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UFO UpDates Mailing List

Re: Voyager Newsletter, Mogul Parchment Parachutes

From: **Bruce Maccabee** <brumac@compuserve.com>
Date: Mon, 14 Jun 1999 19:58:49 -0400
Fwd Date: Wed, 16 Jun 1999 00:13:02 -0400
Subject: Re: Voyager Newsletter, Mogul Parchment Parachutes

>Date: Sat, 12 Jun 1999 22:52:03 -0500
>To: UFO UpDates - Toronto <updates@globalserve.net>
>From: Dennis Stacy <dstacy@texas.net>
>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>

>>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?

Apparently lost forever (see post by Jerry Clark). But, there is
a question of relevance here which, I am certain, is obvious to
many if not most readers of this series of exchanges.

>>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
>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!>

Two minutes or less? Don't know where you got this. Says in his
AF letter 2 1/2 to 3 minutes.

>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.

Better ask a pilot how long it takes to turn 90 deg (perhaps
abot 20 seconds?). Would he be able to (a) use a cowling tool
for size estimate, (b) turn his plane, (c) roll down the window
in about 2 minutes time? I bet he would be able to. Pilot's out
there want to comment? How much bank angle could Arnold safely
get for a reasonably rapid but not panic turn?

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