

VI

Form Follows Function: UFO=ARV=IFO

Paul Hill relates UFO engineering electrodynamics to aerodynamics as a general premise, with which I agree, but only in principle. As you will see in the graphically illustrated arguments to follow, UFOs come in a variety of shapes and sizes, but are nearly always circular in planform overview layout, and for a very sound reason: they all employ similar variations of the ARV impulsion drive and power systematology.

Let us begin with the clear understanding that the eyewitness and photographic evidence indicates that there appear to be four general categories of starship, or mother ship, vehicle designs and approximately ten general subcategories of interplanetary shuttlecraft designs, all dictated by the various unknown mission profiles of the ETs' agenda. As an interesting aside, none of these alien vehicles resemble those depicted in movies and television shows, such as *Star Trek*, *Deep Space 9*, *Close Encounters*, *ET*, *Star Wars*, or *Battle Star Galactica*.

This chapter will review the "Form Follows Function" arguments. While the supporting facts, both hard and circumstantial, will be derived in the main from the smaller UFOs, or shuttlecraft, so as to focus the Jury on the similarity of such vehicles to the ARV design, I will commence my presentation by first directing your attention to the starships. Mother ships that carry the smaller birds, and the time dilation problem they pose about the subject of home base to star travelers, are of serious concern at this point in the case.

For current white world aerospace technology, the distances between the various planets in our solar system are enormous. Many of the engineering concerns regarding those still very real distance barriers have to do with, (a) cost of mission, (b) time or length of mission, (c) fuel availability and the specific impulse thrust power of the best state of the art rocket designs.

To even envision being able to effect manned two-way star travel within the next five to seven years appears today, based on the maximum performance design physics of any conceivable type of rocketry, to be impossible. Any one-way trip that would ensure the

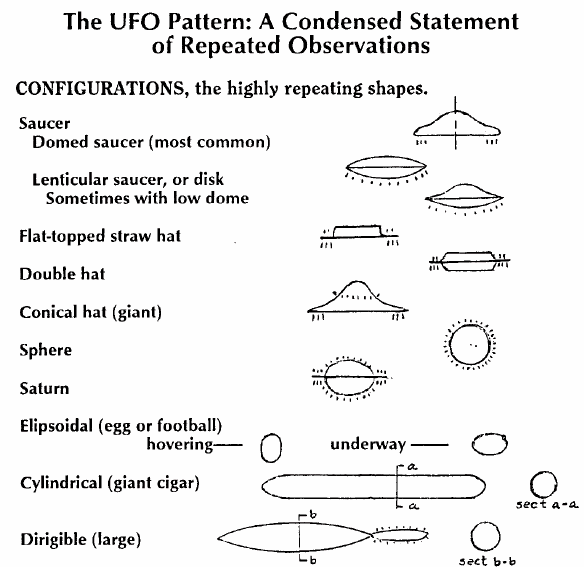


Figure i-1.
 Note: (1) Shine marks show typical nighttime air glow.
 (2) Dash-dot vertical centerline is saucer axis of symmetry.
 (3) Giant cigars have plumes also.

Figure 11 – Observed UFO Configurations

(Hill 1995, page 12.)