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UFO UpDates Mailing List

Kenneth Arnold Sighting

From: **Asgeir W. Skavhaug** <asge-s@online.no>
Date: Sat, 17 Jul 1999 18:46:42 +0200
Fwd Date: Sat, 17 Jul 1999 20:33:44 -0400
Subject: Kenneth Arnold Sighting

>From: Asgeir W. Skavhaug <asge-s@online.no>
>Date: Wed, 16 Jun 1999 18:42:04 +0200
>Fwd Date: Wed, 16 Jun 1999 16:17:30 -0400
>Subject: Re: Kenneth Arnold Sighting

<snip>

>- One of the planes were different from the others. Not much
>attention has been paid to this

<snip>

Hi List,

To pay some more attention to the above mentioned "problem", and to get a clearer picture of this, I have tried to systemize a little bit, and using some of the available info. on the Web.

Given that the transcriptions are correct (and not manipulated with either), this is some of Arnold's own words regarding his sighting on 24 June 1947, taken from the following main, 3 various transcription sources on the Web:

1:

<http://davisref.samford.edu/ufos/chap1.htm>

With the following excerpts:

"I proceeded to gather my scattered wits together, got back in my airplane, and took off for Pendleton, Oregon. I remembered that I had forgotten to mention the fact that one of these craft looked different from the rest, was darker and of a slightly different shape, and that.....".

"I watched as these objects rapidly neared the snow border of Mount Rainier, all the time thinking to myself that I was observing a whole formation of jets. In group count, such as I have used in counting cattle and game from the air, they numbered nine. They were flying diagonally in an echelon formation with a larger gap in their echelon between the first four and the last five."

2:

<http://www.geocities.com/~pjctsign/LagIV.htm>

With the excerpt:

"_They_ look something like a pie plate that was cut in half with a sort of a convex triangle in the rear. Now, I thought, 'well, that maybe they're jet planes with just the tail...the tail painted green or brown or some'thin...and didn't think too much of it, but kept on watching 'em."

3:

<http://communities.msn.com/UFO/arnold.asp>

With the excerpts:

"Of course, when the sun reflected from one or two or three of those units, they appeared to be completely round; but I am making a drawing to the best of my ability, which I am including (see below; AWS), as to the shape I observed these objects to be as they passed the snow-covered ridges as well as Mt. Rainier".

"Capt. [E. J. Smith] (left), copilot (Ralph) Stevens (right) of United Airlines and myself (in the middle) have compared our observations in as much detail as possible", i.e.,

<http://www.nwmyst.com/images/nwmyst-ufo-0022-4.jpg>

(with enlargement:)

<http://www.arpnet.it/~ufo/arnolsmi.jpg>

"... and agreed we had observed the same type of aircraft as to size, shape and form."

But, we don't really know what shape and form Arnold, Smith and Stevens were discussing in the above mentioned picture. (It is not possible to see that on the piece of paper they are sharing in their hands, since the drawing is on the opposite side. The photografer is also unknown.....)

However, the drawing sent to the Commanding General at Wright Field, Dayton, Ohio (US Air Force), along with his first report, is likely to be this one:

http://services.csi.it/~ufo/arn_draw.jpg

I will call this shape and form a "scallop shape", or just a "shell shape".

An alleged photo of a similar kind of aircraft, taken on 9 July 1947 in Phoenix, AZ, is shown here:

<http://www.arpnet.it/~ufo/rhodes1.jpg>

The drawing shown here:

<http://www.nwmyst.com/images/nwmyst-ufo-0022-3.jpg>

is likely to be made some years later, and it is probably a depiction of the different "z craft", or the leader of the formation. I will call the shape of this craft a "bat shape".

Further, Arnold describes their formation as follows:

"I was fascinated by this formation of aircraft. They didn't fly like any aircraft I had ever seen before. In the first place, their echelon formation was backward from that practiced by our Air Force. The elevation of the first craft was greater than that of the last. They flew in a definite formation, but erratically."

It is assumed here that Arnold's echelon formation, that I'm trying to depict below, "to the best of my ability", was simply a stepped-up line, with no tilting, neither to the left nor to the right, with the leader (z) at the lowest (B), or highest (A), point, and each following (x) craft slightly higher (or lower).

This could be depicted something like this, i.e., the 5 miles long chain of craft (x and z), as seen from above:

```

(A: The _first_ plane, z, different?)           x (or z)
The first four                                   x      x
                                                x      x
Larger gap
The last five                                   x      x
(B: The _last_ plane, z, different?)           z (or x)

```

The side-view of the echelon formation of craft (x and z), and with the angle (echelon) of the whole formation in relation to the horizontal plane somewhat exaggerated, is depicted something like this:

```

                    5 miles
<----->
<----- Last five -----> <----- Larger gap -----> <----- First four ----->
                    (A: The first plane, z, different?)
                                                x      x      x      z (or x)
                                                x
                                                x
                    x
                    x
                    x
x (or z)           (B: The last plane, z, different?)

```

The important point in my mail is that it is to be noticed that Arnold -- in 1947 -- didn't really mention (with purpose?) _which one_ of the 9 craft was different from the others (e.g., the very _first_ one in the chain?), and what the "slight" difference in _shape and form_ really was. Though, he's mentioning the colour in his book in 1952, i.e.,

<http://services.csi.it/~ufo/arnolbok.jpg>.

The saucers depicted on this book's front page look very different from his other aircraft depictions/descriptions as well, even though this book seems to be co-authored by Arnold, and the depictions _should_ also have been "authorized" by him. The craft shown on the book front has a "doughnut hole" in the middle of the craft, not shown on his Air Force drawing. The convex triangle in the rear is not shown either. (See also below; The Fate magazine.)

Arnold seems to be mixing the shape and form of the 8 ones with the 9th one (i.e., the different one); the shape(s) he's mentioning could be that of the (different) "z plane", or those of the "x planes". He just told the press in 1947 (and maybe later as well) that all 9 of them had the same shape and form.

It seems that Arnold -- for reasons unknown (to me) -- actually was withholding (or "forgetting"), and mixing, some (important) information.

Thus it is not so difficult to understand that the media came up with rather different headlines regarding the shape and form of the objects.

Further, no vapour trails (contrails) from the craft have ever been mentioned anywhere by Arnold (indicating no jets?). Any sonic booms (or any engine noise at all) were never reported

either, neither by e.g. Fred Johnson nor any other observers on the ground, i.e.,

<http://www.nwmyst.com/nwmyst-ufo-0008-1.html>

or,

http://services.csi.it/~ufo/arn_fbil.jpg

though they were -- according to Arnold -- flying more than the speed of sound along the mountain ridges, i.e.,

http://services.csi.it/~ufo/m_rainer.jpg

or,

http://services.csi.it/~ufo/arn_mirg.jpg

However, 500 mph, were reported by some people on the ground. (Chuck Yeager broke the sound barrier, 740 mph (on average), on October 14, 1947. Yeager again set a speed record in 1952, attaining 1650 mph.)

In addition, shown as a depiction in the URL above (nearly) all of the the objects are -- mistakingly -- depicted with a double curve at the rear and a dark-coloured spot on top (or below?). According to Arnold only one of the craft had this shape. Arnold's description of a dark coloured spot is probably mistaken by some artists as a "doughnut hole" in the middle of the craft, as shown on the front page of his book fom 1952, and also shown on the front page of the Fate magazine in 1948:

<http://services.csi.it/~ufo/arnofate.jpg>

My personal, subjective opinion -- from an armchair theorist's viewpoint, based upon "pure speculations", and keeping more to a "terrestrial explanation" -- is that the leading craft in the front dragged the other 8 craft behind in a wire, and that these were light-weight, mirror bright "target drones", or just kites, with some metal foil, used as a target to e.g. reflect electro magnetic (visible/invisible) rays of some kind, and being monitored by control stations on the ground, and for some unknown purpose. The leading craft up in the front of the chain could be a Northrop, tail-less, flying wing construction (an early YB-49 prototype, or scaled model?). (I don't believe very much in the "pelican theory".) The craft could be manned or remotely controlled, using e.g. a pulse radar.

Given that the transcriptions were correct, and that Arnold wasn't a hoaxster or disinformant himself, and also didn't take part in any conspiracy, and that he gave correct info. to the US Air Force regarding the scallop shape, a conclusion which can be drawn is:

* Apparently, Arnold didn't give any complete or correct info. neither to the media nor to the US Air Force.

* All but one of the discs Arnold saw were shaped like a sea shell/scallop. They were traveling -- in a rather aerodynamically strange/"wrong" way -- with their rounded ("pie pan") part at the front, in the direction of flying -- and opposite to e.g. a "flying flapjack", V173 or F5U. Their convex triangular part was the aft end of the craft.

* The 9th aircraft was shaped like a bat, having a double curve at the rear, and might be the leader of the formation, located either at the bottom or top of the echelon formation, but most likely at the top.

Best regards,

Asgeir
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