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UFO UpDates Mailing List

Re: Gore UFO?

From: Donald Ledger <dledger@ns.sympatico.ca>
Date: Wed, 21 Jul 1999 23:33:50 -0300
Fwd Date: Thu, 22 Jul 1999 00:42:58 -0400
Subject: Re: Gore UFO?

>Date: Wed, 21 Jul 1999 11:25:24 -0500
>From: Loy Pressley <lkpres@koyote.com>
>To: UFO UpDates - Toronto <updates@globalserve.net>
>Subject: Re: Gore UFO?

>>Date: Wed, 21 Jul 1999 00:04:54 -0300
>>From: Donald Ledger <dledger@ns.sympatico.ca>
>>To: updates@globalserve.net
>>Subject: Re: Gore UFO?

>>>Date: Tue, 20 Jul 1999 11:10:13 -0500
>>>From: Loy Pressley <lkpres@koyote.com>
>>>To: UFO UpDates - Toronto <updates@globalserve.net>
>>>Subject: Re: Gore UFO?

<snip>

>Show my age...it was Mode IV for altitude readout when I was
>doing it.

Actually they use something called Mode M. Everything but the
pilots's shoe size shows up on the scope.

>If it occurred in a terminal area and AF 2 was not at enroute
>altitude I would say it is a lot more likely that it was a small
>aircraft. If AF 2 was at enroute altitude for a 747 with
>priority flight following I think it was a lot more likely that
>the other "object" was anomalous. Even without altitude readout
>on the controller's scope, the controller would have been able
>to easily compute the speed of the anomalous blip. The higher
>up you go the faster you must travel to maintain altitude. The
>difference between the speed of traffic at an enroute altitude
>and the speed of a small plane at a much lower altitude would
>have been readily apparent to the controller, i.e., say 100-200
>knots versus 350-450 knots or higher. If, in fact, AF 2 was
>enroute, I think the controller would have said something to
>that effect and it would not have necessitated such a drastic 60
>degree turn.

>If, however, AF 2 was ascending or descending, all bets are off.

<snip>

>Agreed! But you don't normally get those kinds of advisories if
>you're enroute.

>>Hey it's still a UFO until it's not. Don't they call them RIs
>>[radar intercepts] or something now?

>I don't know. I've been out of it for so long I don't know the
>current terminology.

>One of the things that bothers me about this instance is the lack
>of publicity about it. Usually, if Air Force Whatever has to
>divert from its path for any reason, it is all over the news.
>Not this time. I would think that if it was a "normal" event
>involving a lite plane or unauthorized access to controlled
>airspace or something like that, the authorities wouldn't rest
>until they had found whoever did it. I've heard very little, if
>anything, about this incident, which makes me believe that there
>is something out of the ordinary about it. Doesn't have to be a
>UFO in the classic sense. Could be something relatively normal.

Actually you bring up a good point here which as a private pilot
myself I'm surprised I didn't think of, and that's the usual
automatic jump to the "light aircraft is in the wrong" scenario.
If it had been a light plane for instance the FAA would have
been all over it, likewise the press. If not a UFO then maybe
something more embarrassing like an AF jet in the wrong place
might fit the bill. The press in their usual ignorance about
anything to do with flight-witness the JFK jr.thing-would have
had the pilot of any light plane, hung out to dry by now.

As for your concern about it's being a non-event, I've certainly
seen nothing about it up here. Of course the screen has been
full of the Saratoga crash.

Don Ledger

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