

Testing the Theory
That All Alien Abductions Are MILAB

or

A Business Model for
Alien Abduction Airlines (AAA)



Introduction

The purpose of this paper is to demonstrate, using standard business style cost modeling, the ridiculousness of the assertion that **all** alien abductions are “fake” and are in fact conducted by Government entities using *Alien Reproduction Vehicles (ARV)*. And, in the process it is this author’s sincere hope that by so doing he can clear away some of the time wasting and nonsensical assertions that have tended to distract and detour us away from the truth so that we can focus on getting a better understanding of the *real* nature of the phenomena and its causes.

Those asserting abductions are fake typically refer to them as: *Military Abductions* or MILAB. This author has no way of knowing if there have been any actual MILAB, but it will be clear from this analysis the near impossibility of being true the assertion that **all of them are**. And it might be pointed out that if all of them are not MILAB, then who is doing the rest?

Often the reasons given by MILAB Asserters is that some abductee reported seeing (during their abduction) a human looking like person wearing a jump suit similar to what US Military personal sometimes wear, but with no Earth like markings. However, this is not proof that they are an Earth Human or working for an Earth based organization. The alternative theory is that they simply look like us and which, in some respects actually makes more sense. And we hope to show via this little thought experiment, that is more likely that the abductions are being conducted by non-Earthlings as opposed to some kind of MILAB operation.

Also, assuming our assumptions and estimates are reasonably accurate, then this paper *also* suggests the size and scale of the *actual* alien fleet that would be required to carry out real abductions on a similar scale and seems to support some of the incredible reports as to the size of alien motherships seen and the number of vessels reportedly seen on board.

About the Author

It should be mentioned that the author:

- Is not an abductee, but personally knows several people who are, and believes them to be telling the truth.
- Does *not* believe *all* aliens are peaceful. He believes some are, but not *all*.
- Has seen a UFO on 1 occasion.
- Has had one, brief, late-night encounter in 1989 or 90, with a *Gray* alien that was arranged at my request via an *abductee* (probably not the best term in this case) girlfriend who claimed to be willingly cooperating with the *Grays* to donate her ovum. The *Gray* consented to the interview and appeared floating outside my window on the Upper West Side of NYC late one night and *confirmed* her story. It was a short visit but *he* (the impression was that it was male) telepathically explained why I had no reason to fear and why they would not be abducting me.

Analysis

This analysis uses a form of business cost modeling typically used to estimate required manpower and materials for proposed operations and new lines of businesses.

Whilst admittedly in uncharted waters with respects to certain aspects of the subject, it *is* possible to get a reasonable estimate of requirements by basing basic assumptions on the size and cost of materials of other ongoing and existing operations in military and commercial sectors. If anything, our estimate will be low given the secret and special nature of the technology required.

For the assertion that: “***all abductions are MILAB***” to be true, some government agency would have to have a fleet of ARV dedicated to this purpose, and which would have to be:

- Developed and built.
- Manned with pilots and *abductors*.
- Serviced and maintained.
- Based and housed on the ground.

Therefore, this model will use publicly available information for Commercial Airline and US Air Force operational parameters, costs, fleet size and manpower.

Definitions

1. **MILAB** – Military Abduction. People making this claim state that abductions are not conducted by aliens, but instead by some branch of the military as part of a propaganda and disinformation program with various agendas including discrediting and ridiculing people seeing our classified technology, etc.
2. **MILAB Asserter** – Someone who asserts that aliens are not abducting humans and that all abductions are fake MILAB operations.
3. **ARV** – Alien Reproduction Vehicle. A craft, said to be built by a government agency and their partners in the Military Industrial Complex using technology back engineered from recovered downed alien craft.

The next page shows the spreadsheet model used and all the numbers with the remainder of the paper explaining each section and how the numbers were arrived at.

Analysis to Arrive at # Abductions Per Year

US Avg Pop last 20 years	307,000,000	
% of US Pop claiming abduction	2%	<- Percent of US Population that 1992 Roper Poll found to have indicatiosn of abduction.
# Abductions per person per year	55%	<- Abductees claim multiple abductions per year. More when young, less with age.
Total Abductions per year in US	3,377,000	
Abductions per Day	9,252	

Average Duration of 1 Abduction

Avg # Hrs per abduction with prep time	6	<- Assumes 3 (2-4am) Hrs for Abduction + Travel Time and Prep Time.
# Abductions 1 Ship could conduct	1.75	
Avg # Hrs for 2 abduction with prep time	8	

Aircraft Service Life

	<u>F-16</u>	<u>B-2</u>	<u>737</u>	<u>767</u>	<u>Avg</u> <u>B2, 737, 767</u>
Total Service Life (hours):	8,000	7,000	51,000	50,000	
Number of flights:			75,000	50,000	
Years of operation:	40	17	20	20	
Hours operated per year:	200	412	2,550	2,500	1,415
Flights per year of 6 hour duration:			425	417	
% population exceeding design minimums:			10%	13%	

ARV Fleet Size

	<u>F-16</u>	<u>B-2</u>	<u>737</u>	<u>767</u>	<u>Avg</u>	
Number of abductions per day:	9,252					
Number of hours per day for all abduction ops:	42,295					
Total hours of abduction operations per year:	15,437,714					
Aircraft Required:		77,189	37,492	6,054	6,175	10,907

Cost to Build ARV Fleet

	<u>B-2</u>	<u>F-35</u>
All in cost of plane: \$	2,130,000,000	668,000,000
ARV relative to plane cost factor:	1.5	1.5
Cost of ARV: \$	3,195,000,000	\$ 1,002,000,000
Cost to Build All ARV Fleet: \$	\$ 34,846,730,448,980	\$ 10,928,458,187,755

Cost to Run & Operate ARV Fleet

	<u>US Air Force</u>	<u>American Airlines</u>	<u>Alien Abduction Airlines</u>
2021 Budget: \$	\$ 173,000,000,000	\$ 42,703,000,000	\$ 435,910,590,679
Aircraft under management:	5,369	895	10,907
Active Duty Airmen or Employees:	502,471	130,000	1,302,465
People per aircraft:	94	145	119
Per Aircraft Cost: \$	\$ 32,222,015	\$ 47,712,849	\$ 39,967,432

Number of Abductions Per Day = 9,252

A foundational metric required for such an analysis is the number of abductions taking place. It is probably the single largest potential error point in this paper. However, as soon as one enters the community of people claiming abductions and/or does any amount of *conscientious* research, one soon discovers that the scale and frequency of abductions is large, ongoing and global.

In 1992 the Bigelow Corporation attempted to estimate the size of the abduction phenomena in the United States and engaged the Roper organization to conduct a Poll to surreptitiously assess the magnitude. The Poll was designed and conducted with the assistance of Budd Hopkins, Dr. David Jacobs and Dr. Ron Westrum.

Roper conducted 3 national surveys (see appendix) and concluded that **2% of the U.S. population** had at least 4 or 5 of the signs of an abduction experience. See page 15 of the Roper Report included at the end of this paper.

The US population in 1992 was 257 million. That is potentially an astounding **5,140,000 million** Americans (1 out of every 50) showing signs of abduction! It is difficult to say when it started but many abductees report being abducted several times a year with it happening more frequently in the younger years and less so as they grew older. And, as a side note many abductees who recover partial memories of what took place state they think that other family members including parents, grandparents and children are also being abducted. And, according to many experiencers and those who counsel them, these abductions have continued unabated and to present date (2021). So, the scale is potentially quite large.

The Roper survey was limited to the United States and so is this analysis because MILAB Asserters state this an activity of some branch of the US Government.

Given that abductions appear to be ongoing and are still being reported to date, **we will use 2% of the average population for the US for the last 20 years: 307,000,000 or 6,140,000 per year.**

Keep in mind, however, that this phenomenon is global with abductions reported in Europe, Australia, Canada, South America, and probably other parts of the world the author is not aware of, implying a ridiculously large scale. This fact alone should tend to eliminate the MILAB *theory*, but apparently logic does not apply where MILAB Asserters are concerned.

To estimate the number of abductions per day, one must factor in that most abductees report multiple abductions per year, but which decrease with age. Therefore, assuming the population of abductees is being abducted multiple time during a year and over the course of 1 generation (20 years), but which decreases with time, we will hypothesize that **55%** (slightly more than ½) of the total population of abductees is abducted in any given year, implying **3,377,000 abductions per year or 9,252 per day.**

The following table shows how the 9,252 number was derived:

Average US Population last 20 years:	307,000,000
Percentage US Population showing signs of abduction:	2%
Number of abductions per person per year:	.55%
Total number of abductions in the US per year:	3,377,000
Abductions per day:	9,252

However, given this is apparently a global phenomenon and not limited to the United States, 9,252 may be quite low.

Estimated Size of Required ARV Fleet = 10,907

Using **9,252** abductions per day it is possible to estimate the size of the ARV fleet needed to carry out this number of abductions on a daily and *ongoing basis*.

Because MILAB Asserters state this an operation of some US Government military entity, we will use publicly available data for US Air Force (USAF) operational and manpower costs.

Time Required for One Abduction = 6 Hours

The next required data is the time required to conduct one abduction mission. According to **sofrep.com**¹ **the average fighter jet mission takes anywhere from 6 – 10 hrs.** Assuming this has been going on for a long, long time and these guys are abductor “pros”, we will assume that on average they can get it done in only 6hrs 😊.

The following shows all the mission stages and their approximate duration (according to Sofrep.com). These tend to be *longer* for more complex missions:

Total Time Required for 1 Abduction = 6 hours:

- 1 hour pre-op prep.
- 1 hour ground prep.
- 1/2 hour travel to abduction site (using reported speeds of 8 - 12,000+ mph) and also allowing for lingering around in case of site “issues” such as unwanted civilian observers.
- 2 hours for actual abduction.
- 1/2 hour travel back to base or next abduction site.
- 1 hour post op debrief.

¹ How long is an average fighter jet mission - <https://sofrep.com/fightersweep/length-average-fighter-mission/>

Number Of Abductions 1 ARV Can Carry Out Per Mission = 1.75 over 8 Hours

Next, we need to know how many abductions can be conducted by 1 ship per night. Given that the witching hour for abductions seems to be between 2 and 4 am and we have 3 time zones in the US, that gives us a potential operational window, each night of about 5 hours:

EST	CST	MST	PST		
2 am	3	4			
	2 am	3	4		
		2 am	3	4	
			2 am	3	4
-----> 5hrs Total					

It is conceivable that 1 ARV flown by our now expert MILAB abductors (after all according to MILAB asserters they have at least 50 years of experience doing it), could possibly manage to conduct 2 abductions per night, with proper planning of course. And given that the US military pilots are the best of the best, we will grant this. But, because *stuff* happens on the night the abductors visit some abductees, like the abductees are out partying, or went out for milk, or walking the dog, or on vacation, or doing their thang with the partner, it will never (as an average) actually be 2 per night or a period of 8 hours.

Therefore, we will adjust the per night number of abductions for 1 ARV from 2 to 1.75 over a period of 8 hours.

Number of ARV Required = 10,907

If operational parameters allowed every plane to fly every night to conduct nightly abductions, the calculation is easy and 5,287 ARV are required. However, this is not likely given down time for maintenance and typical US Air Force and Commercial Airline hourly operational limits.

One of the primary factors contributing to the operational life of an air frame is the number of pressurization/de-pressurization cycles it goes through. Planes that operate at low altitude and/or which do not require pressurization have a longer life.

Now, admittedly we are in another entirely unknown territory with respect to the airframes of an ARV, but data and statistics are your friend where complex technology is concerned, and the past is almost always an indicator of the present and future. Therefore, it will be useful to look at some data for the operational life of various types of aircraft paying specific attention to how many hours per year they fly:

- Modern US fighter jet service life vary but are typically in the range of 8,000 – 12,000 hours over a period of 40 years. F-16s were designed for 8000 (but could apparently be extended to 12,000) hours². This implies they fly on average of only 200 hours per year.
- The far more complex B-2, of which there are only about 20 and with only 16 operational at any time, appear to fly more hours per year than an F-16, but perhaps on longer duration missions and therefore less times per year. Data extrapolated from an article on the Nationalguard.mil website suggest they fly an average of 412 hours per year³.
- The typical short-haul Boeing commercial aircraft is designed to be in the air 7-8 hours a day and to last 20 years⁴:
 - **737** – Boeing’s minimum operational design parameters are: 75,000 flights and 75,000 hours. Therefore, they are designed to fly 2,550 hours per year and can make an average of 319 flights of 8 hour duration per year.
 - **767** – Boeings minimum operational design parameters are: 50,000 flights; 50,000 hours. Therefore, they are designed to fly 2,500 hours per year and can make an average of 313 flights of 8 hour duration per year.

The following table shows the spectrum of operational aircraft service life from the ultra-complex military craft to typical short-haul commercial airliners:

<u>Aircraft Parameters</u>	<u>F-16</u>	<u>B-2</u>	<u>737⁴</u>	<u>767⁴</u>	<u>Avg</u>
Total service life (hours):	8,000	7,000	51,000	50,000	
Number of flights:			75,000	50,000	
Years of operation:	40	17	20	20	
Hours operated per year:	200	412	2,550	2,500	1,415
Flights per year of 8 hr duration:			319	313	
% Aircraft exceed life minimums:			10%	13%	

Which parameter should we use to guide our estimates? Given the estimated number and frequency of abductions taking place, we would appear to be in the realm of a commercial aircraft. But is it reasonable to assume that an ARV, which must arguable be *the* most technically advanced aircraft ever built, is going to have an operational life similar to that of a commercial aircraft which have been built and evolved over 70 years of mass production? We don’t think so. But we have to pick a number so we will resort to using the average of F-16, B-2, 737 and 767 manufacturer specified minimums for lifetime annual hourly operations, which is 1,415.

² <https://www.defensenews.com/air/2017/04/13/lockheed-says-it-can-double-f-16-s-service-life-but-will-have-to-compete-for-opportunity/>

³ <https://www.nationalguard.mil/News/Article/574369/first-b-2-stealth-bomber-surpasses-7000-flight-hours/>

⁴ https://www.boeing.com/commercial/aeromagazine/aero_07/corrosn_sb_table01.html

Doing the analysis this way has the added benefit that it accounts for implied down time and maintenance. And we used minimums for lifetime hourly operations because it appears for (Boeing commercial planes) that only 10% exceed their minimums.

Therefore, if the number of daily abductions is 9,252 and the typical abduction is 6 hours with it taking 8 hours for the 1.75 abductions and allowing each ARV an annual hourly operation based on the average operational life of the F-16, B-2, 737, and 767, then the number of ARV required = 10,907.

The following table illustrates this:

<u>ARV Fleet Size</u>		<u>F-16</u>	<u>B-2</u>	<u>737</u>	<u>Avg (1415)</u>
Number of abductions per day:	9,252				
# hrs. per day for all abductions:	55,512				
Total hours of abduction ops per yr.:	20,262,000				
ARV Required:		77,189	49,208	7,946	10,907

It should be pointed out that this number is skewed in favor commercial aircraft design and operational parameters by the inclusion of the two very similar commercial aircraft at the upper end of the spectrum. And given that the technology required is super top secret and literally the most advanced anywhere on Earth, this is probably not realistic, but as we are now deep in the weeds and up to our eyeballs, wtf.

At this point it is relevant to insert a few other fun facts about the suggested size of the required ARV fleet relative to the US Air Force, or American Airlines or United Airlines. Their respective fleet sizes were reported to be in 2021:

American Airlines	895⁵
United Airlines	857⁶
US Air Force	5,369⁷

Even if the Roper Poll is wrong and the population of abductees is off by a factor of 2, an ARV fleet size of 5,454 is required. And if it was off by a factor of 3 or 4, the size of the ARV fleet needed is still bigger than American and United Airlines combined!

The implications of this are staggering. Whoever the heck is doing this must have a serious motivation, not to mention some serious cahones and operational chops! And if it isn't the United States and is actually aliens, then one starts to understand why some of the Navy radar operators who claimed to have seen "hundreds" of "tic-tacs" descending into the atmosphere

⁵ <https://simpleflying.com/american-airlines-fleet-2021/>

⁶ https://en.wikipedia.org/wiki/United_Airlines_fleet

⁷ https://en.wikipedia.org/wiki/United_States_Air_Force

during the now public 2004 “Nimitz tic-tac” event off the California coast, might actually have seen what they said they did!

Pfffffft, but what do they know, right?! Our MILAB Asserters know better because they got it on “the low down”, so on with the anal-y-sis ☺

Cost to Build ARV Fleet = \$34.8 T

Next, we will estimate what it would cost to build, staff and operate an ARV fleet of this size. This is going to be relatively easy because there is no way we can allow for a per ARV cost that is much less than the cost of our latest and greatest super-top secret stealth tech, the B-2 bomber.

There is simply no way you can build something like the ARV Asserters are purporting exists and which is some kind of TRB3 like craft (or whatever) that can silently fly over locations in the US and maintain stealth and stay off radar, be silent and not seen or heard, hover over targets using anti-gravity, teleport people up from bed, blah, blah for less than the cost of a B-2. We don’t care if they built them over the last 70 years of reported alien abductions and perfected the cost to the extent that they can operate and maintain the currently required fleet of 10,907 operational craft. Not even Tony Stark can do it for less than the cost of a B-2 and quite frankly it is rather unreasonable to assume they can do it for anywhere near that cost.

So, given that this is off the book’s Avenger’s like tech that no one anywhere in the non-classified civilian world has yet seen, we are going to be super generous (because they apparently built and operated a boat-load of them) and allow for it costing *only* 1.5 times the cost of the B-2 Bomber and which had an all-in cost (including R&D) of \$2.13 Billion⁸. This works out to the tidy sum to build the required ARV Fleet of only: **\$34,847,730,448,980 Trillion!!**

As a comparison we can look at the all in development and procurement cost of F-35. This has our latest and greatest technology but is not so super-secret that it can’t be exported (unlike the F-22). The GAO estimates the all in cost for that over the lifetime of the 2500 jets we plan to buy (plus economies of scale because we can sell it to our allies) is \$668,000,000⁹. Here are the numbers for the two scenarios:

	<u>B-2</u>	<u>F-35</u>
All in cost of plane:	\$2,130,000,000	668,000,000
Cost factor of ARV relative to plane:	1.5	1.5
Cost of ARV:	\$3,195,000,000	1,002,000,000
Cost to build ARV required:	\$34,847,730,448,980	\$10,928,458,187,755

⁸ https://en.wikipedia.org/wiki/Northrop_Grumman_B-2_Spirit

⁹ <https://www.gao.gov/products/gao-21-505t>

Regardless of the cost scenario used, the expense to build an ARV fleet anything like what the Roper Poll suggest is required, is ridiculous. And how would you pay for this and manage to keep it off the books?! This is well past the \$2.3 trillion that Donald Rumsfeld admitted the Pentagon lost in 2001, 15 times more, actually.

Perhaps Cory Goode knows how we pay for it 😊 After all, he was part of the “20 and Back Program”. So maybe we raised the funds by using some of the craft to mine the asteroids or the moon for gold and diamonds, or perhaps we sold dope to the aliens?!

Regardless of how we got the funds to build it we are not done yet, because the cost of building it is only the beginning. There is still to be considered the cost of the ongoing, operational costs for manpower, maintenance, and bases to operate (not to mention hiding) such a ridiculously large fleet.

Operational Costs for Manpower, Maintenance & Bases

For the remainder of the required data, numbers, statistics and factors of scale will be our friend. We can safely assume that whoever is doing this can’t do it for better or less and with less personnel than the operators of the largest Military or Commercial aircraft fleets in the world: The US Air Force and American Airlines.

Therefore, we should be able to look at their overall operational numbers and simply divide by the number of planes to arrive at the per plane operational cost and then extrapolate for the size of our required fleet. This will have the benefit that it will include the all in cost for staffing, bases, maintenance, parts, replacement, toilette paper, soda pop, etc.

The following table shows a cost comparison and then uses the averages of the two known fleets to extrapolate to the cost for our Alien Abduction Airlines (AAA) 😊 Hey! that’s pretty catchy, I think I’ll use it... hope Triple A doesn’t get TO’d at me for trademark infringement, but I could probably make the case that we are in very different industries so USPTO should allow it:

Alien Abduction Airlines (AAA) Projected Annual Operating Costs = \$435B

	<u>US Air Force</u>	<u>American Airlines</u>	<u>AAA</u>
2021 USAF/2019 AA Operating Cost:	\$173,000,000,000	\$42,700,000,000	\$436B
Aircraft in fleet:	5,369	895	10,907
Per Aircraft Annual Operating Cost:	\$32,222,015	\$47,709,497	\$39.9M
Active Duty + Civilian / Employees:	502,471	130,000	1,302,465
People per Aircraft:	94	145	119

The following explains how the projected annual budget and manpower requirements was derived:

1. First, we get the USAF budget for 2021¹⁰ - \$173B. This is the total budget minus what is called the *Pass-through* money. Pass-through money is money that is given to the USAF, but which is immediately handed off to some other un-named and unrelated agency(s) as a means of hiding their *black* budget(s). For our purposes it's irrelevant and has nothing to do with USAF operational costs and therefore is not included.
2. Next, we need to know how many people the USAF employs – 502,471. This is the 2017 figure for Active Duty Airmen (329,614) plus Civilian Employees (172,857)¹¹. This is reasonably representative of all the staff required for the USAF to conduct ongoing daily operations, it does not include the *Reserve* forces.
3. Knowing the above data, along with the number of aircraft currently in the USAF fleet, we can derive a few key metrics for USAF operations:
 - a. People Required per Aircraft – 94: This is obtained by simply dividing the known number of aircraft by the staff required to support them. This provides a metric for how many people of any kind are required, per plane, for the USAF to do all that they do, and which is essentially conducting air operations.
 - b. Per Aircraft Annual Operational Cost - \$32.2M. This is obtained by simply dividing the total USAF annual budget by the number of planes they operate. This is a handy *all-in* metric for what it cost to operate each plane in the USAF fleet.
4. Next, the same metrics are obtained for American Airlines (AA). Pre-pandemic 2019 numbers are used because the pandemic has significantly skewed subsequent operations. Wikipedia states AA had 130,000 employees in 2019¹². Their 2019 operating costs (\$42.7B) were obtained from their 2019 quarterly reports¹³.
5. Next, using these metrics we can extrapolate what it would cost to run our Alien Abductions Airlines (AAA) enterprise, and how many people are required:
 - a. Per ARV Annual Operating Cost - \$39.9M: This is derived by averaging the annual average operating cost for one plane for USAF and AA. I found it interesting that AA has a higher operating cost, per plane than the USAF. This is likely due to

¹⁰ <https://www.nationaldefensemagazine.org/articles/2021/9/13/can-the-air-force-ditch-the-pass-through-budget>

¹¹ https://en.wikipedia.org/wiki/United_States_Air_Force

¹² https://en.wikipedia.org/wiki/American_Airlines

¹³ <https://news.aa.com/search-results/default.aspx?SearchTerm=2019+operating+costs>

better salaries in the private sector. Don't let anyone tell you it is more efficient to "privatize" military operations, it isn't. Now I guess one could question if it is reasonable to use an average of the two (USAF & AA), but I think so. The hypothetical MILAB operation is a black project with all the inherent costs of secrecy and stealth, but still a government operation so the cost is probably less than the private sector would require but more than an out in the open USAF operations. But who knows?! Some reports are that black operations have an operating cost 10x of regular operations. Anyway, who cares! We are already so far into the weeds that it really doesn't matter.

- b. AAA Annual Operating Costs - \$436B: This is derived by simply multiplying the estimated annual operating cost for 1 ARV by the number of ARV projected to be required. The advantage of doing it this way is that the costs necessary to run all the bases; service and maintain all the ARVs; and buy all the toilet paper and soda the staff needs to conduct operations are covered. Remember, large scale statistics and numbers are your friend in such cases. If anything, these estimates are wildly low. My experience from business over the years is that such estimates are always, always, always low.
- c. AAA Personnel – 1,302,465 people: Derived by taking the data for AA and USAF personnel and dividing each by the number of aircraft they have in their respective fleets to get the number of people (all in) each needs to support one plane. Here again, we find that the private sector is less efficient. Not sure exactly why this is but our number has to be someplace in the middle, so the average of USAF and AA personnel was used and multiplied by the required number of ARV to get a total number of personnel required to support the ARV fleet.

Conclusions

Hopefully this analytical thought experiment will put to rest, once and for all, the assertion that all alien abductions are MILAB. It clearly shows the near impossibility for this to be the case assuming the Roper Poll is anywhere in the ballpark. Even if the Roper Poll was somehow biased and inflated the size of the abductee population by a factor of 3 or 4 times, the required ARV fleet is still larger than the Air Forces of many other countries and 2 or 3 times larger than American Airlines and United Airlines combined!

- 1) What is the motivation for the US (or any earth based entity) to conduct an operation on this scale? The reason we have the USAF, and all our other military agencies, is because we perceive a mortal threat and are willing to pay and do whatever is required to protect ourselves.

- a. What is the mortal threat justifying something on this scale? This author thinks it makes absolutely no sense that we would conduct operations on this scale merely for propaganda or disinformation objectives. Keep in mind that abductions reports have been ongoing for nearly 70 years!
 - b. And, if we suspend logic for a period and consider that some government agency *is* doing it, where and how would they hide a fleet twice the size of the USAF and which employs over 1.3 million people? Where are all the bases required for an agency this large? And how could any government justify building and flying what would arguably be the most advanced tech all over the United States, thousands of times every night simply to conduct fake propaganda operations? You can't.
- 2) Conversely, if the US isn't doing it then who is? And why? Even if we allowed for some small percentage of abductions to be "MILAB", who is doing the rest?
- a. This author believes what the vast majority of abductees are saying is happening to them and on the scale suggested by the Roper Poll. These reports have been ongoing and persistent for decades, not to mention global. The scale of this phenomena is huge, probably much larger than the Roper Poll suggests when taken on a global scale. And, in light of the suggested scale one has to take seriously the reports of radar operators who during the 2004 "Nimitz event" reported detecting "hundreds" of tic-tac like craft dropping into the atmosphere. If these are the same entities conducting abductions, then the scale of that fleet is exactly in line with what this analysis shows is required. And remember, it isn't just happening here, it is a worldwide phenomenon.
 - b. Whoever is doing it must have a serious motivation. They are not just here to "save us" or to be our friendly "space brothers". They must perceive some kind of mortal threat to their own existence to be undertaking operations of this scale. And in light of the above analysis, this author is inclined to believe that part of the motivations may be exactly what numerous abductees say they were told by their abductors (the *Gray Aliens*). And which is that they (the *Grays*) are in mortal peril of dying out and need a genetic reboot. Hence, they are essentially farming us for our sperm and ovum.

And this concludes my little thought experiment. Merry Christmas! I hope this serves the abductee community by helping to clear away some of the nonsensical arguments that have been "put out there". We will not get to the truth if we are busy chasing our own tails or running into the cul-de-sacs of nonsensical assertions.

Now if after reading all this you *still* think MILAB are explanation for all alien abductions, then please click this link, because Mo and Curly have something they'd like to say to you:

<https://www.youtube.com/watch?v=u4ZgVRJ-H8U>