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UFO UpDates Mailing List

Re: Voyager Newsletter, Mogul Parchment Parachutes

From: David Rudiak <DRudiak@aol.com>
Date: Fri, 18 Jun 1999 14:47:43 EDT
Fwd Date: Sat, 19 Jun 1999 08:36:06 -0400
Subject: 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.

Well, we're a long way from Mogul parchment parachutes.

I just want to add one further point to Mark's excellent reply. Arnold reported the DC4 was visible to his north, enroute to Seattle. He spotted it at the beginning of his sighting while he was looking around for aircraft in his vicinity that might explain the flashes of light.

Arnold was headed east at the time. The unknown objects were easterly or northeasterly. So Arnold would have seen the DC4 to his left out the pilot's side window and the unknowns either through his side window or left windshield.

Therefore, Arnold obviously would have made any size comparison with his cowling tool BEFORE he turned right and headed south. Once he began his turn he would lose sight of the DC4 to his left. After his turn, it would be in back of him.

From other parts of Arnold's report, it seems he observed these objects for a good minute or more before turning. It certainly

was not a case where Arnold was trying to do everything at once while turning the plane.

Furthermore, since the DC4 and objects were initially both leftish of Arnold, it wouldn't take much shifting of the tool and Arnold's head to sight one and then the other to make a comparison. It could have been done relatively quickly. How accurately is another matter.

Such points would be blatantly obvious if the skeptics here would learn how to read and apply a little simple logic. What I see instead is a lot of intellectual sloth, stupidity, and dishonesty, and/or typical kneejerk naysaying just for the hell of it.

More skeptical hay could be gathered by intelligently questioning the accuracy of Arnold's size comparison or his estimate of DC4 distance. I can see Arnold conceivably being off by a factor of 2 to 1 one way or the other in estimating relative angular size. It would have been a difficult detection task. Arnold would have been close to the limits of visual acuity and would have had to deal with other factors like engine vibration and rapid object motion. So it was a rough comparison, sort of like holding out a finger at arms length to try to gauge the angular size of something in the distance. That at least allows you to bracket the size with reasonable estimates of possible error.

David Rudiak

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