

ANOMALOUS THREATS

Over the decades there have been numerous reports of unidentified flying phenomena, and, as radar and imaging technology improves, the evidence grows stronger

WORDS BY **ROB COPPINGER**

UNIDENTIFIED ANOMALOUS AERIAL vehicles that show breakthrough capabilities and present a potential threat to United States military aircraft are the subject of a public national intelligence report to be published by late June.

The report will be a detailed analysis of data the US government has, as well as data from the Federal Bureau of Investigation (FBI), about anomalous aerial vehicles, also known as unidentified aerial phenomena (UAP). This UAP data will include human intelligence (HUMINT), signals intelligence (SIGINT), measurement and signature intelligence (MASINT) and geospatial intelligence (GEOINT).

The report will also draw on data held by the US government's Office of Naval Intelligence and its seven-month-old unidentified aerial phenomena task force (UAPTF). The government has already released videos of UAP. On April 27 last year, the US Department of Defense (DoD) announced it had "authorized the release of three unclassified navy videos, one taken in November 2004 and the other two in January 2015, which have been circulating in the public domain after unauthorized releases in 2007 and 2017".

The three videos show cylindrical and possibly disc-shaped objects apparently flying under intelligent control with no visible means of propulsion or lift



Above: A Lockheed U-2 Dragon Lady approaches an altitude near 70,000ft above California on March 23, 2016. In the 1960s the public misidentified sightings of the U-2 as unidentified aerial phenomena, making it easy for the US military to hide the secret flights **US Air Force/SSgt Robert M Trujillo**

Left: This image is from a targeting pod sensor video taken during a January 2015 encounter between unidentified aerial phenomena and fighter strike squadron VF-11 'Red Rippers' Boeing F/A-18F Super Hornets, flying from the US Navy aircraft carrier USS *Theodore Roosevelt* off the US eastern seaboard **United States Navy**

(See Box, page 21: 'Go Fast, Gimble, FLIR'). The videos are taken from the forward-looking infrared (FLIR) cameras of targeting pods carried by Boeing F/A-18 Hornets flying from the aircraft carriers USS *Nimitz* and USS *Theodore Roosevelt*.

The DoD decided to release the videos to confirm that they are 'real' and it characterizes the objects seen in them as 'unidentified'. The DoD also stated the US Navy had already acknowledged that the videos "were indeed navy videos".

The videos were officially released after a government review concluded they would not reveal any sensitive capabilities. The released videos can be seen on the Naval Air Systems Command 'Freedom of Information Act reading room' webpage. The DoD said the videos' release would not impinge on "investigations of military air space incursions by UAP".

However, the national intelligence report is being produced because there is "no unified, comprehensive process within the federal government for collecting and analyzing intelligence on unidentified aerial phenomena, despite the potential threat". That statement is from the US Senate's Intelligence Authorization Act (IAA) for Fiscal Year (FY) 2021, published June 17, 2020. The national intelligence report is being produced because of the IAA, which also specified the UAP data to be included. The US Senate Select

Committee on Intelligence wrote to the IAA, but no one was available to comment on the Act or its UAP report statement before this issue of CAJ went to press.

The Act states the report will be produced by the Office of the Director of National Intelligence (ODNI), which coordinates all the US intelligence agencies. The ODNI confirmed it would "respond accordingly" to the IAA; meaning it would produce the report. On January 21, President Joe Biden's nominee to lead the ODNI, Avril Haines, was confirmed by the Senate. A few thousand US government jobs are political nominations and the most senior of them require Senate approval. During her Senate hearing, Haines said the role of the director of national intelligence (DNI) was to "speak truth to power" on intelligence matters.

Strange encounter

In November 2004, the pilots of the US Marine Corps squadron, VMFA-232, 'Red Devils' Hornet could not 'speak truth to power' about the 46ft-long, cylindrical, white UAP they encountered (See Box, page 21). During that month, some of the *Nimitz* carrier group's radars were detecting strange objects within the training area off the coast of southern California. On November 14, while flying from the carrier group for a training exercise, different squadrons' Hornets

“ A LOT OF PEOPLE DID NOT WANT THIS INFORMATION TO BECOME PUBLIC ”

LUIS ELIZONDO, EX DEFENSE DEPARTMENT



A Boeing F/A-18F Super Hornet, assigned to the Strike Fighter Attack Squadron (VFA) 11 'Red Rippers' prepares to take off from the flight deck of the aircraft carrier USS *Theodore Roosevelt*. In March, the *Theodore Roosevelt* had left Naval Station Norfolk for naval operations in Europe. At the beginning of the year, 2015, Red Ripper pilots had encountered unidentified aerial phenomena off the US Eastern seaboard **US Navy/MC 3rd class Taylor L Jackson**

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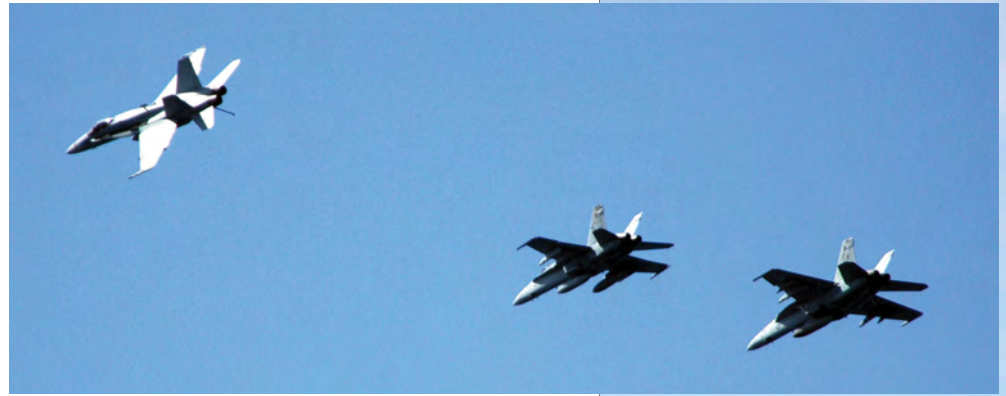
engaged a UAP and recorded its movements with their targeting pods. One of the pilots to witness the UAP was the then commander of VFA-11 'Black Aces', David Fravor – he has reported that the UAP jammed his radar.

While the Red Devil and Black Aces' pilots carried on with their lives after 2004, a secret program began in 2007 which eventually led to the FLIR videos being released. A project known as advanced aerospace weapon systems applications program (AAWSAP) had been created within the DoD after the actions of then Senate majority leader Harry Reid, a Nevada senator, and other senators. When AAWSAP began in 2007, the DoD wanted to investigate UAP propulsion, lift, control, power, armament, signature reduction, structure, materials and other factors.

In 2008, former DoD counterintelligence officer Luis Elizondo joined the advanced aerospace threat identification program (AATIP), while AAWSAP was still operational. From 2010, Elizondo oversaw the AATIP 'portfolio', as he explained it. At AATIP, Elizondo reported that the focus "was the nuts and bolts of the UAP enigma [and] we had many, many scientists with PhDs and backgrounds in physics and astrophysics". Elizondo stopped managing the AATIP portfolio when he resigned in 2017. By that time, AAWSAP was shuttered. The data it was able to collate led to what Elizondo has called a possible scientific explanation for the physics of the UAP propulsion system.

Quantum leap

The scientists provided Elizondo's team with the scientific modeling and mathematical skills needed to draw conclusions on what was being seen, which he said "is really explained by quantum physics". The physicists



concluded spacetime, the very fabric of the universe, is flexible and can be "manipulated in one of two ways", Elizondo explained: "If you understand the basic principles... it becomes a technology issue, not necessarily a theoretical issue."

One of ATTIP's physicists was Harold Puthoff, a veteran DoD research scientist with experience in industry, academia and the National Security Agency; an agency which collects and analyzes SIGINT.

Puthoff worked on his hypothesis as a subcontractor to Nevada-based Bigelow Aerospace which had won a DoD AAWSAP contract. He and the other scientists identified five observable characteristics for the UAP intruding into US military airspace. These are anti-gravity lift, instantaneous acceleration, hypersonic velocities, low observability and trans-medium travel. Trans-medium means able to travel through water and vacuum as easily as through the air. Puthoff has given public presentations in recent years, which include a hypothesis for UAP propulsion. Puthoff has also explained that the propulsion system manipulates spacetime to allow speeds that would not be possible in air or in space.

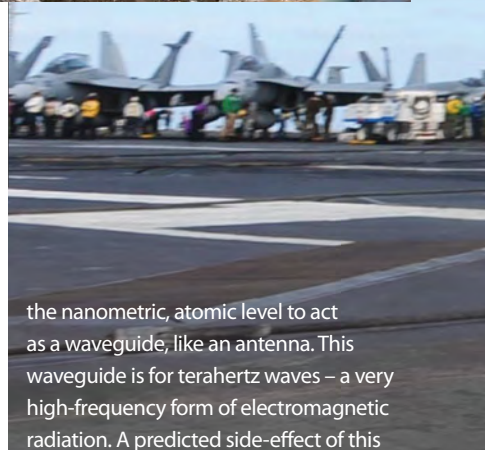
Spacetime is manipulated using a composite material engineered at



Top: June 12, 2007 – Boeing F/A-18 Hornets from Marine Fighter Attack Squadron 232 'Red Devils', assigned to Carrier Air Wing (CVW) 11, prepare for landing on aircraft carrier USS *Nimitz*, which was in the Middle East at the time. In 2004, it was Red Devils pilots, flying from USS *Nimitz*, who encountered the unidentified aerial phenomena **US Navy**

Above: A remote antenna operated by the 23rd Space Operations Squadron at Thule Air Base, Greenland. The antenna and its ground station provide telemetry, tracking, and command technologies for the United States military's satellites **United States Air Force**

Left: An artistic rendering of two Geosynchronous Space Situational Awareness Program (GSSAP) satellites orbiting Earth. The GSSAP satellites act as dedicated space surveillance network sensors **Graphic courtesy of United States Air Force**



the nanometric, atomic level to act as a waveguide, like an antenna. This waveguide is for terahertz waves – a very high-frequency form of electromagnetic radiation. A predicted side-effect of this spacetime manipulation is that energy, normally hidden to the human eye in the infra-red part of the electromagnetic spectrum, becomes visible in the optical frequencies that the human eye sees. The prediction is confirmed when UAP are seen as very bright objects. Today, Puthoff is a board member of To The Stars Academy (TTSA), the company that facilitated the release of the three FLIR videos into the public domain in December 2017 (See Box, right: TTSA).

On April 28 last year, the day after the US DoD admitted the three FLIR videos were genuine UAP recordings, the Japanese Minister for Defense, Taro Kono, said: "The US Department of Defense has released a video of a [UAP] photographed by a US Navy pilot. It seems that the [Japan Self-Defense Force] pilots have never encountered a [UAP] until now." Kono added that Japan would create a reporting procedure for its military pilots. Four months later, Kono confirmed the US





March 12, 2014: A Boeing F/A-18F Super Hornet, assigned to Strike Fighter Attack Squadron (VFA) 11 'Red Rippers,' performs a touch-and-go on the flight deck of the aircraft carrier USS *Theodore Roosevelt* in the Atlantic Ocean. Within 12 months, Red Ripper pilots would encounter unidentified aerial phenomena during training
US Navy/MC 3rd class
Taylor L Jackson

and Japan would co-operate on UAP, after meeting the then US Secretary of Defense, Mark Esper – they had met on August 29 on the island of Guam. On September 8 Kono said: "We will soon be dealing with the [UAP] policy. Japan and the United States talked about [it] during the recent meeting with Secretary Esper in Guam.

TTSA

To The Stars Academy (TTSA) was launched in October 2017 by its co-founder, Tom DeLonge – who was previously a founder member of the rock band Blink-182. Another TTSA co-founder is Harold Puthoff, a research scientist with a history of working for the US Department of Defense (DoD).

The TTSA company was created to promote the unidentified aerial phenomena (UAP) issue and its scientific investigation. TTSA facilitated the release of the three targeting pod forward-looking infra-red camera videos published in December 2017. Those videos were FLIR1, Go Fast and Gimbal.

TTSA heads and advisors include veterans of the US military industrial complex. Former US DoD counterintelligence officer Luis Elizondo was TTSA's director of government programs and services. Christopher Mellon was TTSA national security advisor; he was US DoD Deputy Assistant Secretary of Defense for Intelligence during Presidents Bill Clinton and George W Bush's administrations. Mellon would have reported to the Under Secretary of Defense for Intelligence and Security, a position which is now overseeing the DoD UAP Task Force established last August. Mellon and Elizondo left TTSA in late 2020.

"We must refrain from giving details, but we will continue to work closely together."

Elizondo said Japan is not the only nation interested in UAP: "There are many other countries that are beginning to express an interest to work with the United States on this topic." He is contacting foreign organizations – academic or government – to foster international co-operation: "I'm not prepared to go into detail of who we are engaging and where they're from," he said, pointing to Japan as an example of a bilateral UAP relationship with the US. Elizondo added that as a civilian he cannot speak on behalf of the US government: "But the government can't stop me... so now with that said, it doesn't mean I'm not still a patriot, so you can fill in the blank with what that means."

The US government's closest allies in defense are Canada, the UK and Australia. Nick Pope worked in the UK Ministry of Defence for 21 years, and from 1991 to 1994 he investigated alleged UAP incursions into UK airspace. "Whether there's been a formal raising of this [UAP co-operation with UK] or not, I don't know," Pope said. In his view the defense

relationship between the US and UK is such that: "If America suggested we should be doing this, I'm sure we would do it. I think it would be dressed up publicly and for the media as looking at next-generation aerospace threats."

'Aerospace' and 'threat' were key words in the AATIP acronym, which became publicly known when the *New York Times* published a story on it in December 2017 (See Box, left) and put the three FLIR videos into the public domain. Since then, not everyone has accepted the TTSA and Senate point of view, that UAP are foreign objects. The US may have developed breakthrough capabilities and its navy's claims are simply a US intelligence operation to hide new military aircraft. "My speculation is that this vehicle that the US Navy saw was actually an early UAV [unmanned air vehicle powered by EmDrive-like technology]," said Roger Shawyer, the UK inventor of the EmDrive, or Electromagnetic Drive.

EmDrive is a propellantless propulsion system, yet to be fully realized. The EmDrive emits microwaves into a cavity with one end larger than the other; it is tapered. Shawyer's hypothesis is that radiation pressure at one end of the cavity



is greater than the other, generating thrust. As such, there is no exhaust to be seen, like the UAP, nor wings. Sawyer first proposed his idea of microwave propulsion to the UK Ministry of Defence in 1975, but it was not taken forward, as far as he knows. He has since found a UK technical paper dated 1976 which has an EmDrive-like test rig. Sawyer has come to believe that the principles behind his propulsion system were coincidentally discovered by other researchers in the 1970s. Sawyer's research gained UK government grants and he went public in the early 2000s. EmDrive gained the interest of the aerospace industry and he met with Boeing in 2006; Boeing then assessed EmDrive. In December 2008, Sawyer went to the DoD's Pentagon building to meet the director of the National Security Space Office and representatives of the USAF, the DoD's Defense Advanced Research Projects Agency and NASA. Sawyer said he was contacted by an arm of the US government in 2014 and asked questions that suggested the US was developing EmDrive technology.

Secret aircraft

It would not be the first time that UAP had been a convenient cover for secret military aircraft. Pope pointed to a paper written in the 1990s by National Reconnaissance Office (NRO) historian Gerald Haines about the Central Intelligence Agency's (CIA) role in the study of UAP. The NRO manages US spy satellites; Haines' paper cited UAP reports by members of the public

which were later found by the CIA to be misidentifications of US spy planes.

Elizondo is adamant there is no US intelligence operation regarding UAP and is certain he is investigating genuine unknown phenomena: "We've been seeing it for decades... going back to the 1940s and 50s," he said. "A lot of people will say, 'we saw our own technology'. Well... you don't co-ordinate something like that next to a nuclear carrier group without them knowing, otherwise they're going to shoot it out of the sky." If not a US technology, the next candidate countries for advanced aerospace vehicles are Russia and China.

The Senate's IAA text is explicit in the need for the ODNI's UAP report to identify "any incidents or patterns that indicate a potential adversary may have achieved breakthrough aerospace capabilities" and, if UAP, "activity may be attributed to one or more foreign adversaries". In December 2016, the China Academy of Space Technology, the Chinese government's satellite manufacturer, announced it had a development program to test a propellantless drive in orbit. Sawyer said he was contacted by the Chinese in 2014 and the questions they asked suggested they were developing technology for an EmDrive-like vehicle.

Whether it is Russian, Chinese or another potential adversary, Elizondo does not believe a single Senate-directed report will be enough to answer all of Congress' questions: "My suggestion would be to recommend an additional report." While one ODNI UAP report may be viewed as insufficient, the DoD did

Above: Misidentified by the public as unidentified aerial phenomena, the flights of the Lockheed SR-71 Blackbird spy plane could hide behind the taboo of mysterious flying objects. This picture shows the YF-12 version of the Blackbird. It was an experimental fighter-interceptor version of the Lockheed A-12 aircraft and both were earlier versions of the more widely-known SR-71. In United States Air Force flight tests on May 1, 1965, the YF-12 set a speed record of Mach 2.6 and an altitude record of 80,258ft. The YF-12 was never adopted by the military as an operational aircraft, although it was a precursor to the SR-71 Blackbird **NASA**

Right: Tugboats maneuver the aircraft carrier USS *Nimitz* away from the pier at Naval Base Coronado in California on July 12, 2010. *Nimitz* was conducting routine training operations off the coast of Southern California, the same location it encountered unidentified aerial phenomena in 2004 **Petty Officer 3rd class Eva-Marie Ramsaran**

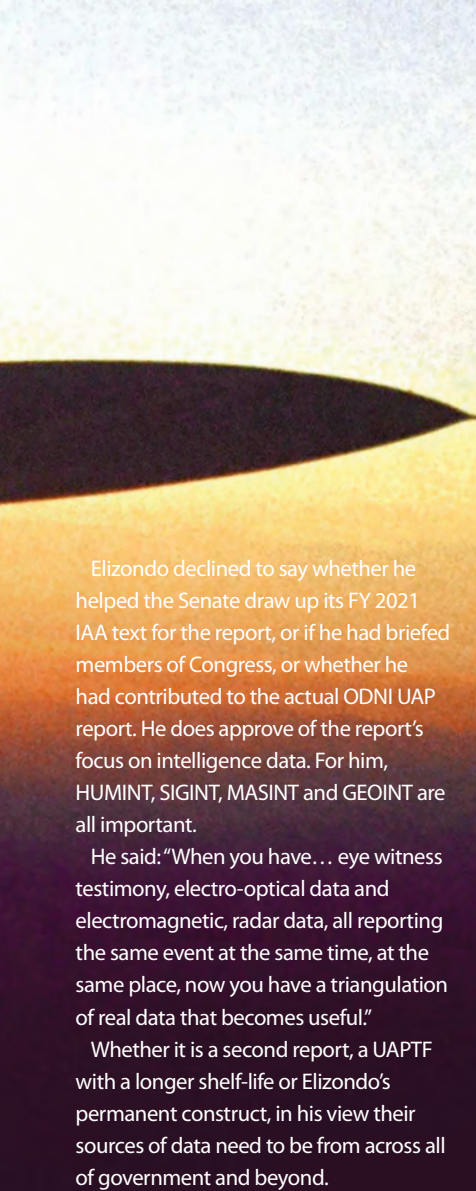
establish the UAP Task Force (UAPTF) and its mission is to "detect, analyze, and catalog UAP". However, under the US system of government, task forces are only temporary constructs.

Elizondo said: "How do we now take this temporary capability and make it enduring? That is the next big question." The ODNI UAP report expected by July is required to make recommendations for increasing data collection, enhancing unspecified research and identifying "additional funding" and "other resources" – which could fund what Elizondo described as a "permanent construct" for investigating UAP, providing the "much more comprehensive and complete product that Congress is asking for".

Elizondo did not foresee any obstacle to his permanent construct being included in President Biden's FY 2022 budget (the draft budget had not been published at the time of going to press).

Classified briefings

Asked if the temporary UAPTF is similar to the shuttered AATIP, Elizondo replied that the public's awareness of the task force is a key difference: "When I was in AATIP, there were a lot of people [who] did not want this information to become public." But he added that now it's entered public awareness, the topic cannot be ignored. The fact that members of Congress have been given classified briefings is another important change – Elizondo added that because of what members of Congress have been told in the briefings, the ODNI's UAP report cannot claim there is nothing to the phenomenon.



Elizondo declined to say whether he helped the Senate draw up its FY 2021 IAA text for the report, or if he had briefed members of Congress, or whether he had contributed to the actual ODNI UAP report. He does approve of the report's focus on intelligence data. For him, HUMINT, SIGINT, MASINT and GEOINT are all important.

He said: "When you have... eye witness testimony, electro-optical data and electromagnetic, radar data, all reporting the same event at the same time, at the same place, now you have a triangulation of real data that becomes useful."

Whether it is a second report, a UAPTF with a longer shelf-life or Elizondo's permanent construct, in his view their sources of data need to be from across all of government and beyond.



Above: On April 12, 2007, Capt Michael Manazir, commanding officer of the nuclear-powered aircraft carrier USS *Nimitz*, landed a Boeing F/A-18F Super Hornet assigned to the Strike Fighter Squadron VFA-41 'Black Aces'. *Nimitz* was off the coast of southern California conducting training exercises
US Navy

Not just the DoD and the intelligence community, but also the "FBI, academia and the Department of Energy" which oversees US nuclear technology. The military and intelligence communities will have a huge role to play because of their "overhead reconnaissance capabilities in low Earth orbit... reconnaissance capabilities flying in our skies... ground-based radar and sea-based radar and sonar in the water," Elizondo explained.

Despite these vast networks, according to Elizondo, there is a problem where "these sensors usually ignore information that lies outside the normal parameters of what they're trying to collect". He cited the example of the Lockheed SR-71 Blackbird being the fastest known aircraft, at Mach 3, and the system rejecting anything faster as an erroneous reading.

His permanent construct would want to collate those readings, which may not be erroneous after all.

Elizondo wants a Czar-type role to lead the permanent construct, because those arrays of sensor networks and what they do or do not record is not the worst problem. He said: "The bigger challenge that we have is not so much from a technical perspective, it's from an integration perspective. You don't have the guy who's watching outer space talking to the guy who's watching underwater with sonar."

As such, Elizondo pointed out that there is no "common operating picture" or COP, to use DoD jargon. And that COP could be planet-wide.

In January, Northrop Grumman was awarded a technology demonstration contract for the proposed hypersonic and ballistic tracking space sensor satellite constellation. Hypersonic missiles – objects traveling faster than Mach 5 – are deemed a new threat to the US military. Such an orbital network could be useful for tracking UAP that routinely fly hypersonically. If the UAP report concludes a greater investigation is needed and if the US government creates the UAP Czar that Elizondo wants, that constellation could help uncover the truth behind the mysterious aircraft buzzing nuclear aircraft carriers.

What are the chances of Elizondo getting his Czar and an all-singing, all-dancing network for harmonized UAP detection? Pope started work on the UAP issue 30 years ago, albeit in the UK, and he now sees a sea-change in the US, where he has lived since 2012: "We are in a new environment with this [in the US]. It is a complete turnaround from the US government's previous position, which was that nobody was interested in this subject. This is nothing short of extraordinary." Almost as extraordinary as the objects the *Nimitz* and *Theodore Roosevelt* pilots encountered. 🛸

GO FAST, GIMBAL, FLIR1

The three US Navy videos released by the US Department of Defense on April 27, 2020, were recorded in 2004 and 2015. The videos were taken by Boeing F/A-18 Super Hornets' targeting pods' forward-looking infrared (FLIR) cameras. The earliest of the three videos is called *FLIR1* and it surfaced on the internet in 2007.

On November 14, 2004, Hornet pilots had been conducting training flights from the USS

Nimitz aircraft carrier off the coast of southern California. Pilots from two squadrons would be directly involved in this unidentified aerial phenomenon (UAP) encounter. They were the US Marine Corps squadron, VMFA-232 'Red Devils' and the Navy strike fighter squadron, VFA-11 'Black Aces'. The then commanding officer of the Black Aces, David Fravor, has publicly confirmed that the *FLIR1* video is from the 2004 encounter.

The Go Fast and Gimbal videos were from an encounter between UAP and Hornets flying from the aircraft carrier USS *Theodore Roosevelt* off the US eastern seaboard in January 2015. Former US Navy VF-11 'Red Rippers' squadron Hornet pilot, Ryan 'Fobs' Graves, identified the *Go Fast* and *Gimbal* videos and appeared in an episode of the History channel TV series *Unidentified: Inside America's UFO Investigation*.

