

RESULTS OF THE FLIGHT INTO THE BERMUDA TRIANGLE

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It is quite overwhelming flying into the Bermuda Triangle you definitely, haven't any reference points to follow. The sky is constantly changing and in some cases low level clouds give the illusion of islands below. Until you experience this area for yourself, it is only then, do you begin to realize the complexities to air operations, and on a sad note, a deeper understanding of the subsequent peril of Flight 19.

The flight into the Bermuda Triangle covered from West Palm Beach, to Bimini Island, to Key West, to the Florida Everglades and back to West Palm Beach. The trip was to take about 3 hours. A front had passed during the morning and was expected to produce some thunderstorm activity off of Miami and in the Bimini area. The actual flight did not take off until mid afternoon at which time we saw the dissipating tops of Thunderstorms in the distance. We did fly some of the flight paths of both Bruce Gernon and Flight Nineteen. During this time measurements were taken in and out of the Triangle which showed zero readings. I also had an extra aircraft compass with me to observe any induced compass spin. None was noted during the entire flight. We also had calibrated three stop watches to note any time variations. Once we had landed the control watch was compared to the aircraft watches and no differences were found. It wasn't until we had encountered some clouds near the approach to Bimini Island that the measuring equipment began to pick up significant readings of electric fields of 100,000 Volts per Meter. This occurred near and through local clouds of about 7500 to 8500 feet and in one case, in clear skies, as we passed in parallel to the Bimini road. The magnetic readings were in excess of 100 gaussses in these areas as well. When in and near the clouds being probed the frequency meter readings varied from 6 to 653.9 MHz . The basic electric field data collected for the target clouds followed pretty much existing research findings. I was, however, surprised to find these measurements as robust for such small cloud structures. The extremes of the broad band frequencies of 6 MHz up to 653 MHz, goes 200 MHz above current research, however most of these studies were conducted over land. Not many cloud studies have been conducted over Ocean areas, so our frequency findings do not have much to compare too. These results could be normal for this region of the world over a salt water environment. The one measurement over the Bimini road was very interesting. The plane was flying parallel to the Bimini road as we approached the Island. The readings were strong and persistent for several minutes until we veered away toward our first cloud target about ten miles away. I am still thinking about this one and I don't have an explanation of the recorded measurements.