

COSMIC AIRSHIP OVER POLAND?

By Robert K. Leśniakiewicz

I always feel moved when I recall the days when my grandpa used to read to me the stories told by pilots fighting on all the fronts of World War I (in which he also participated). That is why the names of the most prominent ones, like: **Guinemer, Fonck, de Brichamboute, de Boulanger, de la Fregoliée or Garros** on the one hand and **von Richthofen, von Wobeser, von Budecke, Goering or Wissemann** the other one were very familiar to me. However, I was most interested in the stories about airships – also called the air cruisers – which effectively blocked and terrorized London and other cities of the countries united in Entente. It was the foretaste of what World War II offered to us: open cities being bombed, raids and fire storms caused by napalm or white phosphorus, as it was in Warsaw, Antwerp, Coventry, Hiro, London, Dresden and finally Hiroshima and Nagasaki, destroyed in the flames of nuclear fire... And all this started with the invention of a German count **Ferdinand von Zeppelin** (1838-1917).

Le Dixmude, USS Akron and the others..

I have already written about strange catastrophes of airships in *Nieznany Świat*, where I mentioned the catastrophe of airship **SLX** in 1916 and **LZ-59** in 1918, and elaborated on the causes of the catastrophe concerning then largest airship **LZ-129 Hindenburg**, which burnt in 1937. Also in *Nieznany Świat* did I quote the following table illustrating airships' catastrophes until 1930:

Causes of Catastrophes	Amount	Remarks
Destroyed in fight	46	
Explosion of engine or fuel	6	
Influence of the atmospheric conditions	10	Incl. SLX .
Incidents on the ground	25	
Fires in the air	5	Evidence of 3 incidents, 1 Dixmude - undoubtful, 1 – lack of satisfactory evidence.
Disassembled into spare parts	42	

A very interesting case is the incident of **Le Dixmude** – former **LZ-14**, which happened the day before Christmas Eve of 1923, and looks very much like the one of the airship **SLX**. The airship burnt above the Mediterranean Sea at the shores of Sicily. Only one body was found out of a 52 persons crew. By the way, the circumstances of these incidents seem like a duplicate of the incident involving **SLX**... (→ **J. du Plessis** – *Zeppelin Le Dixmude* – <http://perso.wanadoo.fr/c.i.e.l/index.htm>) In spite of the authors of the book from which I took the above quoted table – there is no certainty that what happened in the air was an ordinary fire, a true problem for balloon-men before inflammable helium began to be used... (→ *Antology – The People of Air Expanse*, Warsaw – Poznan 1932)

In the postwar period, several incidents took place involving a lot of victims: American military **ZRS 4 Akron** in 1933 - 73 victims (3 survived), French military **Dixmude** (ex

German **LZ 114 / L 72** in 1923 - 50 (52?) victims (nobody survived), English civilian **R 101** w 1930 - 48 victims (6), English **R 38** in 1921 - 44 victims (6), German civilian **LZ 129 Hindenburg** in 1937 - 36 victims (13 out of 36 passengers, 22 out of 60 crew members, incl. Capt. **Ernst A. Lehmann** (1886-1937), 1 person out of 228 ground service employees; 61 on board survived!) – says on the internet the Polish specialist in this area – **Mariusz Wojciechowski**. (→ M. Wojciechowski – *German Airships between 1900 and 2000*, <http://www.mars.slupsk.pl/fort/sterowce.htm>) Moreover, 30 victims of the Soviet **SSSR W-6 Osoaviachim** airship incident that took place in 1938 during the rescue mission aimed at saving members of the **Papanin** group from the ice floe, which I had mentioned in *Nieznany Świat*.

In spite of all those catastrophes and victims, airships are still the subject of interest of aircraft constructors. They did not play a very important role during WW II apart from being used for patrolling purposes on American territorial waters. After WW II, airships are slowly regaining their position – as flying ads and cranes. They are cheaper to operate and ecologically safer than planes. They transport tourists and goods to attractive parts of the world. In 1980s they became the object of interest of American military industry in the framework of Reagan's SDI/NMD program – i.e. Star Wars and of their Soviet opponents acting in the framework of cosmic wars program.

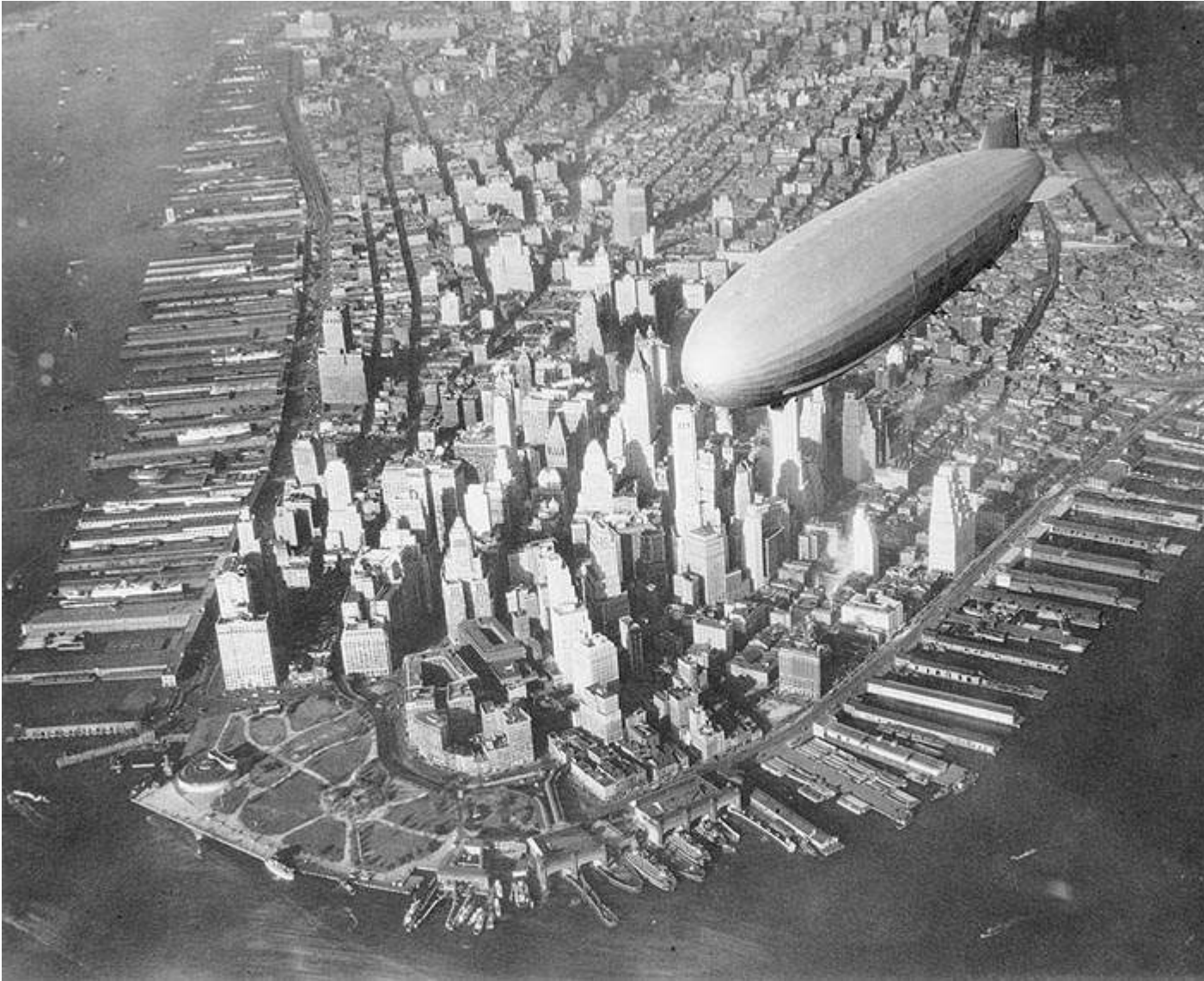
Airships on the „silent front line”...

Airships in the era of cosmic flights? – one may ask – it's an anachronism! Yet US Navy is still making use of them as flying platforms to conduct radio intelligence spy actions and submarines surveillance.

This information was quoted in the English edition of the Russian *Prawda* published on the internet on October 29, 2005, where it is explicitly stated that American airship used for espionage actions are to conduct surveillance of Chinese and Iraqi submarines. And, of course, all the other submarines to be tracked by their detection equipment. (→ *USA develops gigantic airships to spy on Chinese and Iranian submarines* <http://english.pravda.ru/science/19/94/379/>) But the first information about it reached our UFO and Unnatural Phenomena Research Center from Sweden. It was forwarded to us as early as 1992 by a well-known Swedish ufologist – **Clas Svahn** from UFO Sverige and published in *FO-Aktuellt*. I later had it published in *Nieznany Świat* and that is why here I am going to only touch on the most important facts mentioned in the articles.



Everything happened on August 23, 1991 between 19:00-19:15, in the area of the town called Umeå in the North of Sweden. Several witnesses saw some strange, cigar-like object flying from the south and heading northwards. It was accompanied by the sound similar to this of diesel engines. The police and ufologists from UFO Sverige were informed about the phenomenon. Even SÄPO - the Swedish political police initiated an investigation. The investigation results were slight. All that was revealed was the fact that the object was flying at low altitude and was seen by nobody else but the Umeå witnesses.



To be true, nobody else could have seen it, as it was flying too low to be intercepted by the OPL radars. Moreover, its route was leading above the almost unpopulated territories of Norrland and Norway, eastwards of 20°E – towards the north. On the other side of its trajectory there was a place situated a bit east of the Gotland's northern cape hosting FRA – the center of Swedish radio intelligence and counterintelligence. It is an ideal place enabling radio invigilation of all the Soviet Baltic Fleet base– from Wismar in GDR to Wyborg in USSR. What is all this for – someone might ask – the FRA center plus US Navy or NSA airship. The answer is very simple – the airship was conducting the surveillance of the Soviet Baltic Fleet, Polish Military Navy (Poland had then already been an independent country, but it had been hosting Soviet military base until September 17, 1993) and East Germany Volksmarine because between 19-22 August 1991 a strange *coup d'etat* took place in Moscow, organized by triumvirate of **Yanajev-Pugo-Kriuchkov** against **Mikhail S. Gorbachev**, Soviet first president. At that time all the ciphers and codes of the Soviet President's „atomic push-button” were in the hands of the said putsch organizers and the atomic war could have broken any minute. Therefore, Baltic Fleet command posts and bases had to be surveilled round the clock. Satellites circumnavigate the Earth once in 60-90 minutes, spy aircraft move very fast and are hard to detect. An airship can keep hanging over water or land all day long, at large altitude, and thanks to *stealth* technology be almost

invisible to radiolocation stations. On August 22, **Borys N. Yeltsin** gained control over the situation in Moscow and the airship could return to the base...



It was just one of many examples of airships being used on the „silent front”. Such cases must be much more numerous, the thing is just that the people pay no attention to them.

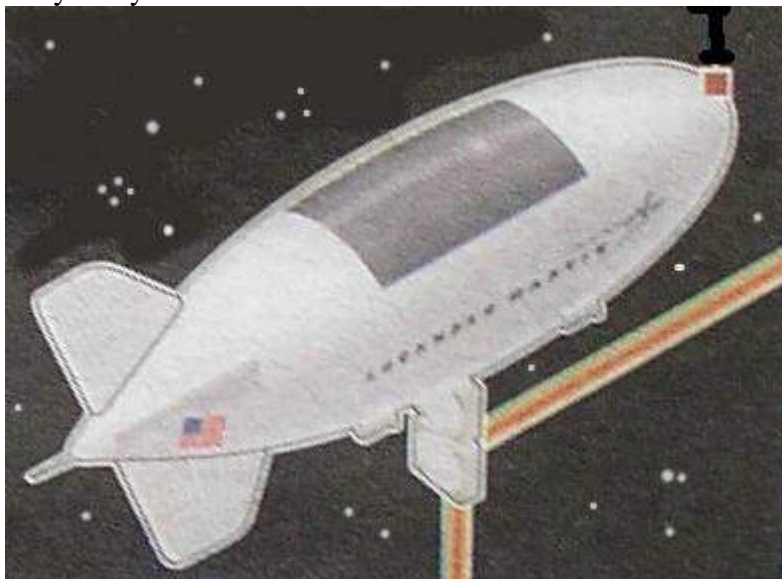
... and High Frontier Program



SDI, High Frontier or just Star Wars was the beloved baby of **Ronald Reagan's** (1911-2004) American fortieth president. The point was to create a shield to defend from Soviet, Chinese or Korean ICBM that might be directed against America in the case of a nuclear conflict. I advise all the interested ones to read politological and technical literature, most popular both in the East and in the West in the 80` of the XX century. I particularly recommend Prof. Dr. **Zbigniew Schneigert** (1910-1998) – *Threat from Space*, Warsaw 1986 and *Nuclear Weapons and Strategy*, Warsaw 1984; **Jerzy Markowski** – *Time of Star Wars*, Warsaw 1986 and others.

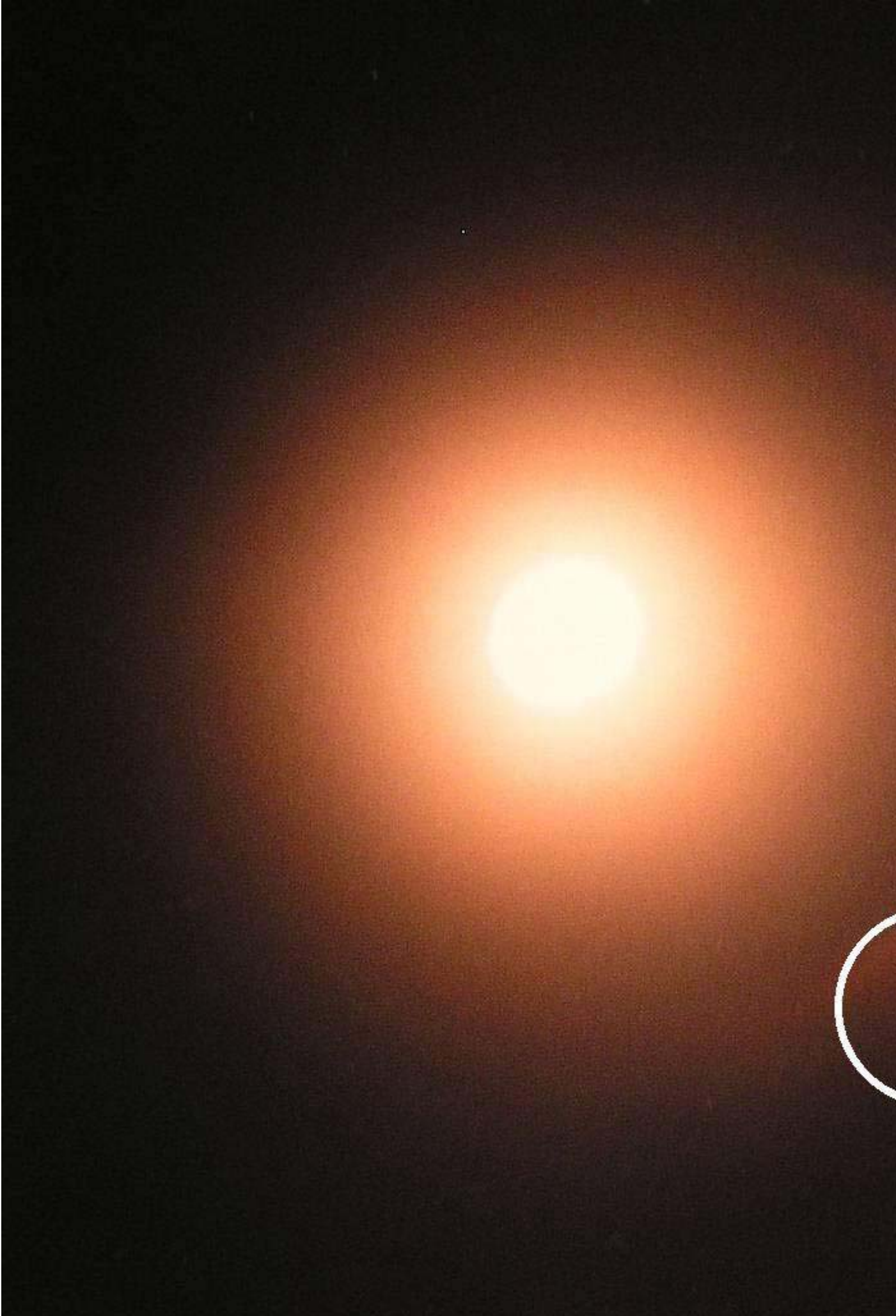


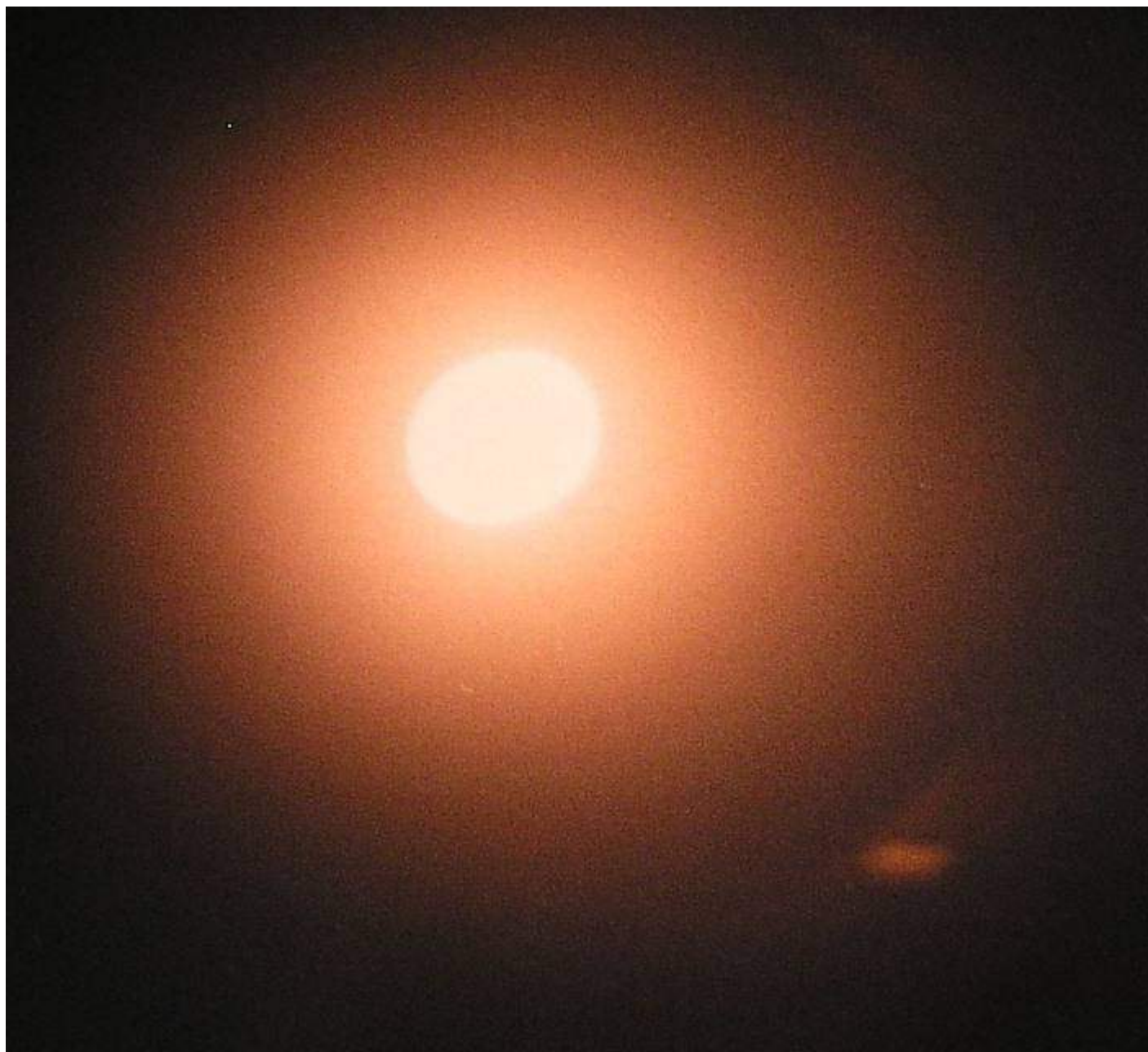
The matter became popular again both due to the above mentioned article published in *Prawda* and in some of our tabloids. (→ *Super Express* of 2005-11-09) Some designs of space weapons, including airships, were shown in them. As far as *Prawda* publishers are concerned, the airship can be constructed according to Walrus HULA design by Lockheed Martin Corp. and Aeros Aeronautical Systems Corp. It is supposed to be a giant with the range of 22.000 km, able to fly as far as stratosphere, its *payload* being between 500 1.000 tones, with the ability to fly for two weeks with no need to have a break!



According to another design by JP Aerospace it is going to be a 1.800 m long giant, with a operational altitude of 30-40 km, able to fly into the lower zone of the circumterrestrial orbit and be used as a shuttle reaching ISS *Alfa*! It would also be a perfect take off platform for small Russian *Klipper* type spaceships la or American *X-33*, *X-34* etc. – therefore constituting an alternative for SSTO. An airship like this would be flying in the upper zones of the ionosphere and the thickest parts of the atmosphere would remain under it, which results in the need for the ship taking over to overcome only the Earth gravitation...

The author also assumes that researches concerning similar construction shaped like – hic!!! – a disc or a lens were conducted in the USSR as early as 70`s of the former century but were broken due to the death of the main constructor and were never assumed again... Really? In the early 90s, Russian papers boasted about having constructed a prototype airship in the shape of a lens, later used as a flying crane.





Airships like this probably do exist already and are subject to tests, also above our country. There are photos taken by holidaymakers **Ilona and Mirek I.** in the village of Rogów near Opole Lubelskie on the late evening of 30 July 2004 at about 22:45. The photos show a strange flying object flying near the shield of the Moon from the East to the West. The object was moving very slowly – majestically, as the witnesses had it, which made it seem to have immense mass and be very distant. In the light of what I have written before, we may assume that the witnesses took a photo of not „just a UFO” but of a specific object flying above our country at the altitude enabling it to be out of reach of our radars. Who knows, maybe all



those strange fires in the sky, so frequently observed by UFO and Unnatural Phenomena Research Center are connected with the tests of new weapons performed in the upper layers of the atmosphere and in the near space rather than with UFO? Last of All, it is commonly known that those who have space weapon technologies are able to rule the world, and the competition between the two superpowers has not ended along with the end of the cold war period! What has changed is only its dimension – from the earthly to the cosmic one, the main goals, i.e. domination and ruling the world still being the same...





Where is this madness going to lead us?

NL Rogów (LOP) 20040730-C



Rogów (Poland): 51°15'31"N - 021°57'13"E

Jordanów, 2005-11-25

Illustrations:

- 00 – American airship **ZRS-5 USS Macon** above Los Angeles (Internet – Wikipedia)
- 01 – American greatest airship in the years between WW I and WW II **ZRS-4 USS Akron** above New York (as above)
- 02 – Effective comparison of the size of **LZ-129 Hindenburg** airship, RMS **Titanic** steamer and stratoliner **Boeing 747 Jumbo Jet** (as above)
- 03 – This catastrophe stopped the development of airships for a long time. As the researches have shown, the fire of **Hindenburg** was not caused by burning hydrogen but by the cover consisting of flammable mixture of metals, i.e. thermit, which had started burning after electrical discharge... (as above)
- 04 – Modern tourist Zeppelin airship (as above)
- 05 – Cosmic airship designed by American constructors... (*Pravda*)
- 06 - ... and the same airship in a military action, directing a laser light beam emitted from the Earth towards the goal situated in space – ex. Enemy ICBM or satellite. The same airship can be a take off platform for light spaceships and conduct surveillance of great areas of the Earth (*Super Express*)
- 07-11 – Photo of a UFO above Rogowo on 30 July 2004, at about 22:45
- 12 – Reconstruction of the same object by the witnesses of its flight