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UFO UpDates Mailing List

Re: Voyager Newsletter, Mogul Parchment Parachutes

From: Dennis Stacy <dstacy@texas.net>
Date: Sat, 12 Jun 1999 22:52:03 -0500
Fwd Date: Sun, 13 Jun 1999 14:26:36 -0400
Subject: Re: Voyager Newsletter, Mogul Parchment Parachutes

>Date: Fri, 11 Jun 1999 16:04:15 -0400
>From: Bruce Maccabee <brumac@compuserve.com>
>Subject: Re: Voyager Newsletter, Mogul Parchment Parachutes
>To: UFO UpDates - Toronto <updates@globalserve.net>

>>Date: Thu, 10 Jun 1999 18:05:01 -0500
>>To: UFO UpDates - Toronto <updates@globalserve.net>
>>From: Dennis Stacy <dstacy@texas.net>
>>Subject: Re: Voyager Newsletter, Mogul Parchment Parachutes.

>>>Date: Thu, 10 Jun 1999 11:21:11 -0400
>>>From: Bruce Maccabee <brumac@compuserve.com>
>>>Subject: Re: Voyager Newsletter, Mogul Parchment Parachutes
>>>To: UFO UpDates - Toronto <updates@globalserve.net>

>>>>Date: Wed, 09 Jun 1999 23:40:42 -0500
>>>>To: UFO UpDates - Toronto <updates@globalserve.net>
>>>>From: Dennis Stacy <dstacy@texas.net>>.Parchment Parachutes

<snip>

Aside: Am I the only person on this list who knows how to snip, ie, delete, stuff?

>If you read Arnold's letter to the Air Force you will see that
>he thought he was doing no more than any pilot would do. He says
>pilots are interested in speeds...and s he thought he would
>clock the speed.

Read it? Hell, given that it was part of the public record, I published it! Now where is the evidence of Arnold's same meticulous interest in speed in his other six reported sightings?

<snip>

>He said the flying was so smooth he simply trimmed out
>the plane on its flight toward Yakima (set adjustments for
>speed, altitude) and let it fly itself while he enjoyed the
>scenery.

>He did this BEFORE the sighting began.

>Hence by the
>time of th sighting (a few minutes or so after he trimmed out
>his plane heading toward Yakima, according to the letter to the
>Air Force) it was not necessary for him to pay 100% attention to
>flying th airplane.

>He could do other things such as wonder about those strange

>airplanes way over there flying so close to Mt. Rainier in an
>odd echelon arrangement and he could wonder us how fast these
>new Army jets could go..... etc.
>

Yes, but at some point he tells us he not only rolled down his left window but turned his plane parallel to the perceived path of the objects, neither of which is necessarily cruise control stuff. And when Arnold says, in 1947, that he trimmed out his plane, that doesn't mean he switched on automatic pilot, since there was no such thing at the time. So during the less than two minute sighting time he's not only timing the objects, but observing their flight path and distant geographical features while rolling down one of his windows (and he certainly didn't have power windows then, either), and turning his plane parallel to the objects' path. Still pretty busy stuff for a casual observation of something else's speed. It also seems to start instantaneously. Not thirty seconds or so later and that looks interesting, but immediately. He says the sighting lasted two minutes or less and yet claims to have clocked it for one minute 42 seconds of that time. Pretty damn quick response time if you ask me!

Have you ever given any thought as to how long it would take to turn a Callair traveling at 100mph or so a full 90 degrees, that is, from east to south, while rolling down his window? Doesn't sound "trimmed out" to me. The beginning and end of the clock time per se I have no problem with. But a helluva lot of observational stuff is allegedly happening within that very short time frame (perceived distance between mountain peaks, flight patterns, behavior, and so on) while Arnold says he is simultaneously rolling his window down and turning left (south). During this same time period, don't forget, he's also compared his cowling tool, which he had to retrieve from a pants' pocket, to a distant DC-4 and then to the distant objects. That's a pretty damn busy 1:42 anyway you cut it.

Try whipping your cowling tool out of your pocket (while in flight) and making two comparisons with two distant objects in two different directions while manually rolling down your left window and turning your "trimmed" plane south, and then tell me if you can do all the above in a 1947 airplane within two minutes' time or less. I don't think so.

Although I'm equally convinced you'll find a way. And that if you can't, Rudiak can.

Dennis

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