker 3 40:22

And again, it's an increasing reporting number that's coming, if you can call it that, relative to the driver time. So it's kind of interesting. It's certainly made me think about a few more things now than before.

Speaker 3 40:43

So I believe that they exist, but I've never seen that choice, so it's not really relevant.

Speaker 1 40:50

But just the fact that it makes you think a little bit more, that's worth something in itself, and I think you should be happy if you've had an experience like that, because I'm personally a little bit envious.

Speaker 1 41:01

But it's clear that there is of course also a frustration in connection with not really knowing what the next step is, so how do we get closer to whatever it is that you saw one day.

Speaker 1 41:11

But fortunately, you saw it, and you were there with a colleague, and you got it on film, because think of some of the people who are there with a colleague, and who also don't have time to film, you can start to doubt yourself a lot, and what you saw and what you could do.

Speaker 3 41:25

But it would have been good if I had had the chamber ready when it all started, because one of, it's been a bit more egg.

Speaker 1 41:34

Thank you for your candour here today. It was fantastically well told and it's really thought-provoking, so Peter, thank you so much for that.

Speaker 5 41:44

Yes, it was really good to talk to you Peter. If you've watched any more, give us a little bit of an imprint.

Speaker 3 41:49

Yeah, yeah, yeah, yeah, yeah. It's kind of like, you know, it was the common way.

Speaker 5 41:52

You were in your steam, yeah. That was it.

Speaker 4 41:56

You You You

Speaker 1 42:07

When he mourns me, I say a tale.

Speaker 5 42:10

He was good at telling it and it was an interesting story.

Speaker 1 42:14

Well, what he's telling here is hard to explain.

Speaker 5 42:19

Yes, we've done some of this before, from other places, and it doesn't matter. There's a kind of thread in this, and to reiterate, it's most strange that this is something at a very high altitude, you could say, as it does.

Speaker 5 42:37

It's something from the F16 at a very high altitude. There's not much to it anymore, it may have been 120,000 metres high, but when you're up there, there's not much to it. Why is it difficult up there?

Speaker 5 42:49

The air is simply barrel, and that is, first of all, the engine is how much air gets in and how many kilos of air actually. And when the air is so thin, it doesn't get as much in and it doesn't give as much out.

Speaker 5 43:04

The wings also carry from shortly about the mass order of the air and how cyclical the air is. If you're flying in a winter where it's freezing 15 degrees, then there's really flavour because the density of the air is great.

Speaker 5 43:19

There's simply the air is dense, so there's a lot of bite. But when you get up into the 50,000 got where I've put over that's so long that you air measure in the wicks. Where you want to make a hard turn up, then you're going to lose so much energy, and energy is that speed and altitude.

Speaker 5 43:35

So if you just rip off the 16 oar end up, then you're just going to lose height and speed instantly. Okay, that could be dangerous maybe? No, there's plenty of height below you to recover, but you won't see 50,000 gained for a while.

Speaker 5 43:50

There's a long time to get back up.

Speaker 1 43:53

Yes, but it's a crazy story, I mean, it's strange that he hasn't filmed the earliest part, and he himself is so disgusted about it, and it's his colleagues who say that he starts filming with an inferior, with a ring camera and then he takes over with his phone.

Speaker 1 44:09

What is a dogfight, because what he describes is that these things here at the beginning have what he describes as a dogfight.

Speaker 5 44:16

It's a dogfight, and if you see two dogfights, they're trying to make sure that there's something running around in a little bite circle. It's an aerial dogfight in an old-fashioned way. If you see a World War II Liberty of two or more aeroplanes circling each other and trying to get behind the other one, because you're in a good position to shoot with the aeroplane's weapon, and you might be able to sometimes.

Speaker 5 44:43

So it's simply a manoeuvre to get behind the other one, and what Peter then describes is that the two lights are just kind of spinning around each other. And in the end, it's like one of them wins and then the other one turns red, I don't know.

Speaker 5 44:55

It's so very computer game-like, it's been observed, isn't it, and of course that's an assumption, but there is at least that they are circling around another at a very high altitude, and again you have to

shoot in parallel to the F16, we don't do that.

Speaker 5 45:11

The F16 is good for air combat, but it's optimised, so it's best for low altitude air combat. We're talking below 5-6 kilometres, down there, that's where we have the best. As a pilot, you always think that we know the other aircraft, and some aircraft are better at higher altitudes, but if I want to meet an aircraft at a higher altitude for air combat, I will try to take him down in that regime, and I am the best.

Speaker 5 45:34

But there's no aircraft that you can touch at the altitude that we're talking about briefly here. The two aircraft that I'm most familiar with that fly up there, that's the U2 Spy aircraft, which is the only understood glider, how long in straight wings, it flies at 30 . 000 feet, and it's real altitude, it's 20 kilometres, but it can't be touched hard, so there's another altitude S1 -1 Blackbird, it flies very, very fast, but again, there's simply some two fingers, or for turning radius, depending on it, that has power somebody, which is how much, how hard it's flying, relative to the speed of sound, and here, we're talking a turning radius of many, many, many, many semiles, and not what we're seeing here, and what he's observing is they're turning around each other, and it's not many seconds from when they've been in a complete circle around each other to the 13.

Speaker 5 46:22

Mostly.

Speaker 1 46:23

It reminds me a little bit of one of the two stories we got, where we had the two Danish pilots last.

Speaker 5 46:29

It's very honourable, and what's in this too, he's seen over an hour where the plane he's in, or they're in, has moved a long way. And what I'm asking about, it's in the same place in the window, it's actually how you also think like a Jap needle, that if you just see something in the window, and then you can just, if you take a thousand and draw a sail around it, then it should move, in relation to you coming flying, so if you do a car and see another car parked on the roadside far to the outside, then it will pass, inside to the right, or to the left of you, but it doesn't.

Speaker 5 47:00

That is, we can indicate that by before, they're moving up with the aircraft, they may not have such a distinct men, they may also be over very far away, and if they're very far away, and still away, they seem to be manoeuvring, they're manoeuvring over a huge distance all of a sudden.

Speaker 1 47:16

All of a sudden, suddenly they sort of have a westward movement as well, because they're very clear on the videos.

Speaker 5 47:20

It's a very powerful light source that moves a lot, because it takes about an hour. That means that they might move 800 kilometres, and if they don't move at an angle from them, then they're very far away, which is interesting.

Speaker 5 47:37

He's also visiting that they come towards them at one point, and then they disappear away again and come towards them again, as if they switch off the lights and fly away. And if you have the impression of that, it's pretty quick to get back and forth.

Speaker 5 47:52

Yes, you could say that. Yeah, just to clarify a couple of terms that we use in there at one point, he talks about 10 throws. It's a system that we have in the aircraft or that airliners have. Every major aircraft flies around with something called an IFF, identification for flight following, where you send out signals about who you are.

Speaker 5 48:12

In the old one, it's just a signal, who you are, but something that also has to be her and a lot of other things that you can look at. Based on that, they have created this 10 throw system, which is the Traffic Collision Avoidance System, where the aircraft simply talk to each other.

Speaker 5 48:26

If we brought the planes towards each other, we have to avoid each other, and this system will start telling us that an aeroplane is coming. And it's based on this IFF that they talk to each other loudly and quickly, and it works out what's the smartest thing to do.

Speaker 5 48:39

And the last thing, it gives a guidance, it will say climb, climb to you, to avoid me. So this system, it's like when you're flying in satan and looking at an irrater, it's just an art system.

Speaker 5 48:49

You can simply see all the aircraft around you, that is, when he sees some lights out there, he will recognise his 10 box and say, is there something, and if the screen is blank, then it's not an object emitting this IFF signal.

Speaker 5 49:01

It's not known traffic, and they also ask air traffic control if there's anything like that and they say no, and if it's far away, an air traffic controller has a sector, as it's called. And if I ask, is there any west forms, then he might want to ask the sector controller in the area that has west forms if I have anything, and none of them do.

Speaker 5 49:24

Because they're moving over an hour, there's no military training area that's big enough that you can fly past them for an hour and there's still activity. It's invisible.

Speaker 1 49:36

The exclusion method on this case, it speaks volumes.

Speaker 5 49:41

We also talk a little bit about reporting, how would you report this, and the only thing that has really been primarily reported is flight safety, he mentions that as well. Whether there's anything flight safety related in it, also Ryan Graves and some of the others, they go down the road that it's dangerous to bump into it, and he doesn't think it lasts.

Speaker 5 49:58

He mentions, he briefly mentions something here awake, and he means awake turbulence, and it's something flying through the air, then there's some turbulence behind it. Of course, it's drilling the body, but primarily drilling the wings, on the wings they create buoyancy, and briefly, so there is overpressure on the underside and underpressure on the upper side, so the wings are sucked up.

Speaker 5 50:18

And that's quite good, but then the wing tips, without getting too technical, this overpressure on the underside of the wings will try to suck up, because the wing tips are trying to cheat their way up around.

Speaker 5 50:28

That is, if you could see it in the air, and you can see it on a clear day, then you can see the wing ribs, there will be some effects, because the wing ribs will make some effects. And in fact, if you look at a civilian aircraft, the newest aircraft almost all have winglets, where you simply bend the wings upwards, so that one or two of the wings strut.

Speaker 5 50:50

And that has avoided the turbulence here. On the flight we could feel it very hard when we were doing air combat because this wake turbulence is dependent on how much lift the wings are doing. And if I pull 9g in the f16, the wings are doing 9 times the buoyancy weight in lift.

Speaker 5 51:06

That's a lot of lift. And when you're doing dogfighting and you're going to slip behind the other guy, you're going to go through his wake turbulence. And it was so strong in f16, so you were like through shit.

Speaker 5 51:16

You were calm 140 degrees in a split second moving around his turbulence. So it's very very violent.

Speaker 1 51:31

There you go, there you go. That's what we still had for this time. Thank you for joining me today. Of course, of course, of course. And thank you for listening. Go ahead and leave a review. Or spread the word about the programme. Listen to Selena Jen's amazing music.

Speaker 1 51:45

We've also created a soundtrack for the programme. You can find it on Spotify or Apple Music. Or whatever you're into. Otherwise, thank you so much for listening. We'll be in touch.

Speaker 8 51:57

Been watchin' you from afar  
Been keepin' you safe since 65  
When you were only a baby I picked  
you up and showed you the big empty  
We left and danced in lights  
Your mind was smaller than just  
a chance  
If only they believed in all we achieved in 65  
You would've been a different child  
Milky Way  
Cause you've seen the world for miles  
Milky Way  
You would've been a different child  
Milky Way  
Cause you've seen the world for miles  
Milky Way  
The starry night of the tree

Speaker 5 53:45

Get caught up on all their podcasts and radio programmes.

Speaker 2 53:49

Il y a lui.