

Matter of Navigation

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Abstract- For thousands of years navigation was bread and butter for any trader. From the time of Middle Ages, caravels brought gold from the New World to the Europe. Thousands of men were involved in that business for centuries. Even today many ships and airplanes with sophisticated onboard navigation systems carry their goods to each corner of the World. Captains and crews are proud for their business.

Everything goes right until men began to see something that cannot be explained logically. Sometime those events remain in contradictory to navigational information and even worse – to human logic. Nobody from the captain or their fellow crew member was able to explain some strange phenomena which their vessels show from time to time.

Watercrafts moving faster than airplanes and airplanes flying through “nothing”, vessels went to “oblivion” and vanished in calm seas and perfect weather condition; all those phenomena and many others caused many legends of the oceans and air. Those myths distract people for many centuries because nobody was able to see and explain strong underlying phenomena that cause all of them.

This paper is dedicated to specific analysis of such events and their interrelation with Z-Theory published recently.

Index Terms- Navigation, physics, philosophy, trajectory, early arrival, lost distance, lost time, RW-Trajectory, Z-Trajectory, Z-Transposition, Z-Theory.

I. INTRODUCTION

Under normal circumstances navigation cases no problem for any modern vessel. Many instruments support sailors to navigate through any area of an ocean or air space despite of its condition. Those are countless number of compasses of any kind, GPS navigation systems, automatic pilots, ground active and passive radars, weather onboard radars and so on. Many of them work continuously from the beginning of a ship’s journey to its arrival to the port (or airport) of destination. They produce accurate information to the crew of a vessel location and its heading at any given moment of time as well as dozens of other useful navigational data.

However despite many excellent navigation systems and skilled navigators, experienced captains and well trained crew, we have continuous support for old legends. Vessels still show their ability to “vanish” for unknown reason and show more compelling abilities that no constructor builds into them.

The most remarkable incident happened with Boeing 727 at the Miami airport¹ in the late 1969. Fact of the matter is that. The typical aircraft was undetectable for the airport ground radar for

10 minutes during its descending by glide path. During that time, all attempts to reach the aircraft by radio have failed. After 10 minutes, the aircraft repapered again and have made a successful landing. However as it was found later all onboard timepieces indicated 10 minutes left from the indication of the airport clocks. Moreover, nobody onboard had noticed anything strange or unusual. Here, and later, I mention that case as **Boeing 727 Incident**.

One more “unusual” incident happened on December 4, 1970 with A-36 (Beechcraft Bonanza) type aircraft with Bruce Gernon onboard. According to information from Bruce, his aircraft had air-journey for 250 miles in 47 minutes flaying from Andros Island Town Airport to West Palm Beach Airport and had successful landing with 9 extra gallons of unspent fuel. Indications of all onboard timepieces at the time of landing match the ground time at the airport. Furthermore, the ground radar of the airport was able to detect the airplane only over Miami Beach. In other words, the tracking radar of the airport was unable to detect the aircraft during *the last stage* of its flight. It looks like suspicious similarity with the incident mentioned above. Here, and later, I mention that case as **A-36 incident**.

There is one more experience that is probably known for everybody. I mean **Flight 19 incident**. According to facts² on December 5, 1945 five naval bombers were sent to a routine training mission from Ft. Lauderdale. Training mission was completed successfully. But shortly after that a strange report was sent to the base from the flight. It carried information about the malfunction of all onboard instruments, and it seems like all pilots were utterly disorientated. The ground receivers had a number of unusual messages about odd visual observations from that flight later. One more message carried part of the call letters of the planes of Flight 19 – “FT”, but that **“FT” message** was received two hours *after* the planes run out of fuel. Hence there are many skeptics who do not take that message seriously.

As soon as the base commander understood difficulties of flight 19 he sent a rescue aircraft³ to help the plots. After a short message about weather condition from that aircraft, the control tower lost radio contact with that plane too. No sight of that flight and a rescue aircraft were ever found despite massive rescue operation followed after that incident. No wreckage, debris or other single piece of any of six planes and twenty six men *were ever found*.

One might ask, “Don’t you see this mess? Those incidents stay in deep contradiction with any possible logic! There are many other mysterious disappearances of vessels in calm weather!” That is correct relatively for today’s human reasoning. Any attempt to make possible explanation for those incidents from the scientific point of view *were also failed ever*. Perhaps there is another logic that can be applicable to such “incredible”

¹Source 1, page 8 (in-book reference 1.1)

² Source 1, page 9 (in-book reference 1.3)

³ Martin PBM Mariner; a patrol bomber flying boat.

incidents. May be there is also some possible way to incorporate such logic to human logic to make such events understandable?

Humankind tries to understand the nature for thousands of years. It was a long way from first signs of consciousness to highly developed philosophy and logic in the human mind, but all aspects of human mind based on its previous experience. Modern philosophy traces human thoughts for centuries. It gives strong support for any part of modern science. Physics uses facts from laboratories and direct observations from the natural processes to develop new theories in an attempt to obtain better understanding of the surrounding world. Many scientists, field researches and undergraduate students dig deeper and deeper to find an explanation of each enigma of Mother Nature.

However, there is something that the human mind still unable to understand and explain. There is something that overpowers any attempt to understand its nature. That thing gives us one fundamental question. Is it possible to understand something that nobody seen or notice ever? That is ages old question. Few sentries ago *everybody knew* that the Earth is *flat*. It was the motionless center of the whole creation and a rest for everything. That point of view dominated for centuries. It was so strong that Holy Inquisition of Christian Church would put anybody to a court and then burn a person at stake in case of evidence of any other point of view. Life of Giordano Bruno is the best example of that situation.

“**Bruno, Giordano**, born 1548, Nola, near Naples, died Feb. 17, 1600, Rome, *original name Filippo Bruno, byname II Nolano* Italian philosopher, astronomer, mathematician, and occultist whose theories *anticipated modern science*. The most notable of these were his theories of the infinite universe and the *multiplicity of worlds*, in which he rejected the traditional geocentric (or Earth-centred) astronomy and intuitively went beyond the Copernican heliocentric (Sun-centred) theory, which still maintained a finite universe with a sphere of fixed stars. Bruno is, perhaps, chiefly remembered for the tragic death he suffered *at the stake* because of the tenacity with which he maintained his unorthodox ideas at a time when both the Roman Catholic and the Reformed churches were reaffirming rigid Aristotelian and Scholastic principles in their struggle for the evangelization of Europe.”⁴

What was the main reason for those debates in Middle Age centuries? From the one hand, most people had geocentric model in mind. Hence all of them shared same point of view about flat Earth positioned statically under changeless heavens. From the other hand, they had observations that stay against dominated point of view. One of the best examples of those evidences was Magellan Voyage.

“**Magellan, Ferdinand**, born c. 1480, Sabrosa, or Porto (?), Portugal; died April 27, 1521, Mactan, Philippines; *Portuguese Fernão de Magalhães, Spanish Fernando, or Hernando, de Magallanes* Portuguese navigator and explorer who sailed under the flags of both Portugal (1505–12) and Spain (1519–21). From Spain he sailed around South America, *discovering the Strait of Magellan, and across the Pacific*. Though he was killed in the Philippines, his ships continued westward to Spain, accomplishing the first *circumnavigation* of the Earth. The

voyage was successfully terminated by the Basque navigator Juan Sebastián de Elcano (del Cano).”⁵

It was first circumnavigation of the Earth. In other words, a ship sailing West from any given port of departure comes to the same port from the East without *any backward sailing in West-East direction*. It was brilliant breakthrough for humankind but shocking discovery for the human mind because all speculations about flat stationary Earth were crushed suddenly against the stem of the circumnavigated ship. It was the first experience of mankind when a ship had dismissed all human hesitations about the edge of the Earth and potential falling from there to “nowhere”. The ship and its crew survived to tell the over people incredible story for possible journey around the Earth. Even the strongest adherents of the flat Earth doctrine were unable to resist mind crushing power of the stem and smiling faces of the survived crew members.

Obviously it was a disagreement between dominated point of view and physical evidence. From the human point of view, the Earth was flat, so nobody and nothing was able to make a trip around it. Moreover, they had “strong” thought experiment⁶ that eliminates any possibility (even theoretical possibility) for the Earth to be round. *They said that if the Earth is round then all water flows down and falls out from the Earth as well as water flows and falls down from an apple*. There was not any logical power that show any counter-argument for that point of view. It dominated for centuries until the ship from circumnavigation voyage smashes that ideology shuddering and crackling it to its core. It was an incredible experience when *Victoria*⁷ triggers long chain of events that changed human mind entirely within few centuries.

Dozens of years later humankind met with the same situation *again*. A new 70,000 kilogram fact stood right on the runway of the Miami airport enjoying total misunderstanding of the humans about the possibility of its trip and once again the vessel and the crew with all onboard passengers were well! Moreover, many passengers carried watches that show “same wrong” indications. Hence they were about 150 more “strange” facts in the same place. An artificial sophisticated object crushes human mind and logic *again*⁸. That impact was so strong that nobody made any serious research of that incident. Here, the journey *begins*.

At first glance, Boeing 727 incident looks like an unbelievable mess of facts, but if we pick up those facts one-by-one and make a comparison with the other known facts we can see something intriguing. First problem with that incident looks like total absence of the aircraft for 10 minutes. It was undetectable for the ground radar and was unreachable for the ground radio transmitter. Moreover, radio signals from the aircraft were undetectable for the ground equipment too.

Suppose the aircraft was undetectable for any electromagnetic radiation (waves) for some unknown reason. In that case it still *must* maintain its position in the air. In other words, all

⁴ Bruno, Giordano. (2008). Encyclopædia Britannica. Encyclopaedia Britannica 2008 Deluxe Edition. Chicago: Encyclopædia Britannica.

⁵ Magellan, Ferdinand. (2008). Encyclopædia Britannica. Encyclopaedia Britannica 2008 Deluxe Edition. Chicago: Encyclopædia Britannica.

⁶ *Gedankenexperiment* in German language

⁷ “... the *Trinidad* and *Victoria*, reached the Moluccas; only one, the **Victoria** (85 tons), returned to Spain, under command of Elcano.” (from Magellan, Ferdinand. (2008). Encyclopædia Britannica. Encyclopaedia Britannica 2008 Deluxe Edition. Chicago: Encyclopædia Britannica.)

⁸ Boeing 727 incident, see above.

equipment and navigation systems *must* work usual way and the aircraft must remain in the air by the engines propulsion and wings' lift. Obviously the aircraft in that condition progressed further toward the airport and made landing. Later as soon as that aircraft become visible for electromagnet radiation the vessel must appear right on the runway of the airport. In that case, only landing stage of its journey became invisible, but it stays in contrary to the observable facts. Hence that scenario is incomplete, and there is something more remarkable in that case.

There is one more useful observation. The aircraft made landing after its reappearance without any problem! This means that air speed of the air craft after reappearance was exactly equal to its air speed before disappearance! That is easy conclusion. In any other scenario, the aircraft immediately fall or rise after reappearance depending on air speed difference before and after the *event*. Obviously such behavior of the aircraft was easily detectable for the crew and passengers.

Furthermore, thrust of the engines was identical before and after the *event*. If not the aircraft suffers rapid rise or fall as well as in the case described above. Moreover, we need to do similar suggestions for any onboard system. All of them were in the same state before and after the *event*. That is turning point in this logical investigation. If it is right for any onboard system or device, then it must be true for any particular onboard element of the aircraft. Condition of all onboard clocks and their indications *must be the same before and after the event*. That coincides exactly to *the facts of this case*. All onboard timepieces *after incident* remain indications exactly equal to their indications *before the event* or 10 minutes left! Moreover, the devices continue to maintain that difference (relatively to the Earthbound-bound timepieces) after landing. They worked well and kept same difference in indications of all devices. That is another key point in the journey.

Suppose a person has a timepiece of any kind. It has accuracy of time indication for 1 second. Which process duration can be estimated by that timepiece? Obviously it is possible only for a process that has duration more than 1 second, because such timepiece is unable to indicate a difference in duration smaller than 1 second. In other words, such a timepiece ever has *same indication for any process that has duration lesser than the duration of one second*. That makes perfect sense. If the incident happened within an *extremely short time*, then *duration of all onboard processes had identical tiny duration in the whole event*. Obviously passengers and crew noticed nothing because of such *swift incident*. That coincides with all facts of that "strange" incident from passengers' and crew's point of view.

Everything is well that way, but there is one critical question in that scenario. Where was the aircraft during the *event*? It cannot just hang in the air motionlessly and timelessly (so to say). Obviously that is impossible because of gravitation. Any object that interacts with the field of Earth's gravitation falls to the surface of the Earth as soon as it loses its rest. In case of an aircraft, its wings provide enough lifts to compensate force of gravity. Using equilibrium between those forces an aircraft stays in the air. It's impossible to an aircraft to maintain its altitude motionlessly because a wings generate lifts only in motion relatively to the air. That is a correct problem and correct counter-argument against previous explanation from the Earth-bound observer's point of view. We need to see problem relatively to space to of that problem. Following figure gives the solution of that problem.

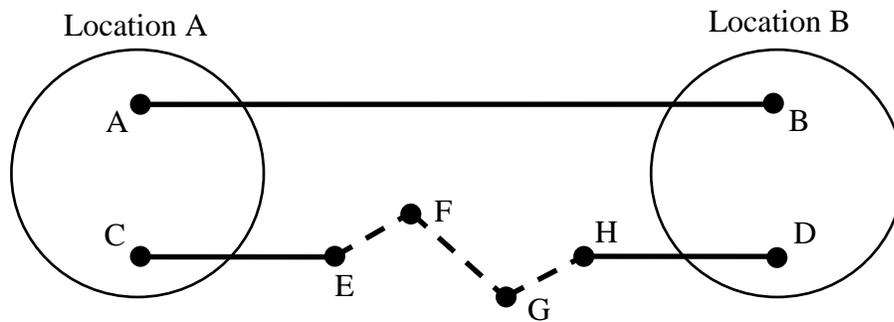


Fig. A

Figure A shows two different locations of the Earth in its orbital motion. Those are locations A and B. An Earth-bound observer makes observations for two different aircrafts. One of them uses trajectory A-B. In that case, the aircraft takes usual way if its motion. It reaches point B, and the observer trace location of the aircraft at each point of the trajectory. From the observers' point of view, the aircraft covers short distance from two different points above the Earth surface. Those are points A and B.

In case of coordinate system bound to the Sun, same motion appears as a long trajectory leading from point A to point B through significantly longer trajectory in space A-B as it shown in the figure A. That happens because of Earth's orbital motion around the Sun. Moreover, in case of motionless object that keeps same location during observation of the Earth-bound observer that object moves with the Earth and keeps some trajectory relatively to the Sun. An Earth-bound observer is unable to see that trajectory because its own trajectory is bound to the Earth. In that case, relative motion between the object and the observer looks like motionless location of the object

relatively to the observer. An object makes interaction with the gravitational field of the Earth and the Sun as well as the observer does.

Next example is shown as a trajectory of a different aircraft flying between points C and D. Difference between those trajectories is this. Second trajectory has some sort of relocation between points E and H. Those are specific trajectory that has not any *interaction* with any field of any kind. That is trajectory E-F-G-H. In case of Boeing 727 incident, absence of interaction between the aircraft and any field causes inability of any ground equipment to reach the craft. Moreover, absence of interaction with the field of gravitation causes ability of the aircraft keep its altitude at the first and the last points of that trajectory (points E and H in the figure). More than that, according to indication of *all onboard timepieces* that trajectory seems like *Zero Distance Trajectory* because any timepiece *was unable* to change its indication during its travel by that trajectory.

Each Earth-bound “motionless” timepiece uses “motionless” object like trajectory. That trajectory can be drawn as A-B trajectory in the picture. Because of that all Earth-bound timepieces have individual trajectory in Universe. Length of those trajectories appears because of motion of the Earth relatively to the other celestial bodies. First of all we need to put into considerations relative motion between the Earth and the Sun. That is enough for this explanation. As a result, all Earth-bound timepieces show same indications because the *duration* of their journey through the Universe are ever equal to each other and equal for the *duration* of motion of the Earth around the Sun.

There is noteworthy theory that makes deal with those types of motion. That is Z-Theory⁹ published recently. According to that theory there are two different types of trajectory in the Universe. First trajectory uses common method of interaction between an object and all physical fields. That is RW-Trajectory (Real Word Trajectory). Second trajectory is Z-Trajectory. In case of that trajectory, an object loses its interaction with any of physical fields and becomes undetectable for any *Earth-bound observer* by any interaction of any kind. That coincides *exactly* with Being 727 incident. As long as the vessel kept Z-Trajectory it becomes *unreachable* for any interaction. As a result, neither ground radar nor a radio transmitter was able to make contact with the aircraft, and the aircraft itself *made not* any interaction with field of gravitation and any other fields of any kind.

Any object that uses Z-trajectory follows *all laws of modern physics*. For example in case of the Boeing 727 one aircraft goes to Z-Trajectory and one aircraft comes back from that trajectory. Hence it follows the law of conservation *precisely*. Moreover, mass of the aircraft at the first point of the Z-Trajectory (point E in the picture) was the same as at the last point of that trajectory (point H in the picture). Hence there was *same volume of fuel* in the tanks of the aircraft before and after Z-Trajectory. In other words, Transposition by Z-Trajectory consumes *no volume of fuel from the aircraft*. That is additional evidence for any case and location where Z-Trajectory appears. For instance, in case of A-36 incident (see above) Z-Trajectory saves significant volume of fuel for Bruce Gernon. It is the best evidence for Bruce’s

experience. It supports the way of relocation by the same type of trajectory (*Z-Trajectory*).

One more observation supports the idea that Z-Trajectory follows any law of conservation. In both cases, (Boeing 727 and A-36 incidents) each aircraft kept same altitude at the first and the last points of their own Z-Trajectory. Hence *potential energy* of each aircraft just before and just after its own Z-Trajectory *had the same value*. Any other process shows same way of keeping law of conservation. As a result, Z-Trajectory can be recognized as *physical reality* because it is compatible with *any law of modern physics*, and physical reality shows unmistakable consequences as *observable facts*.

Location A

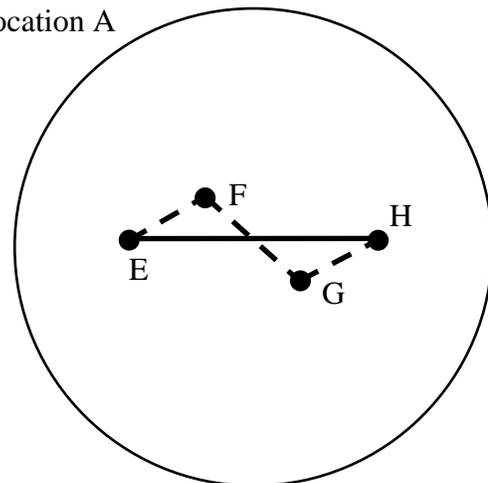


Fig. B

Figure B shows the relationship between Z-Trajectory and RW-Trajectory in A-36 incident. In that case, the aircraft used Z-Trajectory E-F-G-H instead of RW-Trajectory E-H. As well as in the previous case transposition between the first and the last points of Z-Trajectory seemed undetectable for the crew (Bruce Gernon). Unlike incident mentioned above, A-36 used Z-Trajectory when the Earth was almost immovable because of an extremely short time when A-36 used that trajectory. As a result in the Sun bound frame of references motion of the Earth was negligible in covering distance, but relocation of A-36 was quite remarkable. Hence for any Earth-bound observer it looks like the disappearance of A-36 from point E and its reappearance at point H. Unlike Boeing 727 incident, there was not any Earthbound-observer who was able to monitor that relocation from the first to the last point. *Duration* of the whole process from any onboard observer’s point of view was lesser than one second. That coincides *exactly* with the Boeing 727 incident. Hence all Earth-bound clocks used same duration of their internal physical processes that was equal for the *duration* of A-36’s Z-Transposition. As a result at the last point of Z-Trajectory all onboard timepieces show same indications as any other Earth-bound clock including the clocks of the airport of destination.

Unlike the case of Boeing 727, *Z-Trajectory shrinks RW-Trajectory* of A-36 for some distance. That distance can be calculated as the difference between usual fuel level and real fuel

⁹ Zade, Allan (2011) Z-Theory and Its Applications. AuthorHouse. ISBN 978-1452018935

level in the gas tank of A-36 after landing multiplied for rate of fuel consumption. That is co called “lost distance” that A-36 replaced by Z-Transposition. Using navigation data from A-36 flight and technical data of that aircraft we can make following calculations.

II. DATA

Direct route flight distance from Andros Island Town Airport to West Palm Beach (S_d): 210 miles
 Total flight distance from Andros Island Town Airport to West Palm Beach (S_t): 250 miles
 Typical fuel consumption in round trip (F_d): 38 gallons
 Real fuel consumption in the day of the incident (F_r): 29 gallons
 Real one way flight duration in the day of the incident (T_r): 47 minutes
 Cruise speed (V_c): 180 miles/hour
 Typical fuel specific consumption at cruise speed 180 miles/hour (R_{180}): 16 gallons/hour
 Typical fuel specific consumption (miles per gallon) (R_s): $180/16 = 11.25$ miles/gallon

III. CALCULATION

Direct route one way fuel consumption (F_{c1}): $F_{c1} = F_d/2$; $38/2 = 19$ gallons
 Total flight one way fuel consumption (estimated) (F_{t1}); $F_{t1} = (S_t/S_d) \cdot F_{c1} = (250/210) \cdot 19 = 22.62$ gallons
 Total flight fuel consumption in round trip (estimated) (F_t); $F_t = F_{t1} + F_{c1} = 22.62 + 19 = 41.62$ gallons
 Extra fuel left in the gas tank (estimated) (F_e); $F_e = F_t - F_r = 41.62 - 29 = 12.62$ gallons
 Total one way flight duration (estimated) (T_t); $T_t = S_t / V_c = 250/180 = 1.39$ hour = **83.4 min.**
Z-Transposition distance (estimated) (S_z); $F_e \cdot R_s = 12.62 \cdot 11.25 = 141.98$ miles
Delta time (T_d); $T_d = S_z / V_c = 141.98 / 180 = 0.79$ hour = **47 min**
Total time for flight (estimated) (T_c); $T_c = T_r + T_d = 47 \text{ min} + 47 \text{ min} = 94 \text{ min.}$
 Relative error of all calculations shown above (δ); $\delta = |(T_t - T_c)/T_c| \cdot 100\% = |(83.4 - 94)/83.4| \cdot 100\% = 12.7\%$

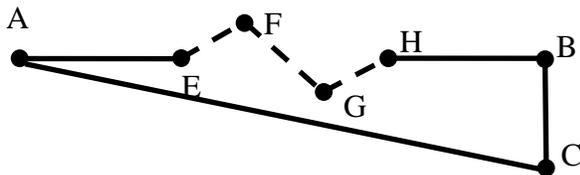


Fig. C

These calculations explain A-36 incident. In that case, the aircraft used circle route according figure C. That route can be shown as A-B-C-A route. That route from A to C (from Andros Island Town Airport to West Palm Beach Airport) included Z-Transposition between points E and H. Action of that transposition was described according figure B. In that case, Z-

transposition included *space-only transposition* relatively to an Earth-bound observer. Hence full RW-Trajectory between points A and C was broken by Z-Trajectory that *excludes some length of RW-Trajectory*. As a result, A-36 used only some part of RW-Trajectory (AE+HB+BC to reach West Palm Beach Airport) that was left for the airplane by Z-Trajectory (EH).

Method of calculation shown above uses fuel consumption calculation for estimation of RW-Trajectory length that was replaced by Z-Trajectory. As it mentioned above, Z-Trajectory has tiny length relatively to an aircraft that uses RW-Trajectory. Hence aircrafts spend only fractions of a second to travel by that trajectory according an onboard observers’ point of view. As a result, Z-Trajectory and Z-Transposition are unnoticed usually for crew and passengers of aircrafts. In that case, Bruce, as well as all onboard persons of Boeing 727, noticed nothing unusual, because nobody see a physical process that has duration only in fractions of a second and changes nothing in a course of action relatively to an onboard observer’s point of view.

According to calculation shown above, distance of Z-Transposition relatively to an Earth-bound observer was equal to **141.98 miles**. That is distance calculated according to *extra fuel volume that was left in the A-36 gas tank*, and the same length of RW-Trajectory that is *equivalent* to distance that should be covered with the aircraft as soon as it consumes all volume of *extra fuel*. In that case, Z-Transposition explains all phenomena of A-36 incident including extra fuel in the gas tank.

Moreover, as it shown in calculations, estimated *duration* for one-way flight from Andros Island Town Airport to West Palm Beach Airport with 250 miles route takes **83.4 min.** Duration of flight by the same route including transposition by Z-Trajectory should take **94 minutes**. Difference between those two values gives us precision of **12.7%**. That is total relative error that is caused by estimation of fuel level in the gas tank (rounded for 1 gallon), fuel consumption rate during the flight, route length that is shown only by the pilot’s estimation, direction and speed of wind on the day of flight, and many other factors which affected that flight. Increasing the precision of all estimations helps us to reduce that error for calculation of other incidents of the same nature.

Z-Theory has the ability to make some estimation. For instance, if Z-Transposition is equal to *230 miles instead of 141.98 miles*, A-36 uses only 20 miles for its journey and spends about *7 minutes only* for flight from the Andros Island Town Airport to the West Palm Beach Airport and makes landing successfully *with almost full gas tank*. $(20 \text{ [miles]} / 180 \text{ [knots]} = 7 \text{ min})$

Same process explains any of so called “early arrival” phenomena. That phenomenon appears for any vessels and causes their appearance near the point of destinations significantly *earlier* before scheduled time. There are some number of evidences for that, but most of them can be easily covered for many reasons and never shown for public. We can make imagination of such incident as described below:

“...tower, this is flight 390, declare for landing...”
 “...flight 390, this is tower, please identify yourself...”
 “...tower, this is flight 390. Scheduled route is Singapore-to-Perth. Scheduled time of arrival is 7:00 AM...”
 “...flight 390, this is tower confirm your location...”

“...tower, this is flight 390 we are ready for landing. Distance for the airport is 160 miles...”
“...flight 390, this is tower; what time is it? ...”
“...tower, this is flight 390. It is 4:00 AM...”
...long pause from the tower, when ...
“...flight 390, this is tower. You are 3 hours earlier than scheduled. Did you have earlier departure?”
“...Negative sir! We had exactly scheduled departure ...”
...another long pause from the tower, when ...
“...flight 390, this is tower, report you fuel...”
“...tower, this is flight 390. We have enough fuel for 4.5 hours of safe flight...”
“...flight 390, this is tower. Listen to me guys! I have no idea what are you doing up where but I have only six months for my pension retirement. So I do not let anybody to steal my pension with another cock and bull story of their *early arrival!* Your flight is your responsibility, so get out from my radar to waiting area number 45 and wait there until the right time for your arrival comes! I’m in charge here, and nobody comes to my airport earlier than scheduled time of arrival! Case closed!”

There is no evidence in the aftermath of that incident because flight 390 arrived on time at 7:00 AM exactly as scheduled and about half of thousand passengers enjoyed right scheduled flight. Hence nobody analyzed information from the dispatcher voice recorder or the aircraft’s cockpit voice recorder as well as any other information from any other recording devices.

Going further in logical investigation following aspect of Z-Transposition can be seen clearly. Absence of an object during its Z-Transposition from the Earth-bound observer’s point of view becomes clear. As long as an object uses Z-Trajectory, it becomes undetectable and unobservable for any Earthbound-observers.

Suppose absence of Boeing 727 was 24 hours instead of 10 minutes. What could think the Earth-bound observers about its absence during that time? Obviously they declared *emergency* because of an aircraft disappearance “without a trace”. They send a rescue squad for search and find wreckage of an unexplainable “*air crash happened in calm weather*”. However, despite all efforts and massive rescue operation nothing would find. That situation would puzzle all men from the rescue squad and would provide another source for many stories about the area that *is too dangerous* for navigation. That happened because a man could not see complete phenomenon. Obviously such case is not understandable for any Earth-bound observer.

Rescue operation was not fired in case of Boeing 727 incident because of its reappearance after 10 minutes. Nobody got to search debris of the aircraft crushed 10 minutes ago and “integrated itself again and made a successful landing later”. Moreover, “nobody onboard noticed that destruction and reconstruction of the same aircraft *again* including *reincarnation* of all onboard persons”. Human logic does not use any explanation for Z-Transposition in the case that looks as an *air-crush event*, because that scenario is dissected as impossible one on an *unconscious level of the human mind*. That happened because any crush-like explanation needs description of

subsequent reincarnation and reconstruction of any onboard things. That leads human mind *to madness*.

Hence we have a question why we use *crush-like explanations* for any events which involved Z-Transposition? We have strong evidence that separates crush and Z-Transposition. Those are debris in the crush sight. As soon as no evidences of crush were found, we *should suspect the possibility of Z-Transposition*. All modern vessels used modern materials. Many of them are able to float. As a result, any crush that happened even above the water surface follows by the appearance of more or less floating debris. That is *aye-popping distinguish* between crush and usage of Z-Trajectory for any vessel of any kind.

I guess it is already clear what I’m talking about. That is case of Flight 19 and many others. All of them left no traces as well as Boeing 727 left no traces of its Z-Transposition except of onboard phenomena; as well as A-36 left no traces of its own Z-Transposition except of its “short route” and additional volume of fuel in the gas tank. All those incidents have a direct relation to *Z-Transposition*.

More than that, if we compare Boeing 727 incident and Flight 19’s FT message everything becomes clear. As soon as Z-Transposition is possible one, the Avengers could make Z-Transposition that lasts for few hours according to an Earth-bound observer’s point of view. As a result, the air craft reappears in its RW-Trajectory significantly later according to the Earth-bound clocks. Obviously the pilot of the aircraft *had no idea* about Z-Transposition and continued to send his call signal “FT, FT, FT ...” That was the same signal that ground equipment detected “two hours later than an aircraft should run out of fuel”. As well as in A-36 incident an Avenger had enough extra fuel to stay in the air because Z-Transposition consumed no fuel from the aircraft’s gas tank.

Hence all of the so called “vanished vessels” used Z-Trajectory to be sent to some remote locations; all of them left no traces of that event; each of them used its own Z-Trajectory and keeps that trajectory until it will reappear again. Navigation under such circumstances becomes more difficult than ever, because moving vessels are able to use RW-Trajectories as well as Z-Trajectories which lead vessels far away from “the borders of space and time”.

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