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UFO UpDates Mailing List

Re: Wanted: aerospace background

From: Mark Cashman <mcashman@ix.netcom.com>
Date: Sun, 10 Aug 1997 02:06:54 -0700
Fwd Date: Sun, 10 Aug 1997 09:35:40 -0400
Subject: Re: Wanted: aerospace background

> From: UFO UpDates - Toronto <updates@globalserve.net>, on 8/9/97 10:21 AM:
> Date: Sat, 9 Aug 1997 07:59:50 +0200 (MET DST)
> To: UFO UpDates - Toronto <updates@globalserve.net>
> From: Henny van der Pluijm <hvdp@worldonline.nl>
> Subject: Wanted: aerospace background

> I have detailed knowledge of the close encounter between UFOs
> and Belgian F16's in March 1990. It was recorded on radar tape that
> one of the unknowns accelerated with 40 Gs. This is clear cut
> evidence for the ET origin of this vehicle, because terrestrial
> craft - fighters - have a maximum acceleration capacity of about
> 10 Gs, but effectively 9 Gs.
> The main reason for limiting it to 9 Gs has been the safety of
> the pilot, because a human can undergo 9 Gs for just
> a few seconds.
> If we assume that 10 Gs is the maximum acceleration capacity
> of current fighters and the FATE program will increase the agility
> of the unmanned fighter with 20 percent, does that mean that
> the maximum acceleration of the FATE aircraft will be 12 Gs?

I would think that there are also other reasons for limiting acceleration, including the amount of energy available for acceleration. Jets are already sucking fuel like no tomorrow. More fuel = more mass = less acceleration. Aerodynamic heating would also cause an effect if such accelerations were sustained, leading to phenomena like the "heat-lengthening" of the YF-12A.

However, materials and equipment which can survive extremely large Gs are part of missile systems already deployed.

Mark Cashman, creator of the Temporal Doorway at
<http://www.geocities.com/SoHo/Lofts/5623/>
http://www.infohaus.com/access/by-seller/The_Temporal_Doorway_Storefront
Original digital art, writing and UFO research
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