

Twisted Triangle

The Mystery of the Bermuda Triangle – An Hydro-Electromagnetic Theory

by Tadeusz Wajda

The Mystery of the Bermuda Triangle phenomenon has been reported for several centuries and been of heightened curiosity for many people in the last several decades. In my opinion, we can solve the mystery without looking for help from the Martians or in the black holes of the Universe. What follows is a full explanation of the mystery of the Bermuda Triangle based on classical physical laws.

At one time I watched a documentary on the Discovery channel by Mr. McIrvin. The documentary was about the possibility of gasses coming from under the ocean's floor. I found it very interesting – my eyes were glued to the TV screen. The theory he described was demonstrated with a miniature boat and a large glass tank filled with water. What was it that came out of this show? The experiment proved that a certain mixture of air with water will cause a ship to sink. However, it still did not explain many other documented facts which have taken place in or around the vicinity of the Devil's Triangle.

For those readers less familiar with the subject, the Bermuda Triangle is located in the Atlantic Ocean which covers an area between the coast of Florida, Puerto Rico, and the small island of Bermuda. The approximate area is about 500,000 square kilometers. It is considered to be the shipping industry's most dangerous region of the ocean anywhere in the world. In this area, there have been many reports of ships, yachts, fishing boats, and airplanes disappearing, just vanishing without any explanation.

In addition, there have been some very strange phenomena described by the eyewitnesses who survived the ordeal. I remember the words of one survivor, 'I saw before me a white wall, the horizon wasn't visible, but the sky was clear and a very light wind was blowing...'

Within the scope of this article, it is not feasible to address each and every incident, therefore I will limit myself to just a few selected and documented stories. One is based on the aforementioned documentary shown on the Discovery channel, the other two from literature about this subject available on the Internet.

In the afternoon hours of June 7th, 1997, the British frigate *London* encountered a drifting yacht with two masts. Attempts to contact the vessel by radio, or acoustic communication failed. Several sailors from the *London* lowered a small motor boat and went to inspect the yacht. It was black, without any name or numbers identifying the ship. There weren't any people on the ship – not a single soul. A videotape of the ship and its interior gave the impression that every member of the crew had suddenly jumped overboard. In the yacht's kitchen, an eggshell with a small amount of dried whites sat on the table alongside a large, dead roach. In the engine room, tools were thrown all around - wrenches, pliers, an oilier. It looked as if someone tried to fix the engine in a rush.

On December 5th, 1945 a squadron of five torpedo bombers (Flight 19) took off from a base in Fort Lauderdale Florida, on a routine patrol of the area. They flew approximately 120 miles East and then proceeded North, so that after flying another 50 miles, they'd turn back to return to their base. On the way back, something strange happened, they lost radio communication. The last words from the commanding officer of the patrol were: "It is 6:25 PM. We don't know exactly where we are right now." Another pilot agreed, adding, "It looks like we are entering white water . . . We're completely lost." Yet a third pilot said, "Everything looks bad and the ocean looks very strange". Earlier, the pilots had been reporting that

their compasses had gone haywire. "We can't find West. Everything is wrong. We can't be sure of any direction." For a few moments, the pilot rambled incoherently before all communication from Flight 19 ceased. The radio tower operator in Florida did not hear any more messages. Instead, his earphones intermittently picked up some rhythmic music from a Cuban radio station. Almost as soon as radio contact ceased, a Mariner flying boat took off to perform a search mission. On its way to find the missing squadron it reported serious navigational issues and shortly after, all indications of its existence vanished. The next day, a massive, week long search consisting of approximately 200 units started combing the area. The search did not produce any trace of the lost planes, not even any signs of oil on the rough surface of the ocean.

On October 11, 1492, the eve of his famous discovery, Christopher Columbus was convinced that he had reached the shores of India. He wrote in the *Santa Maria's* daily log of what in his opinion was an insignificant event. He recorded that he and his crew witnessed lights above the water that stayed illuminated for over an hour, after which they abruptly vanished. He also made a note that the compass at the time behaved erratically. The next day, they reached the Island of San Salvador in the archipelago of the Bahamas. Columbus was convinced that the event of the night before was some kind of meteorite or that the 'Indians' had started a fire on the coast, or maybe it was their imagination. This whole encounter did not bother him much, though he still took precise notes as with everything else in his daily journal.

I personally consider this the first recorded instance of the Bermuda Triangle phenomena, overlooked not only by past generations, but also by the people of modern society. It being the Middle Ages, Columbus had no reason to make up such an event and for this reason I consider his account to be the most authentic, especially in comparison to many other stories which might be classified as highly doubtful.

There are many theories, hypotheses, and attempts at clarification of the mystery of the Devil's Triangle. Besides those mentioned in the

beginning, many other hypotheses are routinely offered-up: anti-gravitational fields; a fourth dimension; a second magnetic North pole; water swirls; the gates to Hell; the Martian theory; tornados; a bend in space/time; water currents; a hole in the ocean; and others, less or more plausible. Among them is a theory of the eruption of gas from the bottom of the sea of which I heard for the first time in 1990. So what? None of these hypotheses fully explains all the documented and noted phenomena attributed to the disappearance of large floating vessels and airplanes. If a theory explains the sinking of ships, it nevertheless fails to explain why the compasses go out of whack or why disruptions in RADAR and radio communications occur. If one of them manages to explain the reasons for the interruption of RADAR signals, then it falls short in explaining why the whole crew jumped overboard. If a theory explains the reasons the crew vanished (perhaps because the visitors from Mars kidnapped them?), then why did the roach on that yacht die??

Let's start with the geography at the bottom of the Atlantic Ocean in the Bermuda Triangle region. The depth there is about 4 - 6 kilometers (not counting the narrow continental shelf). North of Cuba, there exists a very deep tectonic trench, the deepest depression of the Atlantic Ocean, measuring 27,500 feet deep, which is more than 9 kilometers. Under the ocean's floor are enormous deposits of methane hydrates and gas which, due to even a small tectonic movement, can be unexpectedly released in any amount.

With a combustive gas under the pressure of several hundred atmospheres (kgf/cm^2), there is no need to explain what a colossal power sleeps in that type of compression. It can be neither ignored nor denied that this gas from time to time loosens up. The colossal roaring and awesome expansion as this gas takes off towards the surface of the Atlantic Ocean can only be imagined. I don't wish for anyone to be in the described area at that time.

From simple physical calculations, we know that due to its expansion, this gas forces the water up and sideways in such a way that on the surface of

the ocean, it creates a very large circle of about 2 to 4 kilometers in diameter. Looking at it sideways, we would see a huge funnel, or upside down bell surrounded with water, its interior filled with billions of spiraling gas bubbles. Those bubbles not only force the water sideways, but also force the water up.

The second important attribute of this gas is that it has a very low temperature. The gas, during rapid expansion, cools down. Should an example be necessary, I suggest that you touch the tank of propane after an outdoor barbeque party.

What does all of the above have to do with the Devil's Triangle? Well, immediately after that icy gas gets to the surface of the water, the humidity contained in the air condenses and creates a huge cold cloud on the water. This is that 'white wall' described so many times by people who got lucky and survived, or the pilots who radioed that they were flying into it. And what happened to the pilots after they flew into that white wall? In all honesty, I have never tried putting methane or propane gas into an engine intake, but I would not be wrong in saying that if I were to do so, the engine would most likely disintegrate. If you recall those tools found on the drifting yacht, they support my theory that there was indeed a problem with the engine. I am sorry for those young torpedo bomber pilots whose engines died, as if on demand. Perhaps one of them was fortunate enough to say their prayers prior to going into the ocean, but most likely not as they probably choked while still in the air.

The fact that objects voyaging in the area of eruption disappear is easy to clarify and explain. On the basis of Archimedes law, I assert that in a mix of gas and water, if the ratio of gas to water is 50%, then the object (in this case a ship) will sink. But, let's say the mixture is 80% gas, then in this foaming mess, even a cork or a life vest will sink.

Knowing that the reason for the white wall and the horizon being invisible is this gaseous Devil's mixture, we can then assume that what Columbus saw for an hour that night was the illumination from the flaming gas. We

can also assume that everything that was lost in the Bermuda Triangle will never be found because all those ships, yachts, airplanes, etc., are resting quietly on the bottom of the ocean floor, under a thick layer of rocks and sand, mud and fish skeletons, several kilometers deep – all of this we can accept as real and true.

How do we explain that the compasses in each aircraft and vessel failed to work, spinning around unusually, or that the radio operator in Miami, instead of hearing pilots voices, heard rhythmic music from a radio station in Havana? That from time to time, ships and planes have disappeared from RADAR, only to reappear again tens of minutes later? To explain this, we have to go back to the gas erupting from the bottom of the ocean.

Based on classical laws of physics, I assert that the gas, on its way to the surface, starts twisting the water, creating a turbulent rotary motion. Furthermore, I know in which direction its rotation will be created. In order to figure this out, observe the water when it is released from a tub after taking a bath. One must appreciate that the twisting mass of salty ocean water surrounding the funnel and its contents is rotating in the Earth's magnetic field. It is also important to pay attention to the fact that the lines of the Earth's magnetic field do not have horizontal direction, but they are diagonally directed down towards the horizontal position, in an angle which is called magnetic inclination. The angles of magnetic inclination in the region of the Bermuda Triangle are about 50 degrees. The total intensity of the magnetic field in the area is relatively high, about 0.46 Gauss. The compass shows only the horizontal component of these lines.

Somebody might say – So what?? The answer is that: if a conductor loop (salty ocean water) moves in a magnetic field, then it will create electricity in that conductor. During this process, segregation of ions takes

place. The negative ions and free electrons will start rotating to the right, the heavier particles of water and diluted salt to the left, the result of which will be the creation of a strong DC electric current! This current will flow within the loop in a counterclockwise direction.

Now, look at the law of electromagnetic induction, Lenz's law, which states that *“the electrical current in a conductor moving in a magnetic field causes a creation of magnetic field set in an opposite direction to the magnetic field that induced it”*

This explains everything. The movement of water causes the generation of electricity, the creation of which causes the development of a magnetic field in the opposite direction of the Earth's magnetic field. Therefore, it causes a local reduction in the value of that magnetic field, which disturbs the Earth's uniform magnetic field. Of course, this phenomenon is not perpetual motion. The driving force of this process is expanded gas. Based on this theory, we can explain the deviation of the compass arrow. It depends mainly on which location the compass is pointed in relation to the disturbed area of water. If the compass is located on the East side of the eruption, then the arrow will mainly go to the right (clockwise). If the ship is on the western side, then the arrow will mainly go to the left (counterclockwise). However, if the ship is on the southern side, there will be no predictable behavior. The compass will only work correctly if located exactly on the northern side of the eruption.

The reason for radio communication failure is also simple to explain. As I mentioned before, the segregation of ions in the turbulently rotating gas/water mixture results in the particles of methane gas, air and freezing vapor taking on a very large electrical charge.

Masses of ionized, freezing air, are a pretty good conductor of electricity. And what is most important is that these masses have

attributes of absorbing ultra-short radio waves and reflecting off short waves. This is similar to the way the ionosphere layer that surrounds the earth acts. It is thanks to it (the ionosphere) that we are able to pick up radio programs on short waves which originate from the other side of the globe. The white cloud must be ionized and lightning also may take place.

The radio communication between the squadron of bombers and the tower controller in Fort Lauderdale was 3.5 MHz, a frequency a little bit longer than short radio waves, but shorter than mid-length waves (AM). These radio waves reflect off of the ionosphere and ionized clouds. The radio operator had his antenna positioned to the North-East and Cuba is located South of Florida. The waves were reflecting off of the white cloud and that is why the operator heard a Cuban radio station instead of the pilots calling for help.

With regards to the last problem, it is no secret that the typical RADAR station operates on Giga Hertz frequencies, decimeter wavelengths, which are similar to those used by microwave ovens. Waves of these frequencies are absorbed by water droplets and particles of ice and then converted to heat. This explains the frequently reported phenomena of disappearing sea and air vessels from the RADAR screen, which suddenly reappear. The RADAR gun's power is very great (several megawatts in impulse), and nevertheless all its waves are absorbed by the white cloud - the source receives nothing back. Anything that is in or behind the white cloud will not get through.

I am convinced that my application of this electromagnetic theory, and more specifically the hydro-electromagnetic theory with regards to the phenomena, is accurate. Like every other hypothesis, it needs to be tested and proven. I would like to see this theory tested in my lifetime. Oh, and one more thing - that dead roach on the yacht and the disappearance of its crew: in my opinion, the readers of this article can

imagine the terrible tortures and hallucinations that one would experience when there's no air to breathe, only suffocating methane gas.

It would be great if at least one of the meteorological satellites orbiting the Earth could routinely monitor the Triangle. In the event of an eruption of gasses from the bottom of the ocean, ships and planes traveling in the area could be warned of the looming danger. Once someone is caught in the path of this cold cloud, it would be too late for any rescue attempts.

The most important thing that I hope will be taken from this article is the potential application this theory has with regards to other subjects which it has yet to be considered for.

New York, Jan. 2000