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UFO UpDates Mailing List

Re: 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

>From: James Easton <pulsar@compuserve.com>
>Date: Mon, 14 Jun 1999 21:44:13 -0400
>Fwd Date: Wed, 16 Jun 1999 00:23:10 -0400
>Subject: Re: Re: Kenneth Arnold Sighting

>Off the list, Bruce has helpfully clarified some details which
>have explained the full context of Arnold's letter to the AirForce.
>Confirmed is my contention that Arnold was in fact still
>searching for the missing C-46 marine transporter when his
>sighting occurred. It did not take place afterwards, when Arnold
>was en route to Yakima. I'm sure we can now conclude the
>debatable points as much as they ever can be.

>Bruce,

>In his report for the Air Force, Arnold wrote, in full:
>"I had made one sweep of this high plateau to the westward,
>searching all of the various ridges for this marine ship and
>lew to the west down and near the ridge side of the canyon
>where Ashford, Washington, is located.
>Unable to see anything that looked like the lost ship, I made a
>360 degree turn to the right and above the little city of
>Mineral, starting again toward Rainer. I climbed back up to an
>altitude of about 9,200 ft.

<snip>

>James.

James & List,

Much has been said and written about Arnold's sighting(s) during
the years.

In order to (try to) solve the mystery once and for all -
hopefully during this year (!!) - we can, for instance, also
take a look at what happened on the ground, that is, provide some
info. from the Web on the crash of the Curtiss C-45

<http://www.airartnw.com/flyingthehump.htm>
<http://www.robins.af.mil/museum/aircraft/c-46.htm>

marine transport plane, along with some other interesting
Arnold

<http://www.nwmyst.com/images/nwmyst-ufo-0022-2.jpg>

stuff from the Web.

The following URLs are referred to in this respect:

<http://www.nps.gov/mora/PressRel/PRplanecrash.htm> , with the following excerpts:

"The plane was transporting servicemen from San Diego to Sand Point Naval Air Station in Seattle."

"Park Ranger Bill Butler spent many off-duty hours monitoring snow levels and climbing conditions. As the snow started to melt, he began looking for evidence of the plane crash.

On July 21, 1947, Bill spotted a gleam of metal on the South Tahoma Glacier, but he could not reach the site from his position on the Success Cleaver. After the discovery was reported, a search party made up of rangers and mountain guide Dee Molenaar was formed. On July 24, Bill Butler and his party reached the plane tail section at the 8,500' level of the glacier. No bodies were found.

A month later enough snow had melted to expose the nose section. Bill and his party later reached the crash site near the glacier's 10,000' level. The bulk of the broken plane was wedged into a crevasse. Bodies of the Marines were found, most encased by ice. Evacuation would have been extremely dangerous. It was decided, with the concurrence of families of the victims, that the Marines would be left buried in the glacier."

<http://www.geocities.com/CapeCanaveral/9575/1946.htm>

(There seems to be no info. on the marine plane here....)

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

"I immediately changed my mind and decided that there was a bunch of new jet planes in formation."

"They seem to kind of weave in and out right above the mountain tops. And I would say, that they even went down into the canyons in several instances...oh, probably a hundred feet."

<http://ourworld.compuserve.com/homepages/pauljones3/kenneth.htm>

<http://www.nwmyst.com/nwmyst-ufo-0022.html>

"The objects had flown so fast, so strangely, but bore such unforgettable aerodynamic details, that he kept trying to convince himself that what he had seen was an advanced form of jet (still in their infancy in 1947), or Russian guided missiles."

"...the Cold War was being born; perhaps the objects were foreign communist aerial invaders."

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

This aircraft bears much resemblance to the Horten Ho 229, i.e.:
<http://www.danford.net/horten.htm>.

<http://www.nwmyst.com/nwmyst-ufo-0023.html>

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

Some other questions which might be raised, are:

- The formation of craft were, according to Arnold, also close to the ground. Were they searching for something? Maybe the crashed C-46? Were they part of the Navy's search team? With new technology to search for metallic materials on the ground? (Alternatively, for others: The \$5, 000 reward was no small sum of money in those days.)

- Or, could the planes have paid some interest to the volcanoes, and to the volcanic activity in this area? (Check out: http://www.nps.gov/mora/MORA_Photos/summit.jpg) (Many UFOs are seen close to volcanoes.)

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

- Could the Americans have 9 of these planes in 1947? Or, maybe

the Russians were in possession of the blueprints/construction drawings, and one of the Horten brothers? And, did they really manage to fly these newly developed and constructed planes from Soviet to America in July 1947?

The planes were aerodynamically unstable, and most likely difficult to fly in formation - due to the missing tail. Today, these types of planes, like the B-2s

http://www.af.mil/news/factsheets/B_2_Spirit.html

are fitted with pressure sensors and the stability is controlled by computers.

Because I cannot suggest any answers to these questions right now, the readers of the List must make up their own conclusions about this, and maybe provide their results on the List.

Best regards,
Asgeir

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