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UFO UpDates Mailing List

Re: Voyager Newsletter, Mogul Parchment Parachutes

From: Mark Cashman <mcashman@ix.netcom.com>
Date: Thu, 17 Jun 1999 11:35:26 -0400
Fwd Date: Fri, 18 Jun 1999 00:32:49 -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

>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.

There are a number of unwarranted assumptions in this.

1) That the cowling tool was difficult to access. But it is not a pipe wrench. It is more a thing the size of a pen and was probably carried in his shirt pocket. Thus it is easy to access within a fraction of a second. The comparison, likewise, would probably take under two seconds between the objects and the DC4. Try it at home.

2) That the window was "rolled down". However, the photo of Arnold by his aircraft indicates that the window slides back. This would drastically reduce difficulty in opening the window, and would reduce the time needed to under a second.

3) That making the turn would prevent other activities. While this is true for a car, it is not true for aircraft. Indeed, since Arnold was flying trimmed, he could turn with just the rudder, using his feet. Such a method, by the way, would probably cause the nose to drop slightly, while avoiding any important wing raise, thus reducing the low wing's interference with sight of the objects while the turn was underway. Arnold probably lost some altitude, but not much, during such a turn.

When people continue to present arguments against a sighting without doing basic homework to validate their hypotheses, it is difficult to take them seriously. All they end up doing is taking up bandwidth. Please, do what's needed before making claims.

The key to doing a good sighting analysis is, first, to expose any assumptions one is making, and to validate them against reality. There is no point in attempting any analysis until that step is complete. In the above, the assumptions were:

a) Flying an airplane is like driving a car. Turning is hard, requires lots of concentration, and use of hands.

b) Arnold had to roll down the window to open it.

c) The cawling tool is large, clumsy and inaccessible.

d) Size comparisons of two objects against a reference are difficult and time consuming.

None of these seem justified in the light of the evidence.

Mark Cashman, creator of The Temporal Doorway at

<http://www.temporaldoorway.com>

- Original digital art, writing, music and UFO research -

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