

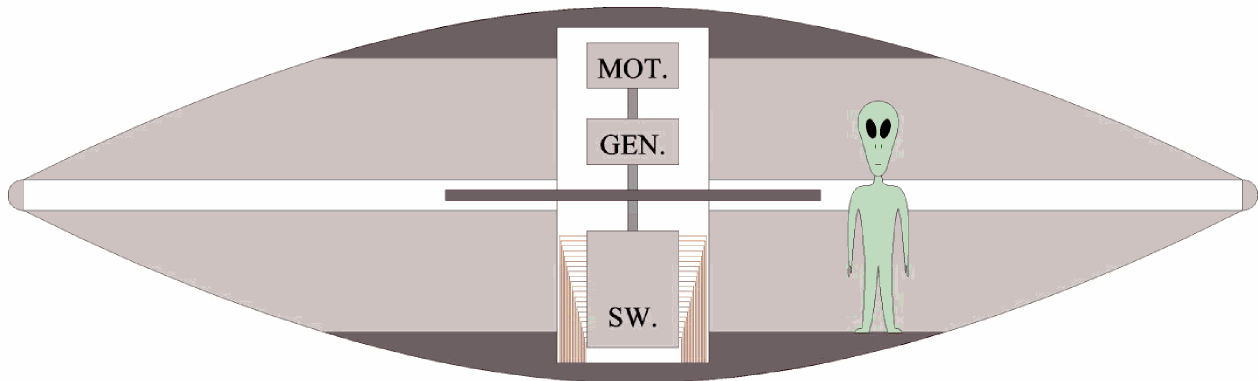
Test rig experiments will most definitely resolve these wiring or firing issues possibly using a 1990s computer-based rock concert disk programmable lighting system, but you can bet that isn't how it's done in ARV or UFO.

Since ARV, according to Leonardo, didn't contain any visible black boxes, whatever it was that did the trick was very probably concealed inside the central column. Logically, you would want something very close to foolproof, unless riding out ejection seats at an altitude of 300,000 feet is how you like to get your kicks.

Even if ARV's design engineers were working with a crashed UFO since 1947—and the evidence out now certainly indicates they were—figuring out the proper wiring schematic might not have been a piece of cake.

All four starship general designs and all ten general shuttle craft designs, including the little ovoid egg birds with their cylindrical can of flux capacitors that extends at lift off (probably to reduce the need for shielding), very likely use an ARV-like flux capacitor generator drive deck having four levels of redundancy in their designs.

Moreover, the small preliminary survey crewed scouts all very likely use a fail-safe rotary switch employing tungsten-like contacts that is shaft driven by either the motor or generator to operate the Flux Capacitor Drive.



**Figure 3 – UFO Cutaway Illustration**