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## UFO UpDates Mailing List

### Re: Mach 50 Thunderdart

From: Bruce Maccabee <[brumac@compuserve.com](mailto:brumac@compuserve.com)>  
Date: Sat, 2 May 1998 11:43:52 -0400  
Fwd Date: Sat, 02 May 1998 13:26:16 -0400  
Subject: Re: Mach 50 Thunderdart

>Date: Fri, 01 May 1998 23:13:59 -0700  
>From: Baron Northrop <[baron@anim.dreamworks.com](mailto:baron@anim.dreamworks.com)>  
>To: UFO UpDates - Toronto <[updates@globalserve.net](mailto:updates@globalserve.net)>  
>Subject: Re: UFO UpDate: Mach 50 Thunderdart

In all this discussion about mach 50, 17-24000 mph and flying "intra-atmospheric", i.e., well below 50,000 ft.... no one seems to have made the connection between these high speeds and METEORS!.

Everyone here knows what happens when meteors hit our atmosphere. The deeper they penetrate the hotter they get.

The shuttle does it, you say, so why not everyone?

Well, the shuttle is going about 17,000 mph at altitudes above 100 miles. Then it slows, partly by allowing its surface to burn off and thereby remove kinetic energy against the "friction" of the air (heated to glowing plasma temperature). By the time the shuttle is below 10 miles altitude it is no longer going at 17,000 mph.... and you can guess why (would be one trip per shuttle/crew).

For an a/c to approach Mach 50 in the atmosphere would be

- (a) dangerous
- (b) require special preparations for handling the very high temperatures
- (c) would not be able to communicate with the outside by radio (plasma blocks communications)
- (d) would glow.... and would take tremendous energy/power to maintain such a speed in dense atmosphere.

Time to go back to the drawing board and come up with another suggestion.

**UFO UpDates - Toronto - [updates@globalserve.net](mailto:updates@globalserve.net)**

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