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## UFO UpDates Mailing List

### Re: Aircraft/UFO Encounters Prior to 1942

From: Don Ledger <dledger@istar.ca>  
Date: Sun, 07 Sep 1997 15:48:42 +0100  
Fwd Date: Sun, 07 Sep 1997 14:39:01 -0400  
Subject: Re: Aircraft/UFO Encounters Prior to 1942

> Date: Sun, 07 Sep 1997 10:41:29 -0700  
> From: jan@cyberzone.net (Jan Aldrich)  
> To: UFO UpDates - Toronto <updates@globalserve.net>  
> Subject: Re: Aircraft/UFO Encounters Prior to 1942

> > Date: Sat, 6 Sep 1997 10:50:42 -0400 (EDT)  
> > To: UFO UpDates - Toronto <updates@globalserve.net>  
> > From: Michael Christol <mchristo@mindspring.com>  
> > Subject: Re: UFO Update: Re: Aircraft/UFO Encounters Prior to 1942

> Hi Mike and all:

> Title should read....Encounters....sorry.

> > I have a video interview with a gentleman in Colorado by the name  
> > of Lloyd Arnold (now deceased) which was made back in the late 80's  
> > in which he describes a sighting of a dirigible shaped object during  
> > the day, at a park. He said that there were many people who saw  
> > it, but they thought it was an early air ship. The date of the  
> > sighting was 1915.  
> > When the thing left, it moved out very quickly, thus he said he  
> > knew that it was not an airship of German or American manufacture.

> > Could this have been the same type of airship which was seen over  
> > the South East part of the US in the late 1890's? It is something  
> > to give thought to.

> Memory does not serve too well here. When I was in Colorado,  
> Barry Greenwood told me I should check a Colorado newspaper  
> for a 1917 item. (He too had got the date from a video--  
> "Sightings" in this case.)

> I checked and found an article about lights being sighted  
> outside of town at night.

Hello Mike, Jan and List

A thought here. I might be wrong about airships and dirigibles but during the years after 1903 and well afterwards, lights on airplanes was a luxury in expense and weight that could not be afforded. I'm almost certain that electric lights on airships of the periods mentioned from 1894 etc. up until the early 20s would have been forbidden due to the danger of spark induced explosions. Generators were spark prone and spark free switches were virtually unknown for battery operation. That left gas operated lights and I'm sure they would have been even more of a hazard on hydrogen filled airships.

Aircraft on the other hand did not begin to employ lights until the mid twenties on commercial passenger carriers. Generators, voltage

regulators and batteries on smaller aircraft were a weight penalty luxury not deemed necessary where engines were already overweight and underpowered and adding a generator would load those same engines down robbing badly needed horsepower.

I mention the above as a way to possibly discount earth manufactured aircraft or airships as an explanation for some of the early sightings.No doubt there is someone out there who has the difinitive breakdown on the electrical technology of airships from 1894 onward and airplanes from 1903 onward. If they don't I'm gonna make it a mission on my own.<G>

Don Ledger

Search for other documents to/from: [dledger](#) | [jan](#) | [mchristo](#)

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