

S2E6

Saturday, June 5, 2021 5:51 PM

- What is the Bermuda Triangle?
- Notable Incidents
 - Flight 19
- Theories?
 - Natural
 - Paranormal

Bermuda Triangle

Saturday, June 5, 2021 6:13 PM

The **Bermuda Triangle**, also known as the **Devil's Triangle**, is a loosely defined region in the western part of the North [Atlantic Ocean](#) where a number of [aircraft](#) and [ships](#) are said to have disappeared under mysterious circumstances. Most reputable sources dismiss the idea that there is any mystery.^{[1][2][3]} The vicinity of the Bermuda Triangle is amongst the most heavily traveled shipping lanes in the world, with ships frequently crossing through it for ports in the Americas, [Europe](#) and the Caribbean islands. Cruise ships and pleasure craft regularly sail through the region, and commercial and private aircraft routinely fly over it. [Popular culture](#) has attributed various disappearances to the [paranormal](#) or activity by [extraterrestrial beings](#). Documented evidence indicates that a significant percentage of the incidents were spurious, inaccurately reported, or embellished by later authors.

Origins

The earliest suggestion of unusual disappearances in the Bermuda area appeared in a September 17, 1950, article published in [The Miami Herald \(Associated Press\)](#) by Edward Van Winkle Jones.^[4] Two years later, [Fate](#) magazine published "Sea Mystery at Our Back Door",^{[5][6]} a short article by George Sand covering the loss of several planes and ships, including the loss of [Flight 19](#), a group of five [US Navy Grumman TBM Avenger torpedo bombers](#) on a training mission. Sand's article was the first to lay out the now-familiar triangular area where the losses took place, as well as the first to suggest a supernatural element to the Flight 19 incident. Flight 19 alone would be covered again in the April 1962 issue of *American Legion* magazine.^[7] In it, author [Allan W. Eckert](#) wrote that the flight leader had been heard saying, "We are entering white water, nothing seems right. We don't know where we are, the water is green, no white." He also wrote that officials at the Navy board of inquiry stated that the planes "flew off to Mars."^[8] In February 1964, [Vincent Gaddis](#) wrote an article called "The Deadly Bermuda Triangle" in the pulp magazine *Argosy* saying Flight 19 and other disappearances were part of a pattern of strange events in the region.^[9] The next year, Gaddis expanded this article into a book, *Invisible Horizons*.^[10] Other writers elaborated on Gaddis' ideas: John Wallace Spencer (*Limbo of the Lost*, 1969, repr. 1973);^[11] [Charles Berlitz](#) (*The Bermuda Triangle*, 1974);^[12] [Richard Winer](#) (*The Devil's Triangle*, 1974);^[13] and many others, all keeping to some of the same supernatural elements outlined by Eckert.^[14]

Triangle area

The Gaddis *Argosy* article delineated the boundaries of the triangle,^[9] giving its [vertices](#) as [Miami](#); [San Juan, Puerto Rico](#); and [Bermuda](#). Subsequent writers did not necessarily follow this definition.^[15] Some writers gave different boundaries and vertices to the triangle, with the total area varying from 1,300,000 to 3,900,000 km² (500,000 to 1,510,000 sq mi).^[16] "Indeed, some writers even stretch it as far as the Irish coast."^[16] Consequently, the determination of which accidents occurred inside the triangle depends on which writer reported them.^[16]

From <https://en.wikipedia.org/wiki/Bermuda_Triangle>

Bermuda Triangle

The Bermuda Triangle is a mythical section of the Atlantic Ocean roughly bounded by Miami, Bermuda and Puerto Rico where dozens of ships and airplanes have disappeared. Unexplained circumstances surround some of these accidents, including one in which the pilots of a squadron of U.S. Navy bombers became disoriented while flying over the area; the planes were never found. Other boats and planes have seemingly vanished from the area in good weather without even radioing distress messages. But although myriad fanciful theories have been proposed regarding the Bermuda Triangle, none of them prove that mysterious disappearances occur more frequently there than in other well-traveled sections of the ocean. In fact, people navigate the area every day without incident.

Legend of the Bermuda Triangle

The area referred to as the Bermuda Triangle, or Devil's Triangle, covers about 500,000 square miles of ocean off the southeastern tip of [Florida](#). When [Christopher Columbus](#) sailed through the area on his first voyage to the New World, he reported that a great flame of fire (probably a meteor) crashed into the sea one night and that a strange light appeared in the distance a few weeks later. He also wrote about erratic compass readings, perhaps because at that time a sliver of the Bermuda Triangle was one of the few places on Earth where true north and magnetic north lined up.

Did you know? After gaining widespread fame as the first person to sail solo around the globe, Joshua Slocum disappeared on a 1909 voyage from Martha's Vineyard to South America. Though it's unclear exactly what happened, many sources later attributed his death to the Bermuda Triangle. William Shakespeare's play "The Tempest," which some scholars claim was based on a real-life Bermuda shipwreck, may have enhanced the area's aura of mystery. Nonetheless, reports of unexplained disappearances did not really capture the public's attention until the 20th century. An especially infamous tragedy occurred in March 1918 when the USS Cyclops, a 542-foot-long Navy cargo ship with over 300 men and 10,000 tons of manganese ore onboard, sank somewhere between Barbados and the Chesapeake Bay. The Cyclops never sent out an SOS distress call despite being equipped to do so, and an extensive search found no wreckage. "Only God and the sea know what happened to the great ship," U.S. President [Woodrow Wilson](#) later said. In 1941 two of the Cyclops' sister ships similarly vanished without a trace along nearly the same route.

A pattern allegedly began forming in which vessels traversing the Bermuda Triangle would either disappear or be found abandoned. Then, in December 1945, five Navy bombers carrying 14 men took off from a Fort Lauderdale, Florida, airfield in order to conduct practice bombing runs over some nearby shoals. But with his compasses apparently malfunctioning, the leader of the mission, known as Flight 19, got severely lost. All five planes flew aimlessly until they ran low on fuel and were forced to ditch at sea. That same day, a rescue plane and its 13-man crew also disappeared. After a massive weeks-long search failed to turn up any evidence, the official Navy report declared that it was "as if they had flown to Mars."

Bermuda Triangle Theories and Counter-Theories

By the time author Vincent Gaddis coined the phrase "Bermuda Triangle" in a 1964 magazine article, additional mysterious accidents had occurred in the area, including three passenger planes that went down despite having just sent "all's well" messages. Charles Berlitz, whose grandfather founded the Berlitz language schools, stoked the legend even further in 1974 with a sensational bestseller about the legend. Since then, scores of fellow paranormal writers have blamed the triangle's supposed lethality

What is the Bermuda Triangle?

The Bermuda Triangle is a region in the western part of the **North Atlantic Ocean** in which ships, planes, and people are alleged to have mysteriously vanished.



This map shows the general location of the infamous Bermuda Triangle.

For decades, the Atlantic Ocean's fabled Bermuda Triangle has captured the human imagination with unexplained disappearances of ships, planes, and people.

Some speculate that unknown and mysterious forces account for the unexplained disappearances, such as extraterrestrials capturing humans for study; the influence of the lost continent of [Atlantis](#); vortices that suck objects into other dimensions; and other whimsical ideas. Some explanations are more grounded in science, if not in evidence. These include oceanic flatulence (methane gas erupting from ocean sediments) and disruptions in geomagnetic lines of flux.

Environmental considerations could explain many, if not most, of the disappearances. The majority of Atlantic tropical storms and hurricanes pass through the Bermuda Triangle, and in the days prior to improved weather forecasting, these dangerous storms claimed many ships. Also, the [Gulf Stream](#) can cause rapid, sometimes violent, changes in weather. Additionally, the large number of islands in the Caribbean Sea creates many areas of shallow water that can be treacherous to ship navigation. And there is some evidence to suggest that the Bermuda Triangle is a place where a "magnetic" compass sometimes points towards "true" north, as opposed to "magnetic" north.

The U.S. Navy and U.S. Coast Guard contend that there are no supernatural explanations for disasters at sea. Their experience suggests that the combined forces of nature and human fallibility outdo even the most incredulous science fiction. They add that no official maps exist that delineate the boundaries of the Bermuda Triangle. The U. S. Board of Geographic Names does not recognize the Bermuda Triangle as an official name and does not maintain an official file on the area.

The ocean has always been a mysterious place to humans, and when foul weather or poor navigation is involved, it can be a very deadly place. This is true all over the world. There is no evidence that mysterious disappearances occur with any greater frequency in the Bermuda Triangle than in any other large, well-traveled area of the ocean.

From <<https://oceanservice.noaa.gov/facts/bermudatri.html>>

The Truth About the Bermuda Triangle

The Bermuda Triangle is a large area of ocean between Florida, Puerto Rico, and Bermuda. Over the last few centuries, it's thought that dozens of ships and planes have disappeared under mysterious circumstances in the area, earning it the nickname "The Devil's Triangle."

People have even gone so far as to speculate that it's an area of extra-terrestrial activity or that there is some bizarre natural scientific cause for the region to be hazardous; but most likely, it's simply an area in which people have experienced a lot of bad luck—the idea of it being a "vortex of doom" is no more real than Bigfoot or the Loch Ness Monster (see [The Origin of the Bigfoot Legend](#) and [The Origin of the Loch Ness Monster](#)).

The Bermuda Triangle's bad reputation started with Christopher Columbus. According to his log, on October 8, 1492, Columbus looked down at his compass and noticed that it was giving weird readings. He didn't alert his crew at first, because having a compass that didn't point to magnetic north may have sent the already on edge crew into a panic. This was probably a good decision considering three days later when Columbus simply spotted a strange light, the crew threatened to return to Spain.

This and other reported compass issues in the region gave rise to the myth that compasses will all be off in the Triangle, which isn't correct, or at least is an exaggeration of what is actually happening as you'll see. Despite this, in

By the time author Vincent Gaddis coined the phrase "Bermuda Triangle" in a 1964 magazine article, additional mysterious accidents had occurred in the area, including three passenger planes that went down despite having just sent "all's well" messages. Charles Berlitz, whose grandfather founded the Berlitz language schools, stoked the legend even further in 1974 with a sensational bestseller about the legend. Since then, scores of fellow paranormal writers have blamed the triangle's supposed lethality on everything from aliens, [Atlantis](#) and sea monsters to time warps and reverse gravity fields, whereas more scientifically minded theorists have pointed to magnetic anomalies, waterspouts or huge eruptions of methane gas from the ocean floor.

In all probability, however, there is no single theory that solves the mystery. As one skeptic put it, trying to find a common cause for every Bermuda Triangle disappearance is no more logical than trying to find a common cause for every automobile accident in [Arizona](#). Moreover, although storms, reefs and the Gulf Stream can cause navigational challenges there, maritime insurance leader Lloyd's of London does not recognize the Bermuda Triangle as an especially hazardous place. Neither does the U.S. Coast Guard, which says: "In a review of many aircraft and vessel losses in the area over the years, there has been nothing discovered that would indicate that casualties were the result of anything other than physical causes. No extraordinary factors have ever been identified."

From <https://www.history.com/topics/folklore/bermuda-triangle>

Bermuda Triangle - Fascinating Facts And Mysteries



Sometimes called the Devil's Triangle or Hurricane Alley, this is a region found in the western parts of the North Atlantic Ocean.

- **The area of the Bermuda Triangle is heavily traveled by a large number of boats and planes, so many believe that it makes sense that a lot of accidents happen there just by chance, as opposed to less-traveled areas.**
- **The Bermuda Triangle has been appearing in various forms of media in pop culture for years, with most of these appearances attributing elements of paranormal activity or fantasy to the things that occur in that region.**
- **There were several notable disappearances in the Bermuda Triangle region, including the Ellen Austin, the USS Cyclops, Flight 19, Connemara IV, and many more.**

Humans often have a habit of believing they have more knowledge than they do. However, we know very little about our planet, and if we take a step back and look at the universe surrounding us, we know even less. When we talk about our planet, the fact that we know little about it is even more true if we focus on the [oceans](#). A large part of our oceans are still unexplored, and who knows what kinds of mysteries and secrets they hide.

Still, one of the most well-known mysteries found in our oceans is the [Bermuda Triangle](#). Sometimes called the Devil's Triangle or Hurricane Alley, this is a region found in the western parts of the North Atlantic Ocean. The region is loosely defined, and it is known as the place where several ships and planes disappeared under inexplicable circumstances.

Most sources, however, refuse to believe that it is a mystery, but we still do not have a completely valid realistic explanation as to why these boats and aircrafts have disappeared. No matter the cause, this region has been the subject of many debates, and its mysteries enchant us to this day, so let's find out more about it!

The Origin Of The Mystery

The name "[Bermuda Triangle](#)" was given to this region by writer Vincent Gaddis in 1964. He came up with the phrase while writing for the men's pulp magazine called Argosy. Still, he was not the one that made this region famous and gave it international notoriety. Charles Berlitz was the one that did that, a man whose family was behind extremely popular language learning courses.

He was obsessed with the paranormal and believed that Atlantis was real and was connected to the Bermuda Triangle. He talked about this theory in his book, fittingly titled "The Bermuda Triangle," and it became a bestseller. After that huge burst of popularity, many other media outlets started to talk about it, and the mystery became common knowledge.

Surreal Explanations

Many people tried to explain the mystery throughout the years. Other writers tried to expand upon the idea that the region was connected to [Atlantis](#). They believed that this mythical city could be found at the bottom of the ocean, and it used its legendary crystal energies to sink boats and airplanes. Other theories were even more interesting.



light, the crew threatened to return to Spain.

This and other reported compass issues in the region gave rise to the myth that compasses will all be off in the Triangle, which isn't correct, or at least is an exaggeration of what is actually happening as you'll see. Despite this, in 1970 the U.S. Coast Guard, attempting to explain the reasons for disappearances in the Triangle, stated:

First, the "Devil's Triangle" is one of the two places on earth that a magnetic compass does point towards true north. Normally it points toward magnetic north. The difference between the two is known as compass variation. The amount of variation changes by as much as 20 degrees as one circumnavigates the earth. If this compass variation or error is not compensated for, a navigator could find himself far off course and in deep trouble. Of course, despite this now being repeated as an explanation for disappearances in the Triangle on numerous documentaries and articles since then, it turns out [magnetic variation is something ship captains \(and other explorers\) have known about and had to deal with](#) pretty much as long as there have been ships and compasses. Dealing with magnetic declination is really just "Navigation by Compass" 101 and nothing to be concerned about, nor anything that would seriously throw off any experienced navigator.

In 2005, the Coast Guard revisited the issue after a TV producer in London inquired about it for a program he was working on. In this case, they correctly changed their tune about the magnetic field bit stating,

Many explanations have cited unusual magnetic properties within the boundaries of the Triangle. Although the world's magnetic fields are in constant flux, the "Bermuda Triangle" has remained relatively undisturbed. It is true that some exceptional magnetic values have been reported within the Triangle, but none to make the Triangle more unusual than any other place on Earth.

The modern Bermuda Triangle legend didn't get started until 1950 when an article written by Edward Van Winkle Jones was published by the Associated Press. Jones reported several incidences of disappearing ships and planes in the Bermuda Triangle, including five US Navy torpedo bombers that vanished on December 5, 1945, and the commercial airliners "Star Tiger" and "Star Ariel" which disappeared on January 30, 1948 and January 17, 1949 respectively. All told, about 135 individuals were unaccounted for, and they all went missing around the Bermuda Triangle. As Jones said, "they were swallowed without a trace."

It was a 1955 book, *The Case for the UFO*, by M. K. Jessup that started pointing fingers at alien life forms. After all, no bodies or wreckage had yet been discovered. By 1964, Vincent H. Gaddis—who coined the term "Bermuda Triangle"—wrote an article saying over 1000 lives had been claimed by the area. He also agreed that it was a "pattern of strange events." The Bermuda Triangle obsession hit its peak in the early 1970s with the publication of several paperback books about the topic, including the bestseller by Charles Berlitz, *The Bermuda Triangle*.

However, critic Larry Kusche, who published [The Bermuda Triangle Mystery: Solved](#) in 1975, argued that other authors had exaggerated their numbers and hadn't done any proper research. They presented some disappearance cases as "mysteries" when they weren't mysteries at all, and some reported cases hadn't even happened within the Bermuda Triangle. After extensively researching the issue, Kusche concluded that the number of disappearances that occurred within the Bermuda Triangle wasn't actually greater than in any other similarly trafficked area of the ocean, and that other writers presented misinformation—such as not reporting storms that occurred on the same day as disappearances, and sometimes even making it seem as though the conditions had been calm for the purposes of creating a sensational story. In short: previous Bermuda Triangle authors didn't do their research and either



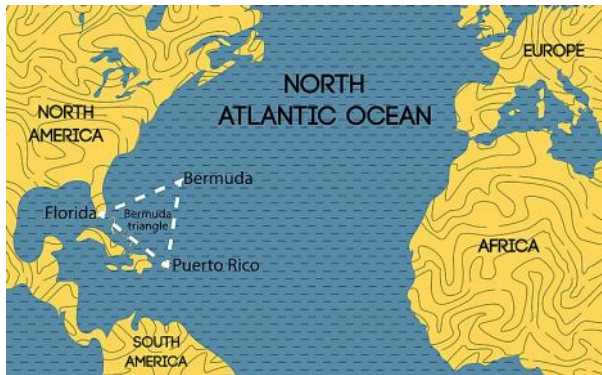
Some tried to connect the Bermuda Triangle the lost city of Atlantis. One suggested that the Bermuda Triangle was a [time portal](#), although no one could explain why a rift in the fabric of space-time appeared exactly on that spot. Others tried explaining it by involving extraterrestrials, but those theories were completely unconvincing. Still, when it comes to the Bermuda Triangle, anything is possible.

Trying To Make Sense Out Of It

Naturally, some tried giving a more realistic explanation, mostly dealing with geology. Scientists suggested that these airplanes and ships were destroyed by flammable [methane gas](#). Pockets filled with this gas can be found near the bottom of the ocean in many places, which is a well-known fact, and these people suggest that an electrical spark or lightning ignited a bubble of methane that came to the surface and caused the ships to sink. Still, this theory is not completely valid, since methane can be found all over the world, and nowhere else did these types of accidents happen.

The Simplest Explanations Could Be True?

There are also far simpler explanations such as the appearance of sudden [tidal waves](#). That could be a viable explanation, although it leaves plenty of other questions. On the other hand, some suggest that there was a weird geomagnetic anomaly that somehow caused problems with the navigation and confused pilots. This somehow made them plunge the airplanes into the ocean.



A map of the Bermuda Triangle.

This could be a valid explanation if we forget the fact that these pilots are trained to fly even without [navigation](#), so the possibility of this happening is extremely small. Also, it does not explain how ships managed to disappear. There is an entire webpage made by The Navy dedicated to the debunking of this idea.

A Fabricated Mystery?

Many people do not believe that there is a mystery that should be explained whatsoever. Larry Kusche, a journalist, wanted to discover the origin of all of these mysteries and came up with an unexpected answer. He believed that there is no mystery whatsoever and that the stories about all of these [mysterious disappearances](#) were created by mistake.

He claimed that some people even went so far as to fabricate these tales to create a mystery. He claimed that most researchers didn't investigate the disappearances properly and that a lot of their reports contained old data, which was mostly false. He even analyzed the books that dealt with the paranormal aspects of the Bermuda Triangle and managed to find errors there, which would mean that a lot of the mystery surrounding this region is made up of people wanting to create an interesting story.

Still, we do not know the truth about this region for sure. While many believe there to be a mystery, there are many more of those that believe there is a logical explanation to it. We do not know if we'll ever learn the truth, but we do know that the Bermuda Triangle will continue to give us interesting stories and theories for years to come.

SHARE

From <https://www.worldatlas.com/articles/bermuda-triangle-fascinating-facts-and-mysteries.html>

as disappearances, and sometimes even making it seem as though the conditions had been calm for the purposes of creating a sensational story. In short: previous Bermuda Triangle authors didn't do their research and either knowingly or unintentionally "made it up."

The book did such a thorough job of debunking the myth that it effectively ended most of the Bermuda Triangle hype. When authors like Berlitz and others were unable to refute Kusche's findings, even the most steadfast of believers had difficulty remaining confident in the sensationalized Bermuda Triangle narrative. Nevertheless, many magazine articles, TV shows, and movies have continued to feature the Bermuda Triangle.

Because the number of disappearances in the Bermuda Triangle is no greater than any other similarly trafficked area of the world's oceans, they don't really need an explanation. But if you're still convinced that the Triangle is a ship graveyard, relative to other regions that get around the same number of travelers, here are some natural explanations from the Coast Guard to combat some of the "alien" and other fantastical theories.

The majority of disappearances can be attributed to the area's unique features. The Gulf Stream, a warm ocean current flowing from the Gulf of Mexico around the Florida Straits northeastward toward Europe, is extremely swift and turbulent. It can quickly erase any evidence of a disaster.

The unpredictable Caribbean-Atlantic storms that give birth to waves of great size as well as waterspouts often spell disaster for pilots and mariners. (Not to mention that the area is in "hurricane alley.") The topography of the ocean floor varies from extensive shoals to some of the deepest marine trenches in the world. With the interaction of strong currents over reefs, the topography is in a constant state of flux and breeds development of new navigational hazards.

Not to be underestimated is the human factor. A large number of pleasure boats travel the water between Florida's Gold Coast (the most densely populated area in the world) and the Bahamas. All too often, crossings are attempted with too small a boat, insufficient knowledge of the area's hazards and lack of good seamanship.

Bonus Facts:

- Whatever the rumours might have you believe, insurance companies don't actually charge higher premiums for shipping in the Bermuda Triangle.
- Another mysterious "triangle" is the Michigan Triangle—an area stretching between Michigan and Wisconsin over the centre of Lake Michigan where disappearances have occurred. One disappearance was Captain George R. Donner who supposedly simply vanished from his cabin on the *O.S. McFarland* as it carted coal to Wisconsin. On April 28, 1937, his second mate went to tell him they were approaching port, but no one could find him anywhere aboard the ship. In another instance, a plane was flying above the triangle and *apparently* just disappeared. Small amounts of debris were found floating in the water, but the rest of the wreckage and bodies of passengers weren't found. If you guessed that little credence is given to this triangle being an area of unusual activity for similar reasons as the Bermuda Triangle misrepresentations, you'd be correct.

From <https://gizmodo.com/the-truth-about-the-bermuda-triangle-1507231040>

Vincent Gaddis

Saturday, June 5, 2021 6:22 PM

Vincent Hayes Gaddis (December 28, 1913 – February 26, 1997) was an American author who invented the phrase “[Bermuda Triangle](#)”, which he used first in the cover article for the 1964 February issue of the magazine [Argosy](#).^[a] He popularized many stories about anomalous and [paranormal](#) phenomena in a style similar to that of [Charles Fort](#).^[a]

Career[edit]

Gaddis was born in [Ohio](#) to Tilden H. and Alice M. (Smith) Gaddis. He married Margaret Paine Rea on July 14, 1947. Gaddis worked as a newspaper reporter and writer-editor for a [Warsaw, Indiana](#) radio station from 1947 to 1952. He was a feature writer for the *Elkhart Truth*, a daily newspaper in [Elkhart, Indiana](#), from 1952 to 1959. He then worked as a public relations writer for [Studebaker-Packard Corporation](#) and Mercedes Benz Sales in [South Bend, Indiana](#). In 1962 he became a [freelance](#) writer. He died in [Eureka, California](#).^[a]

Reception[edit]

Gaddis' statements on the [Bermuda Triangle](#) and [spontaneous human combustion](#) have been criticized by skeptics for being inaccurate and misleading. Gaddis has also drawn strong criticism for ignoring possible natural explanations and inventing mysteries where none exist.^{[a][b]} Historian William K. Powers from [Livingston College](#), [Rutgers University](#) has described Gaddis' *American Indian Myths and Mysteries* as an "outrageous and intolerable book" filled with [crackpot](#) claims and "Danikenesque delusions".^[a]

From <https://en.wikipedia.org/wiki/Vincent_Gaddis>

Vincent Gaddis



The Fortean author **Vincent Hayes Gaddis** (December 28, 1913 – February 26, 1997) was an early associate and a contributing editor for the Round Robin. He is popularly known today for his coining of the term “Bermuda Triangle” and his related writings on unusual phenomena and “damned” facts.

From <<https://borderlandsciences.org/cart/vincent-gaddis/>>

Vincent Gaddis	
	
Born	Vincent Hayes Gaddis <div>December 28, 1913</div> <div>Ohio, U.S.</div>
Died	February 26, 1997 (aged 83) <div>Eureka, California</div>
Occupation	Paranormal writer

From <https://en.wikipedia.org/wiki/Vincent_Gaddis>

Charles Berlitz

Saturday, June 5, 2021 6:22 PM

Charles Frambach Berlitz (November 23, 1913– December 18, 2003) was an American [polyglot](#), language teacher^[u] and writer, known for his language-learning courses and his books on [paranormal](#) phenomena. ^{Life[edit]}

Berlitz was born in [New York City](#). He was the grandson of [Maximilian Berlitz](#), who founded the [Berlitz Language Schools](#). As a child, Charles was raised in a household in which (by his father's orders) every relative and servant spoke to Charles in a different language: he reached adolescence speaking eight languages fluently. In adulthood, he recalled having had the childhood delusion that every human being spoke a different language, wondering why he did not have his own language like everyone else in his household. His father spoke to him in German, his grandfather in Russian, and his nanny in Spanish. He began working for the family language school, The Berlitz School of Languages, during college breaks. The publishing house, of which he was vice president, sold, among other things, tourist phrase books and pocket dictionaries, several of which he authored. He also played a key role in developing record and tape language courses. He left the company in the late 1960s, not long after he sold the company to publishing firm Crowell, Collier & Macmillan. He graduated^{maana[cum laude]} from [Yale University](#).^[u]

Berlitz was a writer on paranormal phenomena. He wrote a number of books on [Atlantis](#). In his book *The Mystery of Atlantis*, he claimed Atlantis was real, based on his interpretation of [geophysics](#), psychic studies, classical literature, tribal lore, and [archeology](#).^[u] He also attempted to link the [Bermuda Triangle](#) to Atlantis.^[u] He claimed to have located Atlantis undersea in the area of the Bermuda Triangle. He was also an [ancient astronaut](#) proponent who believed that [extraterrestrials](#) had visited Earth.^[u]

Berlitz spent 13 years on active duty in the [U.S. Army](#), mostly in [intelligence](#). In 1950, he married Valerie Seary, with whom he had two children, a daughter Lin, and son, Marc. He died in 2003 at the age of 90 at University Hospital in [Tamarac, Florida](#).^{Reception[edit]}

Berlitz's statements about the Bermuda Triangle and the [Philadelphia Experiment](#) were heavily criticized by researchers and scientists for their inaccuracy. He has also drawn criticism for ignoring possible natural explanations and promoting [pseudoscientific](#) ideas.^{weizmann[edit]}

[Larry Kusche](#) has accused Berlitz of fabricating evidence and inventing mysteries that have no basis in fact.^{usmdu[edit]}

From <https://en.wikipedia.org/wiki/Charles_Berlitz>

Charles Berlitz, 90; Linguist and Author on the Paranormal

By DENNIS MCLELLAN
JAN. 1, 2004 12 AM PT

TIMES STAFF WRITER

Charles Berlitz, a world-renowned linguist who gained wider fame for his books on paranormal phenomena, including the best-selling "The Bermuda Triangle," has died. He was 90.

Berlitz, grandson of the founder of the famous Berlitz language schools and the company's onetime head of publications, died of undisclosed causes Dec. 18 in a hospital in Tamarac, Fla.

As the grandson of Maximilian D. Berlitz, who founded the first Berlitz School of Languages in Providence, R.I., in 1878, Berlitz developed an early command of foreign languages. There was no way to avoid it.

Born in New York City, he grew up with his mother speaking to him in French, his father in English, his grandfather in German and a cousin and the domestic help in Spanish.

ADVERTISEMENT

His bedroom walls were lined with picture charts of animals, foods and different parts of the world, and on his grandfather's instruction, each person would point to things on the charts and ask the boy in their particular language, "What is this?"

"I didn't realize they were speaking different languages," Berlitz told the Washington Post in 1982.

"I thought each person had their own particular way of speaking. Since I'd hear my mother switch to German when she spoke to my grandfather, I thought everyone had to learn everyone else's way of speaking to communicate."

By the time he was 3, Berlitz was speaking four languages.

He ultimately spoke a reported 32 languages with varying degrees of fluency.

"I tend to think speaking only one language is like having a big house and living only in one room," he told United Press International in 1988. "Every language is like adding another outlook. Language just adds to a person's knowledge and enjoyment of our planet."

While studying French and Spanish literature at Yale University in the 1930s, Berlitz began his association with the family business by teaching summer courses at the New York Berlitz school.

He later directed several of the language schools and in 1946 -- after serving as an officer in the Army counterintelligence corps during World War II -- he became a vice president of Berlitz Schools of Languages and head of Berlitz Publications.

Over the years, he oversaw the production of scores of textbooks, tourist phrase books and pocket dictionaries. He also was instrumental in the development of language courses on records and tapes, and he established special courses in various languages for employees of U.S. firms doing business overseas.

He ended his relationship with the company in the mid-1960s, after it was sold to the publishing firm Crowell Collier and MacMillan.

Although the new owner contended that "Berlitz" was a trademark name, Charles Berlitz won a lengthy lawsuit over the use of the name in his subsequent language books: He was permitted to use his name providing he added a disclaimer saying he was no longer associated with the school.

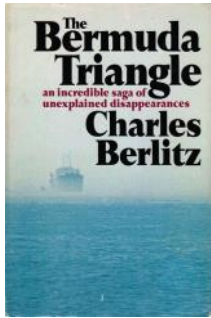
But, Berlitz once said, his parting from the company gave him time to pursue his real interests: underwater archeology and the study of prehistory.

His interest in archeology had been sparked by one of his grandfather's friends, noted linguist and Egyptologist Max Muller.

"I used to copy the Egyptian hieroglyphics when I was a child, thinking it was an alphabet just like any other," Berlitz once told Publishers Weekly.

Charles Berlitz	
<div><div><div></div><div>Charles Berlitz (right) with Antonio Las Heras ("Pájaro de Fuego" magazine)</div></div><div><div><div></div><div></div></div><div><div></div><div></div></div></div></div>	<div><div><div></div><div></div></div><div><div></div><div></div></div></div>

From <https://en.wikipedia.org/wiki/Charles_Berlitz>



Two of his greatest passions were exploring the mysteries of Atlantis and the Bermuda Triangle.

His 1974 book "The Bermuda Triangle" examined the mysterious disappearance of planes and ships in an area of the Atlantic bounded by Bermuda, southern Florida and a point southeast of Puerto Rico.

Berlitz said he became interested in the Bermuda Triangle in 1945 while serving as an investigative officer attached to the Army Air Forces at the time five Navy torpedo bombers disappeared in the area.

In one interview, he said he believed that "the people and planes and ships that have reportedly disappeared in the Bermuda Triangle have been victims of some sort of electromagnetic disturbances that cause them to disintegrate and fall into the sea."

Some book critics greeted his efforts to document the various disappearances with skepticism. A reviewer for Time magazine wrote: " 'Triangle' takes off from established facts, then proceeds to lace its theses with a hodgepodge of half-truths, unsubstantiated reports and unsubstantial science."

Naval historian Eliot Morison called Berlitz's book "almost all hooey" and said most of the disappearances could be traced to natural causes.

But the book sold more than 14 million copies worldwide and was translated into 22 languages.

It also earned its author a reputation, in the words of the Washington Times, as "the de facto expert on weird phenomena."

In the wake of his book's success, Berlitz had so many people contact him with stories of their own experiences in the Bermuda Triangle that he wrote another book on the subject, "Without a Trace: New Information From the Triangle."

Over the years, Berlitz organized various underwater expeditions to explore his theories on the Bermuda Triangle and the existence of Atlantis.

On one expedition, he reported the discovery of a 420-foot pyramid resting on the sea bottom.

Berlitz, the author of "Atlantis, the Eighth Continent" and "The Mystery of Atlantis," believed that the legends of a lost continent are based on a real island that was submerged thousands of years ago when the Atlantic rose during the last glacial meltdown.

Among his other books are "The Dragon Triangle," "The Roswell Incident" and "The Lost Ark of Noah."

Berlitz, however, never lost his love of languages.

His 1982 book "Native Tongues" is a compendium of language history, anecdotes and trivia. And he continued to study new languages well into old age.

"I never met a person my dad couldn't talk to," his daughter Lin Berlitz-Hilton told the Fort Lauderdale Sun-Sentinel last week.

"He spoke everyone's language. He always taught us that everyone had something unique and interesting to teach. And that with literacy, you could become whatever you wanted to be."

In addition to his daughter, Berlitz is survived by his wife, Valerie; and two grandchildren.

From <<https://www.latimes.com/archives/la-xpm-2004-jan-01-me-berlitz1-story.html>>

Larry Kusche

Saturday, June 5, 2021 6:25 PM

Lawrence David Kusche (born November 1, 1940) is an American author, research librarian, and pilot. He investigated unexplained disappearances and other unusual events related to the Bermuda Triangle to answer queries he was getting as a research librarian. He eventually wrote a book debunking most of the mysteries touted by other writers about that location.

Early life and education
Kusche was born in Racine, Wisconsin, and his family moved to the Phoenix, Arizona area when he was six.[2] Interested in aviation, Kusche qualified for a commercial pilot's license at age 19, was a commercial pilot by age 21, a flight instructor by age 24, and an instrument instructor.[3]

Career
In 1964, Kusche graduated from Arizona State University (ASU). He completed a training course to become a commercial flight engineer, but, as he told the Tucson Daily Citizen in 1975, "I decided I didn't like it, so the day I was supposed to report for work, I resigned and came back to Arizona. I just didn't like being an engineer, the guy with hundreds and hundreds of instruments and controls. You really can't see out of the airplane." He returned to Arizona to become a high school math teacher and librarian. Later, he acquired a master's degree in library science and began working at ASU's Hayden Library in June, 1969.[4]

Kusche took a leave-of-absence from ASU to complete his first book. After the success of the Bermuda Triangle book, Kusche abandoned his career as a librarian to become a writer. He has worked as a technical writer in the Phoenix area. After the publication of his investigative books, Kusche became a fellow of the Committee for Skeptical Inquiry (CSI).[5]

Books
Bermuda Triangle
As a research librarian at ASU, Kusche received queries for all types of information from students writing term papers.[6] [7] In the early 1970s, he became interested in the Bermuda Triangle mystery, as he was confronted by numerous queries related to the Triangle. This prompted Kusche and fellow librarian Debbie Blouin to start gathering information, mostly by writing hundreds of letters to request information from official sources. Initially, the two librarians began selling (for \$2) a bibliography of the information about the Bermuda Triangle that they had acquired. Later, it occurred to Kusche that somebody should put down all of the information they had gathered into a book. When the publishing company Harper and Row ordered a copy of the bibliography, Kusche sent them a copy with a note scribbled on it asking if they were interested in a book about the subject that he was writing -- and they were.[4]

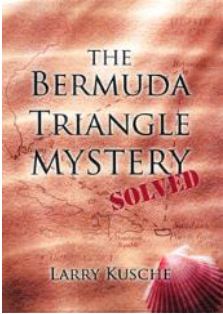
Initially intrigued by the mysteries surrounding the Triangle, Kusche's research convinced him that virtually all the incidents had been caused by storms or accidents, or they happened outside the Triangle, or no proof could be found that they ever occurred at all. His conclusion was that the Triangle was a "manufactured mystery," the result of poor research and reporting, and the occasional deliberate falsification of facts.[8][9]

The Disappearance of Flight 19
Kusche originally included a long chapter in his Bermuda Triangle book about Flight 19, five Navy Avenger torpedo airplanes on a training mission out of Fort Lauderdale Naval Air Station that disappeared in the Atlantic Ocean on December 5, 1945. Kusche later expanded this chapter into a book, The Disappearance of Flight 19.[10] He studied the Navy's report of the investigation, interviewed many of the Navy personnel who were involved at the time, and flew the likely route of the missing aircraft himself. At the time, the lost flight of five torpedo bombers was said to be a victim of the mysterious forces in the Triangle. Kusche explained why the flight leader erroneously thought he was in the Florida Keys, why he said his compass had failed, and why no wreckage has yet been found.[11][12][7]

Other Books
Kusche is the author of Larry Kusche's Popcorn Cookery,[13] a 1977 cookbook detailing recipes involving popcorn, including baked goods made from ground-up popcorn "flour",[14] and Shape Up Your Hips and Thighs.[citation needed] [15]

<div>Lawrence David Kusche</div>	
Born	November 1, 1940 (age 80) <div>Racine, Wisconsin</div>
Nickname	Larry
Occupation	Writer
Language	English
Alma mater	Arizona State University
Genre	Skepticism
Notable work	<i>The Bermuda Triangle Mystery – Solved</i>
Notable awards	CSI Fellow
Spouse	Sally Jo Rhodes

From <https://en.wikipedia.org/wiki/Larry_Kusche>



The Bermuda Triangle



Larry Kusche was a librarian at Arizona State University when he wrote the book *The Bermuda Triangle Mystery-solved* (1975). In the book, Kusche researches the different disappearances that occurred in the Bermuda Triangle to decide what truly caused them. After his research, he came to the conclusion that the Bermuda Triangle is not unique and that it is just a manufactured mystery.

- Larry Kusche's Theory:
- The amount of aircrafts and ships lost in the Bermuda Triangle were not proportionately different than any other part of the Ocean. The Bermuda Triangle is hardly unique.
 - The disappearances that remain unsolved are which no information can be found. In some cases, important information about the incident and sometimes even the entire incident is completely fictional.
 - Many incidents weren't considered mysterious when they occurred. They became mysterious many years later after writers sought out reports of additional incidents in the Bermuda Triangle.
 - Contrary to Legend, in many incidents the weather was bad when they occurred. Many writers failed to mention this and represented disappearances to have happened in calm weather conditions. Some meteorological reports of when the disappearances happened clearly contradicted this.
 - Many writers did not do their own research but rephrased articles of previous writers, which repeated the errors and inaccuracies of earlier accounts.
 - In many cases, writers withheld information that provided an obvious solution to the disappearance.

From <<https://bermudajohnpaul.weebly.com/kusches-theory.html>>

Paranormal Explanations

Saturday, June 5, 2021

6:27 PM

Paranormal explanations

Triangle writers have used a number of supernatural concepts to explain the events. One explanation pins the blame on leftover technology from the mythical lost continent of [Atlantis](#). Sometimes connected to the Atlantis story is the submerged rock formation known as the [Bimini Road](#) off the island of [Bimini](#) in the Bahamas, which is in the Triangle by some definitions. Followers of the purported psychic [Edgar Cayce](#) take his prediction that evidence of Atlantis would be found in 1968, as referring to the discovery of the Bimini Road. Believers describe the formation as a road, wall, or other structure, but the Bimini Road is of natural origin.^[23]

Other writers attribute the events to [UFOs](#).^{[24][25]} [Charles Berlitz](#), author of various books on anomalous phenomena, lists several theories attributing the losses in the Triangle to anomalous or unexplained forces.^[12]

From <https://en.wikipedia.org/wiki/Bermuda_Triangle>

The Top Bermuda Triangle Theories

This Mysterious Location Is Blamed for Hundreds of Incidents -- but Why?

In an area that stretches from the Florida coast to Bermuda to Puerto Rico, the infamous Bermuda Triangle -- also known as the Deadly Triangle or Devil's Triangle -- has been blamed for hundreds of shipwrecks, plane crashes, mysterious disappearances, craft instrument malfunctions and other unexplained phenomena.

Author Vincent Gaddis is credited for coining the term "Bermuda Triangle" back in 1964 in an article he wrote for Argosy magazine, "[The Deadly Bermuda Triangle](#)", in which he cataloged many of the anomalous events in the area. Several other authors, including Charles Berlitz and Ivan Sanderson, have added to their number.

Something More Sinister?

Whether or not phenomena of a [paranormal nature](#) are taking place there has been a matter of debate. Those who are convinced something odd is happening, as well as researchers who take a scientific view, have offered a number of explanations for the mystery.

Vortices

Fortean researcher Ivan Sanderson suspected that the strange sea and sky phenomena, mechanical and instrument malfunctions, and mysterious disappearances were the result of what he called "vile vortices." These areas are places with extreme currents and temperature variations, affecting

electromagnetic fields.

And the Bermuda Triangle wasn't the only place on earth where this occurred. Sanderson drew out elaborate charts on which he identified ten such locations precisely distributed around the globe, five above and five below at equal distances from [the equator](#).

Magnetic Variation

This theory, proposed by the Coast Guard over 30 years ago, states: "The majority of disappearances can be attributed to the area's unique environmental features. First, the 'Devil's Triangle' is one of the two places on earth that a magnetic compass does point towards true north. Normally it points toward magnetic north. The difference between the two is known as compass variation. A number of variation changes by as much as 20 degrees as one circumnavigate the Earth. If this compass variation or error is not compensated for, a navigator could find himself far off course and in deep trouble."

Space-Time Warp

It's been suggested that from time to time a rift in space-time opens up in the Bermuda Triangle, and that planes and ships that are unlucky enough to be traveling the area at this time are lost in it. That is why, it is said, that often utterly no trace of the craft -- not even wreckage -- are ever found.

Electronic Fog

Is an ["electronic fog"](#) responsible for many of the unexplained incidents and disappearances in the infamous Bermuda Triangle? That is the assertion made by Rob MacGregor and Bruce Gernon in their book "The Fog". Gernon himself is a first-hand witness and survivor of this strange phenomenon. On December 4, 1970, he and his dad were flying their Bonanza A36 over the Bahamas. En route to Bimini, they encountered strange cloud phenomena -- a tunnel-shaped vortex -- the sides of which the plane's wings scraped as they flew. All of the plane's electronic and magnetic navigational instruments malfunctioned and the magnetic compass spun inexplicably.

As they neared the end of the [tunnel](#), they expected to see the clear blue sky. Instead, they saw only a dull grayish white for miles -- no ocean, sky or horizon. After flying for 34 minutes, a time corroborated by every clock on board, they found themselves over Miami Beach -- a flight that normally would have taken 75 minutes. MacGregor and Gernon believe that this electronic fog that Gernon experienced may have also been responsible for the famous disappearance of Flight 19, and other vanishing aircraft and ships.

UFOs

When in doubt, blame aliens in their flying saucers. Although their motives are unclear, it has been suggested that aliens have chosen the Bermuda Triangle as a point at which to capture and abduct for unknown purposes. Aside from the lack of evidence for this theory, we have to wonder why the aliens would take whole aircraft and ships -- some of the considerable sizes. Why not just abduct the occupants in the same way they are said to take people from their homes in the dead of night?

Atlantis

And when the UFO theory doesn't work, try [Atlantis](#). One of the postulated locations for the legendary island of Atlantis is in the area of the Bermuda Triangle. Some believe that the Atlantians were a civilization that had developed amazing advanced technology and that somehow remnants of it might still be active somewhere on the ocean floor. This technology, they say, might interfere with the instrumentation on modern ships and planes, causing them to sink and crash. Proponents of this idea cite the so-called "Bimini Road" rock formations in the area as evidence.

Yet there seems to be no evidence for the advanced technology -- except, perhaps, for the incredible claim of a discovery made by Dr. Ray Brown in 1970 while [scuba diving](#) near the Bari Islands in the Bahamas. Brown says that he came upon a pyramid-like structure with a smooth, mirror-like stone finish. Swimming inside, he found the interior to be completely free of coral and algae and was illuminated by some unknown light source. In the center was a sculpture of human hands holding a four-inch crystal sphere, above which was suspended a red gem at the end of a brass rod.

Souls of Slaves

The Bermuda Triangle's deaths and disappearances are the consequences of a curse, theorized psychiatrist Dr. Kenneth McAll of Brook Lyndhurst in England. He believed the area may be haunted by the spirits of the many African slaves who had been thrown overboard on their voyage to America. In this book, "Healing the Haunted:", he wrote of his strange experiences while sailing in these waters. "As we drifted gently in the now warm and steamy atmosphere, I became aware of a continuous sound like mournful singing," he wrote. "I thought it must be a record player in the crew's quarters and as it continued through the second night, I finally, in exasperation, went below to ask if it could be stopped. However, the sound down there was the same as it was everywhere else and the crew was equally mystified." He later learned how in the 18th century, British sea captains defrauded insurance companies by tossing slaves into the ocean to drown, then cashing in on a claim for them.

Methane Gas Hydrates

One of the most interesting scientific theories for the disappearance of ships in the Triangle was proposed by Dr. Richard Mclver, an American geochemist, and further espoused by Dr. Ben Clennell of Leeds University, England. [Methane hydrates](#) bubbling up from sea sediments on the ocean floor might cause ships to disappear, they say. Landslides on the ocean floor can release vast amounts of the gas, which would be disastrous because it would significantly reduce the density of the water. "This would make any ship floating above sink like a rock," Connell says. The highly combustible gas also could also ignite aircraft engines, causing them to explode.

Tragic But Not Unusual

Perhaps all of the disappearances, malfunctions, and accidents are no mystery at all, according to [The "Mystery" of the Bermuda Triangle](#). "A check of Lloyd's of London's accident records by the editor of FATE magazine in 1975 showed that the Triangle was no more dangerous than any other part of the ocean," the article states. "U.S. Coast Guard records confirmed this, and since that time no good arguments have ever been made to refute those statistics. Even though the Bermuda Triangle isn't a true mystery, this region

of the sea certainly has had its share of marine tragedy. This region is one of the heaviest traveled areas of ocean in the world. With this much activity in a relatively small region, it isn't surprising that a large number of accidents occur."

From <<https://www.liveabout.com/theories-of-the-bermuda-triangle-2593654>>

Atlantis

Plato created the legend of Atlantis. So why is it still popular more than 2,000 years later?

BY WILLIE DRYE

4 MIN READ

If the writing of the ancient Greek philosopher [Plato](#) had not contained so much truth about the human condition, his name would have been forgotten centuries ago.

But one of his most famous stories—the cataclysmic destruction of the ancient civilization of Atlantis—is almost certainly false. So why is this story still repeated more than 2,300 years after Plato's death?

"It's a story that captures the imagination," says [James Romm](#), a professor of classics at Bard College in Annandale, New York. "It's a great myth. It has a lot of elements that people love to fantasize about."

Plato told the story of Atlantis around 360 B.C. The founders of Atlantis, he said, were half god and half human. They created a utopian civilization and became a great naval power. Their home was made up of concentric islands separated by wide moats and linked by a canal that penetrated to the center. The lush islands contained gold, silver, and other precious metals and supported an abundance of rare, exotic wildlife. There was a great capital city on the central island.

There are many theories about where Atlantis was—in the Mediterranean, off the coast of Spain, even under what is now Antarctica. "Pick a spot on the map, and someone has said that Atlantis was there," says Charles Orser, curator of history at the New York State Museum in Albany. "Every place you can imagine."

Plato said Atlantis existed about 9,000 years before his own time, and that its story had been passed down by poets, priests, and others. But Plato's writings about Atlantis are the only known records of its existence.

Possibly Based on Real Events?

Few, if any, scientists think Atlantis actually existed. Ocean explorer Robert Ballard, the National Geographic explorer-in-residence who discovered the wreck of the *Titanic* in 1985, notes that "no Nobel laureates" have said that what Plato wrote about Atlantis is true.

Still, Ballard says, the legend of Atlantis is a "logical" one since cataclysmic floods and volcanic explosions have happened throughout history, including one event that had some similarities to the story of the destruction of Atlantis. About 3,600 years ago, a massive volcanic eruption devastated the island of Santorini in the Aegean Sea near Greece. At the time, a highly advanced society of Minoans lived on Santorini. The Minoan civilization disappeared suddenly at about the same time as the volcanic eruption.

But Ballard doesn't think Santorini was Atlantis, because the time of the eruption on that island doesn't coincide with when Plato said Atlantis was destroyed.

Romm believes Plato created the story of Atlantis to convey some of his philosophical theories. "He was dealing with a number of issues, themes that run throughout his work," he says. "His ideas about divine versus human nature, ideal societies, the gradual corruption of human society—these ideas are all found in many of his works. Atlantis was a different vehicle to get at some of his favorite themes."

The legend of Atlantis is a story about a moral, spiritual people who lived in a highly advanced, utopian civilization. But they became greedy, petty, and "morally bankrupt," and the gods "became angry because the people had lost their way and turned to immoral pursuits," Orser says.

As punishment, he says, the gods sent "one terrible night of fire and earthquakes" that caused Atlantis to sink into the sea.

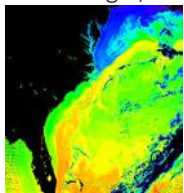


From <<https://www.nationalgeographic.com/history/article/atlantis>>

Natural explanations

Compass variations

[Compass](#) problems are one of the cited phrases in many Triangle incidents. While some have theorized that unusual local magnetic anomalies may exist in the area,^[26] such anomalies have not been found. Compasses have natural [magnetic variations](#) in relation to the [magnetic poles](#), a fact which navigators have known for centuries. [Magnetic \(compass\) north](#) and [geographic \(true\) north](#) are exactly the same only for a small number of places – for example, as of 2000, in the United States, only those places on a line running from [Wisconsin](#) to the [Gulf of Mexico](#).^[27] But the public may not be as informed, and think there is something mysterious about a compass "changing" across an area as large as the Triangle, which it naturally will.^[1]



False-color image of the Gulf Stream flowing north through the western Atlantic Ocean. (NASA)

Gulf Stream

The [Gulf Stream](#) is a major surface current, primarily driven by [thermohaline circulation](#) that originates in the Gulf of Mexico and then flows through the [Straits of Florida](#) into the North Atlantic. In essence, it is a river within an ocean, and, like a river, it can and does carry floating objects. It has a maximum surface velocity of about 2 m/s (6.6 ft/s).^[28] A small plane making a [water landing](#) or a boat having engine trouble can be carried away from its reported position by the current.

Human error

One of the most cited explanations in official inquiries as to the loss of any aircraft or vessel is [human error](#).^[29] Human stubbornness may have caused businessman Harvey Conover to lose his sailing yacht, *Revonoc*, as he sailed into the teeth of a storm south of Florida on January 1, 1958.^[30]

Violent weather

Hurricanes are powerful storms that form in tropical waters and have historically cost thousands of lives and caused billions of dollars in damage. The sinking of [Francisco de Bobadilla](#)'s Spanish fleet in 1502 was the first recorded instance of a destructive hurricane. These storms have in the past caused a number of incidents related to the Triangle.

A powerful [downdraft of cold air](#) was suspected to be a cause in the sinking of [Pride of Baltimore](#) on May 14, 1986. The crew of the sunken vessel noted the wind suddenly shifted and increased velocity from 32 km/h (20 mph) to 97–145 km/h (60–90 mph). A National Hurricane Center satellite specialist, James Lushine, stated "during very unstable weather conditions the downburst of cold air from aloft can hit the surface like a bomb, exploding outward like a giant squall line of wind and water."^[31] A similar event occurred to [Concordia](#) in 2010, off the coast of [Brazil](#). Scientists are currently investigating whether "[hexagonal](#)" clouds

The Top Bermuda Triangle Theories

This Mysterious Location Is Blamed for Hundreds of Incidents -- but Why?

In an area that stretches from the Florida coast to Bermuda to Puerto Rico, the infamous Bermuda Triangle -- also known as the Deadly Triangle or Devil's Triangle -- has been blamed for hundreds of shipwrecks, plane crashes, mysterious disappearances, craft instrument malfunctions and other unexplained phenomena.

Author Vincent Gaddis is credited for coining the term "Bermuda Triangle" back in 1964 in an article he wrote for Argosy magazine, "[The Deadly Bermuda Triangle](#)", in which he cataloged many of the anomalous events in the area. Several other authors, including Charles Berlitz and Ivan Sanderson, have added to their number.

Something More Sinister?

Whether or not phenomena of a [paranormal nature](#) are taking place there has been a matter of debate. Those who are convinced something odd is happening, as well as researchers who take a scientific view, have offered a number of explanations for the mystery.

Vortices

Fortean researcher Ivan Sanderson suspected that the strange sea and sky phenomena, mechanical and instrument malfunctions, and mysterious disappearances were the result of what he called "vile vortices." These areas are places with extreme currents and temperature variations, affecting electromagnetic fields.

And the Bermuda Triangle wasn't the only place on earth where this occurred. Sanderson drew out elaborate charts on which he identified ten such locations precisely distributed around the globe, five above and five below at equal distances from [the equator](#).

Magnetic Variation

This theory, proposed by the Coast Guard over 30 years ago, states: "The majority of disappearances can be attributed to the area's unique environmental features. First, the 'Devil's Triangle' is one of the two places on earth that a magnetic compass does point towards true north. Normally it points toward magnetic north. The difference between the two is known as compass variation. A number of variation changes by as much as 20 degrees as one circumnavigate the Earth. If this compass variation or error is not compensated for, a navigator could find himself far off course and in deep trouble."

Space-Time Warp

It's been suggested that from time to time a rift in space-time opens up in the Bermuda Triangle, and that planes and ships that are unlucky enough to be traveling the area at this time are lost in it. That is why, it is said, that often utterly no trace of the craft -- not even wreckage -- are ever found.

Electronic Fog

Is an "[electronic fog](#)" responsible for many of the unexplained incidents and disappearances in the infamous Bermuda Triangle? That is the assertion made by Rob MacGregor and Bruce Gernon in their book "The Fog". Gernon himself is a first-hand witness and survivor of this strange phenomenon. On December 4, 1970, he and his dad were flying their Bonanza A36 over the Bahamas. En route to Bimini, they encountered strange cloud phenomena -- a tunnel-shaped vortex -- the sides of which the plane's wings scraped as they flew. All of the plane's electronic and magnetic navigational instruments malfunctioned and the magnetic compass spun inexplicably.

As they neared the end of the [tunnel](#), they expected to see the clear blue sky. Instead, they saw only a dull grayish white for miles -- no ocean, sky or horizon. After flying for 34 minutes, a time corroborated by every clock on board, they found themselves over Miami Beach -- a flight that normally would have taken 75 minutes. MacGregor and Gernon believe that this electronic fog that Gernon experienced may have also been responsible for the famous disappearance of Flight 19, and other vanishing aircraft and ships.

UFOs

When in doubt, blame aliens in their flying saucers. Although their motives are unclear, it has been suggested that aliens have chosen the Bermuda Triangle as a point at which to capture and abduct for unknown purposes. Aside from the lack of evidence for this theory, we have to wonder why the aliens would take whole aircraft and ships -- some of the considerable sizes. Why not just abduct the occupants in the same way they are said to take people from their homes in the dead of night?

Atlantis

And when the UFO theory doesn't work, try [Atlantis](#). One of the postulated locations for the legendary island of Atlantis is in the area of the Bermuda Triangle. Some believe that the Atlantians were a civilization that had developed amazing advanced technology and that somehow remnants of it might still be active somewhere on the ocean floor. This technology, they say, might interfere with the instrumentation on modern ships and planes, causing them to sink and crash. Proponents of this idea cite the so-called "Bimini Road" rock formations in the area as evidence.

Yet there seems to be no evidence for the advanced technology -- except

outward like a giant squall line of wind and water. ^[32] A similar event occurred to [Concordia](#) in 2010, off the coast of [Brazil](#). Scientists are currently investigating whether "[hexagonal](#)" clouds may be the source of these up-to-170 mph (270 km/h) "air bombs". ^[32]

Methane hydrates

Further information: [Methane clathrate](#)



Worldwide distribution of confirmed or inferred offshore gas hydrate-bearing sediments, 1996.

Source: [United States Geological Survey](#)

An explanation for some of the disappearances has focused on the presence of large fields of [methane](#) hydrates (a form of natural gas) on the [continental shelves](#).^[33] Laboratory experiments carried out in Australia have proven that bubbles can, indeed, sink a scale model ship by decreasing the density of the water;^{[34][35][36]} any wreckage consequently rising to the surface would be rapidly dispersed by the Gulf Stream. It has been hypothesized that periodic methane [eruptions](#) (sometimes called "[mud volcanoes](#)") may produce regions of frothy water that are no longer capable of providing adequate [buoyancy](#) for ships. If this were the case, such an area forming around a ship could cause it to sink very rapidly and without warning.

Publications by the [USGS](#) describe large stores of undersea hydrates worldwide, including the [Blake Ridge](#) area, off the coast of the southeastern United States.^[37] However, according to the USGS, no large releases of gas hydrates are believed to have occurred in the Bermuda Triangle for the past 15,000 years.^[3]

From <https://en.wikipedia.org/wiki/Bermuda_Triangle>

might still be active somewhere on the ocean floor. This technology, they say, might interfere with the instrumentation on modern ships and planes, causing them to sink and crash. Proponents of this idea cite the so-called "Bimini Road" rock formations in the area as evidence.

Yet there seems to be no evidence for the advanced technology -- except, perhaps, for the incredible claim of a discovery made by Dr. Ray Brown in 1970 while [scuba diving](#) near the Bari Islands in the Bahamas. Brown says that he came upon a pyramid-like structure with a smooth, mirror-like stone finish. Swimming inside, he found the interior to be completely free of coral and algae and was illuminated by some unknown light source. In the center was a sculpture of human hands holding a four-inch crystal sphere, above which was suspended a red gem at the end of a brass rod.

Souls of Slaves

The Bermuda Triangle's deaths and disappearances are the consequences of a curse, theorized psychiatrist Dr. Kenneth McAll of Brook Lyndhurst in England. He believed the area may be haunted by the spirits of the many African slaves who had been thrown overboard on their voyage to America. In this book, "Healing the Haunted," he wrote of his strange experiences while sailing in these waters. "As we drifted gently in the now warm and steamy atmosphere, I became aware of a continuous sound like mournful singing," he wrote. "I thought it must be a record player in the crew's quarters and as it continued through the second night, I finally, in exasperation, went below to ask if it could be stopped. However, the sound down there was the same as it was everywhere else and the crew was equally mystified." He later learned how in the 18th century, British sea captains defrauded insurance companies by tossing slaves into the ocean to drown, then cashing in on a claim for them.

Methane Gas Hydrates

One of the most interesting scientific theories for the disappearance of ships in the Triangle was proposed by Dr. Richard McIver, an American geochemist, and further espoused by Dr. Ben Clennell of Leeds University, England. [Methane hydrates](#) bubbling up from sea sediments on the ocean floor might cause ships to disappear, they say. Landslides on the ocean floor can release vast amounts of the gas, which would be disastrous because it would significantly reduce the density of the water. "This would make any ship floating above sink like a rock," Connell says. The highly combustible gas also could also ignite aircraft engines, causing them to explode.

Tragic But Not Unusual

Perhaps all of the disappearances, malfunctions, and accidents are no mystery at all, according to [The "Mystery" of the Bermuda Triangle](#). "A check of Lloyd's of London's accident records by the editor of FATE magazine in 1975 showed that the Triangle was no more dangerous than any other part of the ocean," the article states. "U.S. Coast Guard records confirmed this, and since that time no good arguments have ever been made to refute those statistics. Even though the Bermuda Triangle isn't a true mystery, this region of the sea certainly has had its share of marine tragedy. This region is one of the heaviest traveled areas of ocean in the world. With this much activity in a relatively small region, it isn't surprising that a large number of accidents occur."

From <<https://www.liveabout.com/theories-of-the-bermuda-triangle-2593654>>

Notable Incidents

Saturday, June 5, 2021 6:28 PM

Aircraft incidents^[edit]

- 1945: December 5, [Flight 19](#) (five [TBF Avengers](#)) lost with 14 airmen, and later the same day [PBM Mariner](#) BuNo 59225 lost with 13 airmen while searching for Flight 19.^[1]
- 1947: July 3, a [Douglas C-54](#) crashed off the Florida coast after the pilot lost control in turbulence.^[2]
- 1948: January 30, [Avro Tudor G-AHNP *Star Tiger*](#) lost with six crew and 27 passengers, *en route* from [Santa Maria Airport](#) in the [Azores](#) to [Kindley Field](#), [Bermuda](#).^[3]
- 1948: December 28, [Douglas DC-3 NC16002](#) lost with three crew and 36 passengers, *en route* from [San Juan, Puerto Rico](#), to [Miami](#), Florida.^[4]
- 1949: January 17, Avro Tudor [G-AGRE *Star Ariel*](#) lost with seven crew and 13 passengers, *en route* from [Kindley Field](#), [Bermuda](#), to [Kingston Airport](#), [Jamaica](#).^[5]
- 1949: November 16, a B-29 ditched in the Atlantic. Two crewmen were missing but three days later 18 survivors were rescued 385 miles northeast of Bermuda.^[6]
- 1956: November 9, Martin Marlin lost ten crewmen taking off from Bermuda.^[7]
- 1962: January 8, A USAF [KB-50](#) 51-0465 was lost over the Atlantic between the US East Coast and the Azores^[8]
- 1965: June 9, A USAF [C-119 Flying Boxcar](#) of the [440th Troop Carrier Wing](#) missing between Florida and [Grand Turk Island](#).^[9] The last call from the plane came from a point just north of [Crooked Island, Bahamas](#), and 177 miles from Grand Turk Island. On July 18, 1965 debris from the plane was found on the beach of Gold Rock Cay just off the northeastern shore of [Acklins Island](#).^[10]
- 1965: December 6, Private [ERCO Ercoupe](#) F01^[11] lost with pilot and one passenger, *en route* from Ft. Lauderdale to Grand Bahamas Island.^[12]
- November 3, 1978 - Irving Rivers, arriving at St. Thomas from St. Croix, vanished after being sighted by the control tower, and no trace was ever found.^[13]
- 2005: June 20, A [Piper PA-23](#) disappeared between [Treasure Cay](#) Island, Bahamas and [Fort Pierce](#), Florida. There were three people on board.^[14]
- 2007: April 10, A [Piper PA-46-310P](#) disappeared near Berry Island after flying into a level 6 thunderstorm and losing altitude. Two fatalities were listed.^[15]
- 2017: February 23, The Turkish Airlines flight TK183 (an [Airbus A330-300](#)) was forced to change its direction from Havana, Cuba to Washington Dulles airport after some mechanical and electrical problems occurred over the triangle.^[16]
- 2017: May 15, A private [MU-2B](#) aircraft was at 24,000 feet when it vanished from radar and radio contact with air traffic controllers in Miami.^[17] Plane wreckage was found later.^[18]

Incidents at sea^[edit]

- 1492: On the night of October 11, [Christopher Columbus](#) and the crew of *Santa Maria* reported a sighting of unknown light, just days before the landing at Guanahani.^[19]
- 1800: [USS Pickering](#), on course from Guadeloupe to Delaware, lost with 90 people on board.^[20] (Possibly lost in a gale)
- 1814: [USS Wasp](#), last known position was the Caribbean, lost with 140 people on board.^[20] (Possibly lost in a storm)
- 1824: [USS Wild Cat](#), on course from Cuba to Tompkins Island, lost with 14 people on board.^[20] (Note lost in a gale with 31 on board)
- 1840: *Rosalie*, found abandoned.^[20] (Possibly the "Rossini" found derelict?)^[21]
- 1881: According to legend a sailing ship the [Ellen Austin](#) found a derelict vessel and placed a crew to sail the vessel to port. Two versions of what happened to the vessel are: the vessel was either lost in a storm or was found again without a crew. Lawrence David Kusche author of "The Bermuda Triangle Mystery-Solved" found no mention in 1880 or 1881 newspapers of this alleged incident-he did trace the legend to a book by Rupert Gould "The Stargazer Talks" published in 1943. The "Ellen Austin" did exist; a check from Lloyd's of London records proved the existence of Meta, built in 1854, and that in 1880, Meta was renamed Ellen Austin. There are no casualty listings for this vessel, or any vessel at that time, that would suggest a large number of missing men were placed on board a derelict that later disappeared although one website includes the alleged derelict vessel incident it does find that Rupert Gould talked about the legend on radio in the 1930s;^[22] likewise the website traces the derelict story to a June 1906 newspaper story-which claims the derelict ship incident took place in 1891;^[22] however the 1906 story does not give a reference of where this story came from.
- 1918: [USS Cyclops](#), collier, left [Barbados](#) on March 4, lost with all 306 crew and passengers en route to [Baltimore, Maryland](#).^[23]
- 1921: January 31, [Carroll A. Deering](#), five-masted schooner, Captain W. B. Wormell, found aground and abandoned at Diamond Shoals, near Cape Hatteras, North Carolina.^[24]
- 1925: 1 December, [SS Cotopaxi](#), having departed [Charleston, South Carolina](#) two days earlier bound for [Havana, Cuba](#), radioed a [distress call](#) reporting that the ship was sinking. She was officially listed as overdue on 31 December.^[25] In 1985 an unknown shipwreck was found off St Augustine, Florida; in 2020 it was identified as the remains of the SS Cotopaxi.^[26]
- 1941: [USS Proteus \(AC-9\)](#), lost with all 58 persons on board in heavy seas, having departed [St. Thomas](#) in the [Virgin Islands](#) with a cargo of bauxite on 23 November. The following month, her sister ship [USS Nereus \(AC-10\)](#) was lost with all 61 persons on board, having also departed St. Thomas with a cargo of bauxite, on 10 December. According to research by Rear Admiral George van Deurs, USN, who was familiar with this type of ship from their service in the USN, the acidic coal cargo would seriously erode the longitudinal support beams, making these aging and poorly constructed colliers extremely vulnerable to breaking up in heavy seas.^[27] They were both sister ships of the USS Cyclops.
- 1958: *Revonoc*. A 43-foot racing yawl was lost with owner Harvey Conover and four others between Key West and Miami Florida in a hurricane. The only trace found was the Revonoc 14-foot skiff near Jupiter Florida^[28]
- 1963: [SS Marine Sulphur Queen](#), lost with 39 crewmen, having departed [Beaumont, Texas](#), on 2 February with a cargo of 15,260 tons of sulfur. She was last heard from on 4 February, when she was in rough, nearly following seas of 16 feet, with northerly winds of 25–46 knots, and listed as missing two days later. The [US Coast Guard](#) subsequently determined that the ship was unsafe and not seaworthy, and never should have sailed. The final report suggested four causes of the disaster, all due to poor design and maintenance of the ship.^[29]
- 1967: On December 22, 1967, Miami hotel owner and yachtsman Dan Burack set out on his [cabin cruiser](#) *Witchcraft* with a priest named Patrick Horgan.^{[30][31]} The ship was taken one mile off the Miami coastline so that Burack and Horgan could view the [Christmas lights](#) visible from the shore.^{[30][31]} That night, Burack radioed a distress call to the Coast Guard, informing them that the boat's propeller had struck something underwater, and that the vessel would need to be towed in.^[31] The Coast Guard requested that he send up a flare in roughly 20 minutes so that the boat could be more easily located.^[31] The official who received the call reportedly later noted that Burack did not seem too concerned about the *Witchcraft*,^[30] a boat that Burack had fitted with a special floatation device in its hull.^[32] When the Coast Guard arrived at the location from which Burack called, he, Horgan, and the *Witchcraft* were nowhere to be found.^{[30][32]} Over the following days, a search was conducted over hundreds of square miles of ocean, but the boat and its passengers were not able to be located.^{[30][33]}
- 1980: On January 12, 1980, [HMCS St. Laurent \(DDH 205\)](#) sank off [Cape Hatteras](#), the closest point on the North American mainland to Bermuda. The ship took on water after encountering the tail end of a hurricane.
- 2015: In late July 2015, two 14-year-old boys, [Austin Stephanos](#), and [Perry Cohen](#) went on a fishing trip in their 19-foot boat. Despite the 15,000 square nautical mile wide search by the Coast Guard,^[34] the pair's boat was found a year later off the coast of [Bermuda](#), but the boys were never seen again.^[35]
- 2015: [SS El Faro](#), with a crew of 33 aboard, sank off of the coast of the Bahamas within the triangle on October 1, 2015, after sailing into [Hurricane Joaquin](#). Search crews identified the vessel 15,000 feet below the surface.

Incidents on land^[edit]

- 1969: [Great Isaac Lighthouse \(Bimini, Bahamas\)](#)^[36] – Two keepers disappeared and were never found. (A hurricane passed through at the time of the disappearances).

From <https://en.wikipedia.org/wiki/List_of_Bermuda_Triangle_incidents>

Flight 19

Saturday, June 5, 2021 6:31 PM

The Loss of Flight 19



Flight 19, which was believed to have been lost in the Bermuda Triangle, 5 December 1945, was flying this same type aircraft, the TBM Avenger. Naval History and Heritage Command photograph, NH 91350.

Shortly after 2:00 p.m. on 5 December 1945, five TBM Avenger torpedo bombers departed U.S. Naval Air Station Fort Lauderdale, Florida, for a routine navigational training flight with Lt. Charles C. Taylor acting as the flight's leader. Taylor was a seasoned naval aviator with some 2,500 flying hours and multiple [World War II](#) combat tours in the Pacific. The group of aircraft, dubbed Flight 19, were to execute Navigation Problem No. 1, which was to fly to the east from the Florida coast, conduct bombing runs at a place called Hens and Chickens Shoals, turn north, then proceed over Grand Bahama Island. The flight's last leg was to fly back to NAS Fort Lauderdale. The weather was projected to be relatively normal except for a few scattered showers.

On the first leg of the flight, everything went as planned as they dropped practice bombs without incident. As the group began to turn north for the second leg of the journey, trouble began for Flight 19. At approximately 3:45 p.m., Fort Lauderdale's flight tower received a message from Taylor, who reportedly sounded confused and worried.

"Cannot see land," Taylor said. "We seem to be off course."

"What is your position," the tower responded.

Then there were a few moments of silence. Tower personnel peered out into the clear day in the direction where the planes were supposed to be operating, but there was no sign of them.

"We cannot be sure where we are," the flight leader announced. "Repeat: Cannot see land."

Contact was lost for about 10 minutes, but when it resumed, it was not the voice of the flight leader. "We can't find west. Everything is wrong. We can't be sure of any direction. Everything looks strange, even the ocean," the voice reported. There was another delay, and then tower personnel learned from intercepted transmissions that the flight leader had turned over his command to another pilot for unknown reasons.

After 20 minutes of radio silence, the new leader's voice transmitted to the tower, but it was trembling, bordering on hysteria. "We can't tell where we are... everything is... can't make out anything. We think we may be about 225 miles northeast of base..." For a few moments, the pilot rambled incoherently before uttering the last words ever heard from Flight 19. "It looks like we are entering white water... We're completely lost."

Within minutes, tower personnel scrambled two PBM Mariner flying boats carrying rescue equipment. They were headed for Flight 19's last known estimated position and after 10 minutes into the rescue flight, they checked in with the tower, but that was the last time one of the rescue planes transmitted back to Fort Lauderdale's flight operations. Now, six aircraft with personnel had vanished. For five days, Coast Guard, Navy, and [naval aviation](#) personnel searched extensively in more than 250,000 square miles of Atlantic and Gulf waters, but nothing was found—no aviators, wreckage, life raft, or even an oil slick. Nothing. The Navy launched an investigation into the incident, but nothing conclusive was found.

Fourteen men were lost as a result of the Flight 19 tragedy. Thirteen more were lost from the PBM Mariner attempted rescue.

From <https://www.history.navy.mil/browse-by-topic/disasters-and-phenomena/flight-19.html>

Flight 19 Disappearance: Most Likely Cause

by [Jim R](#)

Flight 19 was a group of aircraft that mysteriously went missing off the coast of Florida in 1945. On December 5th, shortly after 2 PM, five General Motors TBF Avenger torpedo bombers and all fourteen men aboard disappeared during a training mission over the Atlantic Ocean. Their unexplained vanishing and proximity to the fabled Bermuda Triangle has led to multiple theories as to their ultimate fate.



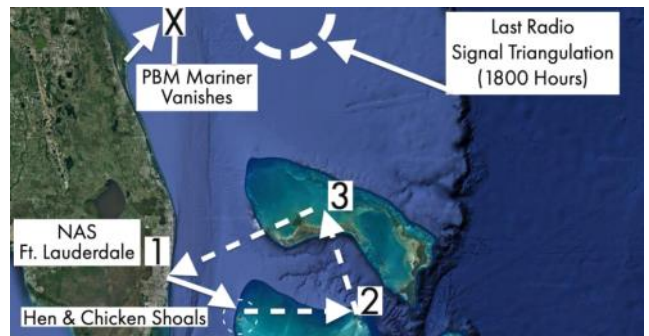
A few Grumman TBF-1 Avengers from Escort Scouting Squadron 29 (VGS-29) based out of Norfolk, VA in 1942.

Flight 19 Mission

World War II was the first war that involved extensive air combat. Thousands of new planes had to be built, and thousands of pilots needed the training to fly them. Flying heavier-than-air aircraft is an inherently dangerous activity. Future generations of combat pilots would learn from the first generation's sacrifices.

Fatal accidents were common. Pilots were nearly as likely to die in training as they were in combat. In Britain, over [8,000 pilots](#) died in training. In America, it was over [13,000](#). Any combination of mechanical failure, bad weather, and human error could doom any pilot, no matter how experienced.

When the mission started on the afternoon of December 5th, 1945, about seven months after the war ended, it was supposed to be a routine training exercise. But in reality, there was no such thing.



Map of the flight path. After conducting the bomb run, Flight 19 should have turned at away point 2 and 3 to return back to base.

The plan was to take off from [Naval Air Station](#) Fort Lauderdale and fly in a triangular pattern. It was supposed to be a practice navigation exercise and bombing run. They would start by flying east, drop their bombs at the Hen and Chickens Shoals, and continue for a total of 140 nautical miles. At that point, they would turn left and fly 73 nautical miles north to an area near the Bahamas. Finally, they would turn left and fly another 140 nautical miles back to NAS Ft. Lauderdale.

All bombers had crews of three Navy or Marine pilots, except for one which had two crew members. The flight leader was LT Charles C. Taylor, a veteran combat pilot who had flown missions in the Pacific Theater. Nearly every member of the mission had logged over 200 hours of flying experience. All of them understood the risks.

2:10 PM – 3:40 PM

Flight 19 took off around 2:10 and proceeded to Hen and Chickens Shoals, where they dropped their practice bombs without incident. But then, somewhere over the Atlantic, [they ran into](#) bad weather. Meteorologists tracked a massive storm traveling from Georgia south to Miami that day, generating hurricane-force winds at 8,000 ft.

Flight instructor LT Robert F. Cox was on another flight in the area and overheard many of Flight 19's final radio transmissions. At some point, the storm disoriented the aircraft, and they became lost. At 3:40, LT Taylor radioed in a distress call, reporting a malfunctioning compass and they lost

their way.

I am sure I'm in the Keys, but I don't know how far down and I don't know how to get to Fort Lauderdale.

LT Taylor

LT Taylor was mistaken about being in the Florida Keys. Instead, they were over 200 miles north. Some have speculated that Taylor, who recently transferred to Florida, may have been unfamiliar with the geography.

In this time, when American pilots flying over the Atlantic became lost, the protocol was to turn their plane west towards the setting sun and fly until they eventually reached land. The problem was, LT Taylor had become so disoriented that he believed he was at the mouth of the Gulf of Mexico. Flying west, Taylor thought, would have put them further over the Gulf. Instead of turning left and flying west back to Ft. Lauderdale, LT Taylor ordered his men to continue flying east, putting them further out over the open ocean. Their last known location was 75 miles off the coast of Cocoa, Florida.

6:00 PM

LT Cox overheard the men arguing with each other about which direction to go. Around 6:00 PM, LT Taylor's men persuaded him to finally turn around and head west. Shortly later, he reversed course and resumed heading east. Investigators later speculated that one of the planes in Flight 19 might have broken off and flown in another direction, but most followed their commander's orders.

As the sun began to set, LT Taylor ordered his men to begin preparing for a water landing. "All planes close up tight," LT Taylor said:

We'll have to ditch unless landfall...when the first plane drops below ten gallons, we all go down together.

After several minutes of silence, Lt. Taylor frantically [radioed in](#).

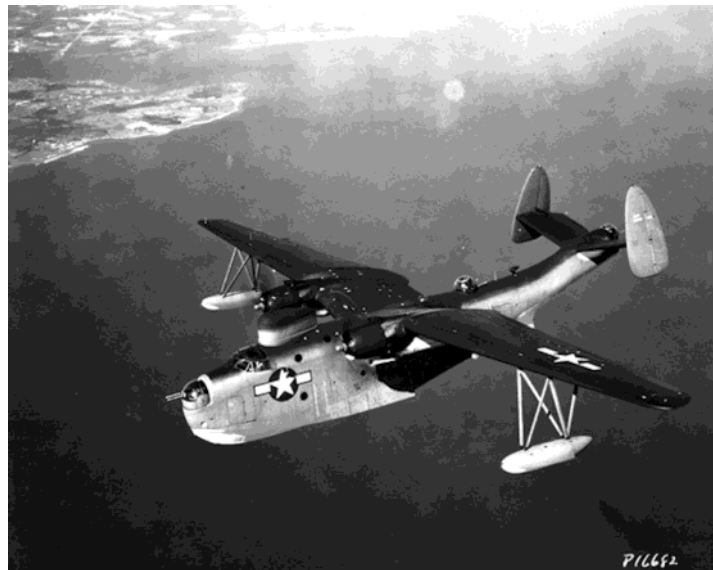
We can't tell where we are... everything is... can't make out anything. We think we may be about 225 miles northeast of base...It looks like we are entering white water... We're completely lost.

LT Charles C. Taylor

This was their final radio transmission.

Search & Rescue

LT Cox wanted to search for the planes, but he received orders to return to base. Shortly after Lt. Taylor's final transmission, around 7:30 PM, NAS Ft Lauderdale scrambled two PBM Mariner "flying boat" rescue planes to search for the missing bombers.



A Martin PBM-5 Mariner in flight, circa in 1945.

The PBM Mariner had a reputation of being notoriously accident-prone. The airmen nicknamed it the "flying gas tank" for its tendency to explode. Almost immediately, one of the PBM Mariner vanished, along with its 13 crew members.

The next day, the U.S. Navy, Coast Guard, and naval aviation personnel sent over 300 planes and boats on a search and rescue mission. They scoured an area of around 250,000 square miles but found no sign of the missing airmen. Not even an oil slick.

Including the PBM Mariner crew, 27 men lost their lives.

Investigation

A committee investigation followed, and months later, the Navy published

a [500-page report](#) of its findings. The committee established many of Flight 19's true locations vs. where LT Taylor believe them to be. Most likely, Taylor mistook the Bahamas for the Florida Keys, which are much further south. Ironically, the aircraft's actual location was much closer to where it was supposed to be than where Taylor believed.

Initially, investigators attributed the accident to mechanical failure caused by the malfunctioning compass. Even though Taylor wasn't found at fault, his mother later successfully petitioned the cause to be changed to "unknown," since the Navy hadn't recovered any wreckage or bodies.

Alternate Theories

The disappearance of Flight 19 was considered a somewhat mysterious tragedy until 1964. Author Vincent Gaddis published an article about the doomed flight in the sci-fi magazine Argosy.



The Bermuda Triangle stretches from Miami, to San Juan , Puerto Rico to Bermuda.

In the article, Gaddis argued the plane disappeared in a region with an unusually high number of air and water accidents. Gaddis [coined the term](#) "Bermuda Triangle." Even though that region of the ocean is [no more dangerous](#) than anywhere else globally, the theory inspired generations of conspiracy theorists. (And generations of skeptics).

Related: [USS CYCLOPS Disappearance in the Bermuda Triangle](#)

Over the years, people have speculated the disappearance was caused by anything from interference from the Earth's magnetic fields, to parallel dimensions, to alien abductions. The 1977 film Close Encounters of the Third Kind even depicted a flying saucer abducting the planes and crew and teleporting them to the Mexican desert.

Aficionados have also continued the search for the aircraft. In 1990, John Myhre believed he discovered one of the planes on the ocean floor, 390 ft. below the surface. A year later, Graham Hawkes claimed to have found all five aircraft. Both were mistaken. While they did find World War II-era bombers, they were unrelated to the disappearance of Flight 19. And considering how dangerous aviation was during this period, 1940's plane wreckage off Florida's coast isn't surprising.

Aircraft and Personnel Identifiers

The following table provides details on the aircraft and personnel lost.

Aircraft Number	Pilot	Crew	Bureau Number
FT-28	LT Charles C. Taylor, USNR	AOM3c George Devlin, USNR ARM3c Walter R. Parpart, USNR	23307
FT-36	CAPT E. J. Powers, USMC	SSgt Howell O. Thompson, USMCR SGT George R. Paonessa, USMC	46094
FT-3	ENS Joseph T. Bossi, USNR	S1c Herman A. Thelander, USNR S1c Burt E. Baluk, JR., USNR	45714
FT-117	CAPT George W. Stivers, USMC	PVT Robert P. Gruebel, USMCR SGT Robert F. Gallivan, USMC	73209
FT-81	2D LIEUT Forrest J. Gerber, USMCR	PFC William E. Lightfoot, USMCR	46325
	LTJG Walter G. Jeffery, USN	LTJG Harrie G. Cone, USN ENS Roger M. Allen, USN ENS Lloyd A. Eliason, USN ENS Charles D. Arceneaux, USN RMS Robert C. Cameron, USN SN 1st Class Wiley D. Cargill, Sr., USN ARM3 James F. Jordan, USN AOM3 John T. Menendez, USN SN 1st Class Philip B. Neeman, USN AOM3 James F. Osterheld, USN AMM1 Donald E. Peterson, USN SN 1st Class Alfred J. Zywicki, USN	59225

From <<https://www.historicmysteries.com/flight-19/>>

Crazyboard

Tuesday, June 8, 2021 5:54 PM

