July 23, 1975

SCIENTISTS....

In this file you will find some strange documentation re the Kennedy airplane crash. I was returning from Egypt, from Cairo via Rome... and showing my Saga magazine writeups to the stewardesses and others... particularly the page where the artist has my face looking up into the sky...where an airplane is being struck by lightning...and on the page are the words "Tornado Winds Rip Area." Then my plane began its approach to Kennedy Airport and the pilot told everyone to buckle seatbelts for landing. But the plane, going down, veered off...circled over the ocean... went to another airport for a while...then returned to Kennedy and landed. When I went through customs the customs officer looked at my flight ticket... said, "You are lucky to be here. You know that, don't you?" I asked what he meant...and he told me that the plane ahead of ours had been struck by lightning; had crashed. Words to that effect.
All of the action, move by odd move, is on my "crash" tape. I made tapes of every move and action of my trip to Egypt, and inside the secret rooms of the pyramids...and what I discovered there. And I discovered secrets certainly not known to modern men. (While in Cairo a prominent Egyptian scientist sought me out...and we had quite a visit together! It is on the tapes.)

I have only made one duplicate set of the Egyptian tapes...and anyone wanting them will have to contribute $200 or more to my work and research. It took me a full week to make Millie's tapes for her.

On the tapes...is a recital of agents following me about, checking on me...even "tailing" me out into the Nile River!

Also on the tapes: when I read about the two Englishmen who were slated to be shot by firing squads by President Amin...I contacted the British Embassy...who sent their man over to me...and I told him that I would use my powers to save the two men, and get them released. At that time Amin was adamant about it. By this date they have both been released. Sure...the British Government took steps...but my powers work in a thousand ways.

The other material is self-explanatory. There were so many military plane crashes IN THIS AREA that the government grounded those type of planes everywhere. It was caused by my radar demonstration of some time ago. The power is still very active here.
Also...the SI's and I are concentrating on eliminating bad leaders around the world. Indira Ghandi is one...and she's on her way out. Amin is another...he'll go. Mrs. Peron is another...she'll go. And so on.

Am in the midst of an emergency now...have to raise a bundle of money or will have to discontinue my work entirely...and then? But it is holding me up from typing the full report of my Egyptian trip, and my findings there. Too bad the government will not subsidize my work.

Ted Owens (PK Man)

Owens

U.S. 1-Plane Record; Lightning a Suspect

By ARTHUR EVERETT

NEW YORK (AP) -- An Eastern Airlines 727 jetliner coming in for a landing in a thunderstorm crashed and burned just short of Kennedy International Airport Tuesday, More than 100 people were killed in the crash, the worst single-plane disaster in the history of U.S. aviation.

The plane, carrying 115 passengers and eight crew members, was a nonstop flight from New Orleans.

At least two witnesses said they saw lightning strike the aircraft just before it tore through three landing-approach light stanchions and plow into an area of parkland north of the airport.

En route to its resting place, the big airliner spun across heavily traveled Rockaway Boulevard and flipped upside down. The first doctor on the scene minutes later said: "It was full of smoke; people were screaming and yelling."

The death toll eclipsed the loss of 98 lives in the Dec. 29, 1972, crash of an Eastern TriStar jetliner in the Everglades near Miami, previously the worst single-plane domestic air crash. The nation's worst air disaster involved the collision of a United Airlines DC8 and a Trans World Airlines Superconstellation above Staten Island in 1960. That crash claimed 134 lives.

In the Kennedy crash, luggage, bodies, and debris from the shattered jetliner were scattered over a five-acre patch of undeveloped land.

George Van Epps, in charge of an investigation by the National Transportation Safety Board, was asked about reports that the plane was struck by lightning.

"It's certainly something that will be considered in the investigation," he said.

Epps said that at least two previous crashes in the 1960s were attributed to lightning, one of them a Pan American plane at Elkton, Md., and the other a TWA airliner in Rome.

"Lightning hit the plane," said Paul Morris, a Nassau County police officer. "It rolled to the right and went about 20 more yards, then hit the ground."

"I am almost positive the plane was hit by lightning," said Neal Rausten, 21, who was pumping gas at a nearby service station.



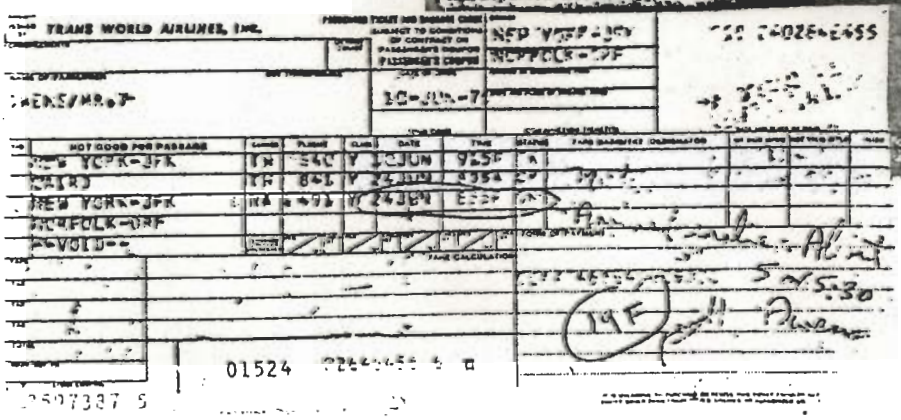


ILLUSTRATION # 12

U.S. 1-Plane Record; Lightning a Suspect

Va. Pilot 6/25/75

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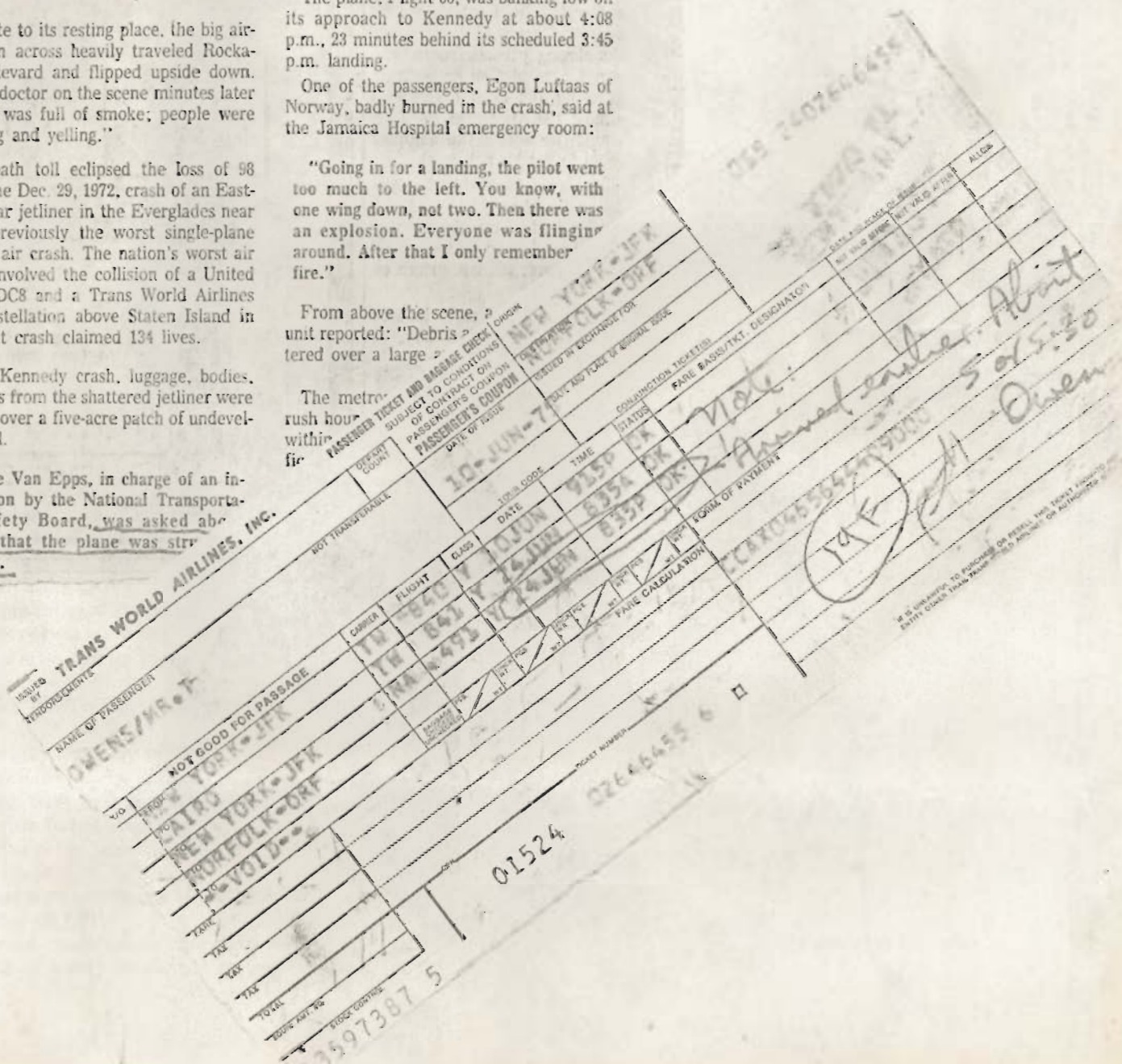
The plane, Flight 66, was banking low on its approach to Kennedy at about 4:08 p.m., 23 minutes behind its scheduled 3:45 p.m. landing.

One of the passengers, Egon Luftaas of Norway, badly burned in the crash, said at the Jamaica Hospital emergency room:

"Going in for a landing, the pilot went too much to the left. You know, with one wing down, not two. Then there was an explosion. Everyone was flinging around. After that I only remember fire."

From above the scene, a unit reported: "Debris s tered over a large a

The metro rush hour within fi



Va. Pilot June 26, 1975

Capricious Winds A Possible Cause In Jetliner Crash

NEW YORK (AP) — Wind sheers — capricious and powerful swerves and surges of wind — may have been what slammed an Eastern Airlines Boeing 727 to the ground in a thunderstorm as it approached Kennedy International Airport Tuesday.

But a safety official also recounted Wednesday that a small, light airplane landed safely just ahead of the big jet from New Orleans, in which more than 100 people perished.

Lightning also was a possible cause put before the big team of investigators assembled at the airport by the National Transportation Safety Board (NTSB). A number of witnesses say the plane was struck by a bolt of lightning and went down.

(A spokesman for the NTSB said there has been only one previous case in U.S. aviation history where lightning has been cited as the cause of a crash.

(That clearcut case he said occurred Dec. 8, 1963, when a Pan American World Airways 707 crashed near Elkton, Md., and killed all 81 on board. He said the investigation revealed that lightning touched off an explosion of a fuel-air mixture in the wing tank.

(There was a crash near Milan, Italy, June 26, 1959, in which all 68 aboard a Trans World Airlines Superconstellation were killed. The Italian government concluded that the cause was an explosion set off by static electricity. Most investigators, he said, would say that static electricity wouldn't have been present without lightning.

(A random three-year check of general aviation statistics revealed that one aircraft accident a year is caused by lightning, he added.

(The NTSB spokesman said that lightning frequently strikes commercial airliners, but that they are designed and built to protect the craft and passengers from serious damage. "Serious damage from lightning," he said, "is rare."

("The basic reason is that aircraft are not sitting ducks, like a golfer on a golf course. They aren't grounded. If struck, the wing skin might be pitted or the crew blinded temporarily by the flash, but no real damage occurs from the bolt itself, which passes through the craft back into the atmosphere.

("There is no case in which lightning destroyed the airframe or damaged it to the extent that the plane couldn't fly," the spokesman said.

(The problem develops where there is a fuel leak that can be ignited, causing an explosion, when the lightning hits, he said).

The flaming crash late Tuesday afternoon was one of the worst air disasters in U.S. history and the first major crash in New York in a decade.